



## DEVELOPMENT SERVICES DEPARTMENT STAFF REPORT

**Project Name:** Dunkin

**Applicant:** Ryan Thomas, P.E., Thomas Engineering Group, agent for Mayank Patel, Jai Shree Ram Donut, LLC.

**Project Location:** 5300 Coconut Creek Parkway

**Application #:** 25-400070

**Application Type:** Special Exception Use

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### **I. RECOMMENDATION:**

#### **CONDITIONAL APPROVAL**

### **II. SUMMARY:**

Jai Shree Ram Donut, LLC (“Applicant”) has submitted a special exception use application with the intent of repurposing a former drive-through bank, located at 5300 Coconut Creek Parkway (“Subject Property”) to a drive-through Dunkin restaurant. The Applicant submitted a concurrent site plan application. Subject to the satisfaction of Development Review Committee (“DRC”) comments for both the site plan and special exception applications and all representations by the Applicant, Staff recommends a conditional approval because the applications are consistent with the Margate Comprehensive Plan and satisfy the General Standards of Review provided in Section 40.306(D) Unified Land Development Code (“ULDC”).

On April 7, 2026, the Planning and Zoning Board recommended approval.

### **III. ANALYSIS:**

#### **General**

The Subject Property is a portion of Tract “A” of the BRANDON-FARRIS DEVELOPMENTS PLAT NO.2” (110-19). It consists of a small vacant building on a 17,443 square foot parcel that is generally located at the southeast corner of State Road 7 and Coconut Creek Parkway, within the Crossroads Shopping Center, at 5300 Coconut Creek Parkway. Subject Property can further be identified by Broward County Property Appraiser (“BCPA”) folio numbers 484231150016. BCPA records indicate that the enclosed space of the building is 497 square feet.

The Subject Property has a land use designation of Activity Center, is located within the Gateway zoning district, is located within the Central Business District, and is located within the Margate Community Redevelopment Agency boundary.



[Subject Property Current Condition, 2025 BCPA Aerial]

Surrounding/Adjacent Uses & Zoning

North: TOC-G

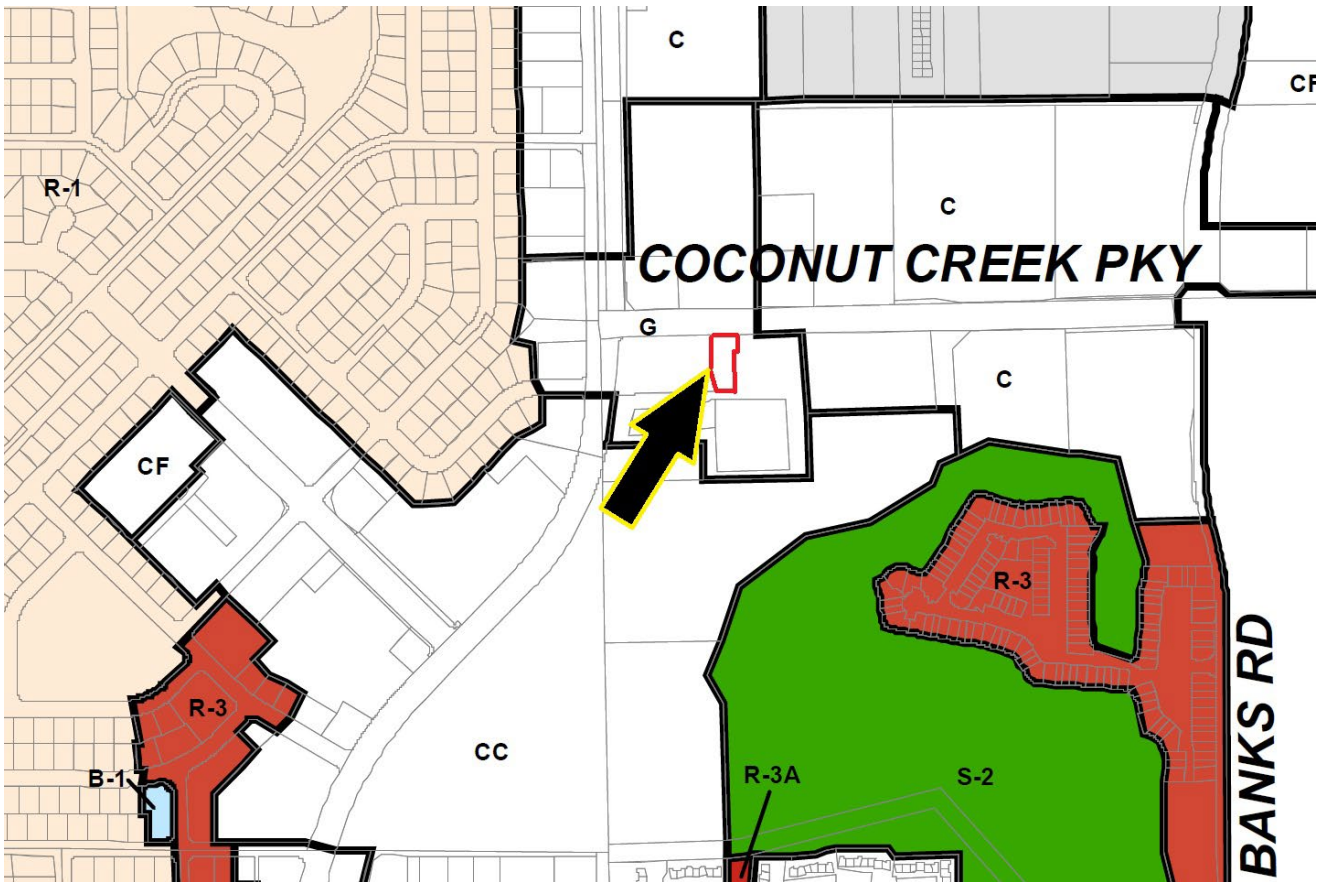
Developed as Cocogate Shopping center, but currently vacant and fenced.

South & East: TOC-G

Crossroads Shopping Center

West: TOC-G

Freestanding CVS Pharmacy, outparcel of Crossroads Shopping Center.



[Margate Zoning Map with Subject Property identified.]



[Subject Property Current Condition – North Facade, March 26, 2026]



[Subject Property Current Condition – North and West Façade, March 26, 2026]



[Subject Property Current Condition – South Façade, March 26, 2026]

### **History**

The outparcel site where Subject Property is located was previously developed as a freestanding Dad's Donut restaurant and a Bank Atlantic branch bank with drive-through. On June 4, 2003, the City Commission approved a redevelopment of the outparcel, including Subject Property, as a special exception to permit an Eckerd Pharmacy (now CVS) with a drive-through and a drive-through Bank Atlantic without lobby service by way of Resolution 9836. A certificate of occupancy was issued for the Bank Atlantic on Subject Property on March 11, 2004. This Bank Atlantic was built with four active drive-through lanes on the east side of the building, one walk-up service window on the west side, and no internal access for customers. The building is oriented such that vehicles travel northbound through the drive-through lanes. In 2012, Bank Atlantic was acquired by BB&T, which resulted in rebranding the drive-through bank on Subject Property.

Subject Property has been vacant for several years. A Truist (formerly BB&T) branch bank was built across the street to replace the drive-through bank with no lobby on Subject Property. A certificate of occupancy was issued for the new bank on January 10, 2017. According to Local Business Tax Receipt ("LBTR") records, the Subject Property has been vacant since at least August 6, 2019.

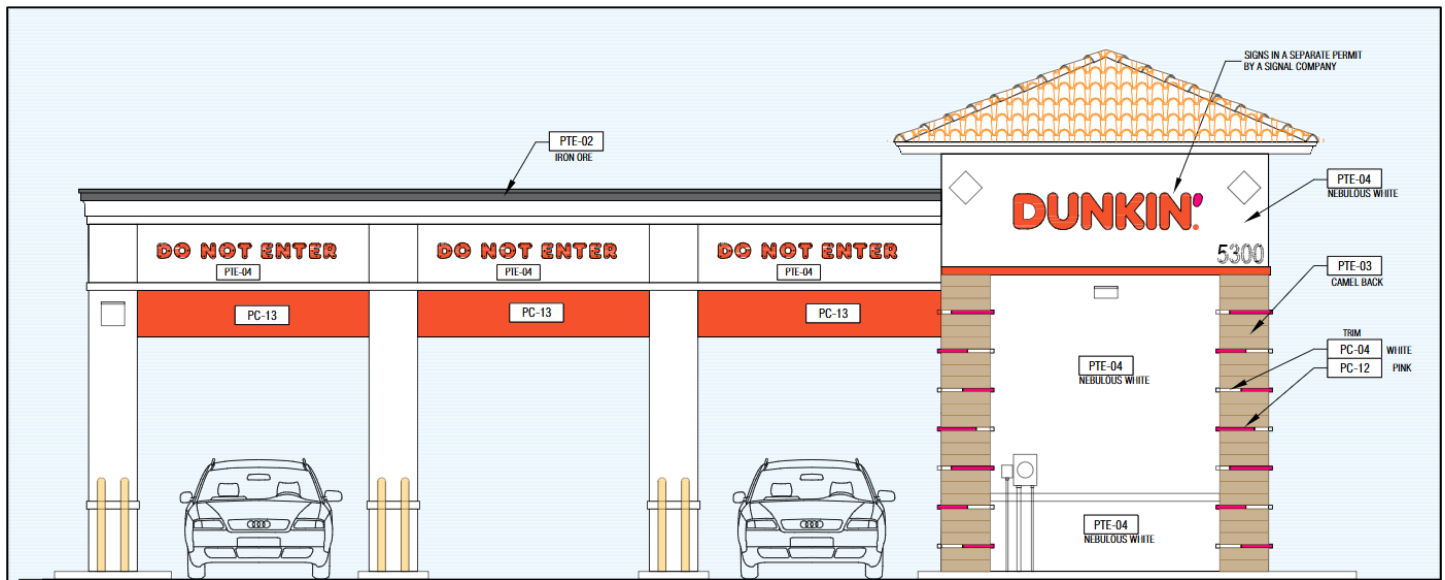
On February 17, 2021 the City Commission approved a special exception use through Resolution 21-012 to permit Clutch Coffee to operate a drive-through coffee shop at this location. After the approval, the applicant abandoned the use and it has since expired, per Section 40.306(I)2. ULDC.

### **Applicant's Proposal**

Applicant has represented that their intent is to utilize existing improvements in their current configuration, with the exception of:

- Reducing the number of active drive-through lanes from four to one; and
- Adding an 84 square foot outdoor cooler on the south side of the building; and
- Remodeling the interior of the building; and
- Minimally modifying the exterior of the building, consistent with Dunkin corporate standards; and
- Installing a digital menu sign; and
- Modifying the existing sidewalk and pavement markings; and
- Offering sales through the drive-through only, no walk-ups or service window; and
- Hours of operation to be 5 a.m. – 6 p.m.; and
- Constructing a new dumpster enclosure with landscape buffer; and
- Improving site lighting; and
- Correcting a number of maintenance issues.

The scope of this project was carefully prepared by the Applicant to intentionally stay below the threshold of substantially redeveloping the Subject Property. Section 40.201 ULDC defines substantially redevelop to mean, "the cost of the proposed improvement, rebuilding, repair or reconstruction will be seventy-five (75) per cent of the value of the building(s) or structures(s) as determined by the Broward County Property Appraiser for that calendar year." BCPA records show the 2026 value of the building as \$232,870, and the Applicant provided a cost estimate for this project showing \$168,269.75, which is below the 75% threshold.



[Proposed North Elevation]

**Process and Criteria**

Section 40.553(B) ULDC provides the following in reference to special exception uses:

“Special exception uses may be deemed appropriate to provide a complete distribution of uses with the City, but because of their operational characteristics or area requirements need to be given individual consideration with respect to their location, access and relationship to adjacent properties and public rights-of-way, and conformity with the City’s current and future redevelopment efforts.

The following uses are authorized upon a finding by the City Commission that a special exception to the article is warranted, pursuant to the procedure and criteria set forth in Section 40.306, Special Exception of the Margate Code of Ordinances.”

Following the above clause, this Section identifies “drive-thru facilities (with a permitted use)” as a special exception use.

Section 40.201(C) ULDC defines a special exception use as:

“A use that would generally not be appropriate in the zoning district, which may be authorized if specific provisions and controls are applied, Special exception uses may be deemed appropriate to provide a complete distribution of uses within the city, but because of their operational characteristics or area requirements need to be given individual consideration with respect to their location, access and relationship to adjacent properties and public rights-of-way, and the use conforms with the city’s goals, objectives and policies within the comprehensive plan.”

Section 40.306 ULDC provides the purpose, process, requirements, and criteria to review special exception uses. This Section provides that the DRC shall review the proposed use based on the general standards of review, use regulations, development standards of this Code, and all other applicable development regulations. This application was reviewed by the DRC twice. The first review cycle led to a meeting with the DRC on December 16, 2025, and the second review cycle led to a meeting on February 24, 2026. The result of the second meeting was a recommendation of a conditional approval, subject to resolution of all DRC staff comments (Exhibit A).

Paragraph (D) of Section 40.306 ULDC provides the General Standards of Review for special exception uses. The following portion of this report provides review of this application against these 10 criteria, with staff commentary indicated with **bold italics**.

1. The special exception shall be consistent with the purposes, goals, objectives and policies of the Margate Comprehensive Plan and the Margate Code of Ordinances.

***Staff finds that this application is generally consistent with the goals, objectives and policies of the Margate Comprehensive Plan. See Exhibit B for Staff's detailed review of the Comprehensive Plan.***

***Section 40.705(M) and (N) ULDC requires a minimum of four vehicle reservoir spaces (at least 80 feet of stacking) for drive-through beverage or food sales, specific design criteria for vehicle reservoir areas, as well as an escape lane for the drive-through. The proposal by Applicant includes 126 feet of stacking and two bypass lanes. The drive-through reservoir spaces are compliant with the design criteria of this Section because they do not block parking stalls, parking aisles, driveways or pedestrian ways. The concept of utilizing only one drive-through lane complies with Section 40.554(G)1.a. ULDC, which provides a limitation of "no more than two (2) drive-through lanes per user allowed on site of business."***

2. The establishment, maintenance or operation of the proposed use shall not be detrimental to or endanger the public health, safety, or general welfare.

***The DRC, which includes staff representatives from the Police Department, the Fire Department, the Department of Environmental and Engineering Services, the City's traffic consultant, the Public Works Department, the Building Department, the Margate Community Redevelopment Agency, and the Development Services Department, reviewed this application to reintroduce a drive-through use to the Subject Property and recommended a conditional approval. The DRC did not identify any aspects that would be detrimental to or endanger the public health, safety or general welfare of the public, provided the conditions of approval are satisfied.***

***This site has existed in substantially the same configuration for 22 years. Additional safety measures such as pavement striping and signage are included in the Applicant's site plan as well as the staff comments. Applicant proposes to construct a new dumpster enclosure on Subject Property to improve existing sanitation conditions and solid waste management. Staff finds that approval of this application will not be detrimental to or endanger the public health, safety, or general welfare.***

3. The establishment, maintenance or operation of the proposed use shall only be approved if in the best interest of the City. It shall be determined that a genuine need for the use is present in the City to support and justify the approval order to avoid creating an excessive proliferation of said special exception use.

***As this site was previously approved for drive-through facilities for both a bank use and a restaurant use, and this application proposes to re-use the site in nearly an identical condition, staff finds that there is a genuine need for this use, and approval of this use will not create an excessive proliferation of said special exception use because the use has a history on Subject Property, and this application is simply reactivating existing drive-through facilities.***

4. The proposed use shall be compatible with the existing natural environment and community character of the properties within the immediate neighborhood.

***The City Commission approved drive-through facilities for a bank on the Subject Property in 2003 with the adoption of Resolution 9836. In 2021, the City Commission approved drive-through facilities on the Subject Property for Clutch Coffee with the adoption of Resolution 21-012. Both of these approvals included findings of compatibility by the City Commission.***

***The Subject Property is an outparcel in a shopping center, which is an appropriate location for drive-through facilities. The drive-through lane and menu sign are buffered from the adjacent right-of-way and contiguous properties to the east and west by landscaping. The principal structure of Crossroads Shopping Center provides a buffer between the Subject Property and nearby residential to the South. The subject property being an outparcel of a larger shopping center provides additional acreage and access lanes to manage traffic generated by the use. Staff finds that the proposed use is compatible with the existing natural environment and community character of the properties within the immediate neighborhood.***

5. Utilities, roadway capacity, drainage, and other necessary public facilities, including police, fire and emergency services, shall exist at the City's adopted levels of service, or will be available concurrent with demand as provided for in the requirements of this Code of Ordinances.

***No deficiencies in Level of Service were identified during the DRC review of this application. Minimum Level of Service was met.***

6. Adequate measures exist or shall be taken to provide ingress and egress to the proposed use, for both vehicles and pedestrians, in a manner that minimizes traffic congestion on public streets, and the use may not result in an increase in the amount of traffic on local streets than would result from a development permitted by right.

***Staff finds that adequate measures exist on Subject Property and the Crossroads Shopping Center to manage ingress and egress with minimal traffic congestion. The vehicle reservoir area provides approximately 58% more vehicle queueing distance than required by the Code, and the drive aisle of the shopping center provides additional areas to internally diffuse vehicle trips without creating congestion on adjacent roadways.***



**Although the City's Traffic consultant requested revisions to the traffic report provided within the application, it was confirmed at the DRC meeting that the site could adequately handle the anticipated trips without significant modification to the site plan presented with this application. Proposed improvements consist of certain traffic control measures, including signage and striping. An existing paved pedestrian path traverses the Subject Property from north to south along its west property line. Striping and signage have been provided where this path intersects with drive aisles.**

**At the April 7, 2026 Planning and Zoning Board meeting, a Board Member raised concerns over the possibility of customer queueing backing-up and disrupting adjacent properties and roadways. The Board Member asked Applicant if during times of high customer volumes they would have staff outside, in the drive-through to take orders directly from queued vehicles. Applicant confirmed that they would. If this special exception application is approved, Applicant's representation will be a condition of approval, per Section 40.300(C) ULDC.**

7. There shall be adequate parking areas and off-street truck loading spaces (if applicable) consistent with the parking requirements of the Code, and the layout of the parking and vehicular use areas shall be convenient and conducive to safe operation consistent with city standards to the greatest extent possible.

**The existing building is 497 square feet and therefore does not require a loading space, per Section 40.705(K) ULDC. The DRC accepted the parking calculation provided by Applicant's professional traffic engineer, which was verified by the City's traffic consultant, and determined that adequate parking facilities exist to serve the proposed use.**

8. The establishment of the special exception shall not impede the development of surrounding properties for uses permitted in the zoning district nor have a negative impact on the value of those properties;

**Drive-through facilities have been approved as special exception use twice in the past, substantially in this form, on the Subject Property. Freestanding drive-through uses are typical outparcel uses in shopping centers. The design of Subject Property in relation to the proposed use will not disrupt or negatively affect how the Crossroads Shopping Center functions. Staff finds that approval of this application will not have a negative impact on the value of surrounding properties.**

9. The design of the proposed use shall minimize adverse effects, including visual impacts, of the proposed use on adjacent property through the use of building orientation, setbacks, buffers, landscaping and other design criteria.

**The vehicle queueing area for this driveway is buffered from the adjacent right of way by the building as well as perimeter landscaping. The side views of the drive-through are also screened by landscape buffers.**

10. The City Commission finds that the granting of the application will be in the best interest of the City.

***Only the City Commission can make this finding after a review of the application with all evidence and testimony.***

Section 40.306(G) and (H) ULDC provides the following regarding the City Commission’s role in reviewing each special exception use application, as well as imposing conditions on any approval.

- “(G) *Review by City Commission.* The City Commission shall review all special exception applications. The director of development services shall transmit to the City Manager a copy of the complete application and a written staff report summarizing the facts of the case including all relevant documents and the recommendations of the Planning and Zoning Board, if applicable. The City Manager shall schedule the proposed special exception application for the next available City Commission meeting providing the required notice procedures are met.
1. *Public hearing.* The City Commission shall hold one (1) public hearing on the proposed special exception.
  2. *Action by City Commission.* In considering a special exception request, the City Commission shall review the proposed special exception, based on the general purpose and standards of review set forth in this section, the report of the administration and recommendation(s) of the Planning and Zoning Board, and any oral and written comments received before or at the public hearing. Based upon the record developed at the public hearings, the City Commission may:
    - a. Adopt the proposed special exception by resolution, with or without conditions;
    - b. Deny the proposed special exception by resolution; or
    - c. Defer the matter to a future meeting for a date certain; or
    - d. Refer the matter to the Planning and Zoning Board or administration for further consideration, comments, or additional review.
- (H) *Conditions.* The City Commission may attach such conditions to the approval as it deems necessary to ensure the proposed use conforms to the standards set forth in Section 40.306(D) general standards of review and to prevent or minimize adverse effects on other property in the neighborhood, including, but not limited to: architectural design guidelines; limitations on size, bulk and location; duration of construction period; requirements for landscaping, signage, outdoor lighting, and the provision or limitation of ingress and egress; duration of the approval; hours of operation; and the mitigation of environmental impacts.”

**Conclusion**

Subject to the satisfaction of Development Review Committee (“DRC”) comments for both the site plan and special exception applications and all representations by the Applicant, Staff recommends a conditional approval because the applications are consistent with the Margate Comprehensive Plan and satisfy the General Standards of Review provided in Section 40.306(D) Unified Land Development Code (“ULDC”).

On April 7, 2026, the Planning and Zoning Board recommended approval.



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Andrew Pinney, AICP  
Senior Planner  
Development Services Department  
City of Margate

## **STAFF REPORT EXHIBITS**

Exhibit A: DRC Staff Review Comments – Applications 25-400069 and 25-400070

Exhibit B: Staff's Comprehensive Plan Consistency Review

**Exhibit A: DRC Staff Review Comments – Applications 25-40069 and  
25-40070**

**Project Name: 25-00400069**

**Project Description: 5300 coconut creek parkway SITE PLAN**

Review Comments List Date: 2/17/2026

Ref. # 39, Building, Marc Young, 12/2/25 4:04 PM, Cycle 1, Info Only

Comment: The plans and documents for DRC have been deemed acceptable. A full building code and compliance review will occur at the permitting stage.

Ref. # 4, Engineering, Paula Fonseca, 10/27/25 9:44 AM, Cycle 1, Info Only

Comment: ERC calculation is acceptable. Final ERC quantity to be reviewed during Engineering Permit.

Ref. # 6, Engineering, Paula Fonseca, 10/27/25 10:23 AM, Cycle 1, Info Only

Comment: Tree removal permit required as per Sec 40.704(N)(6)(f) which shall be obtained when completing Engineering Permit

Ref. # 35, Engineering, Paula Fonseca, 12/2/25 2:58 PM, Cycle 1, Question

Markup: Changemark note #01, ADOC - Traffic Statement.pdf

What is the purpose of the pedestrian pick up/drop-off area as proposed? The proposed area does not seem to be adequate as stated here; the location of this drop-off/pick-up area makes pedestrian walk through the middle of the queuing area for service.

Responded by: SPENCER THOMAS - 1/12/26 9:15 AM

*Not Applicable. The pedestrian area has been taken off the site plan.*

Ref. # 36, Engineering, Paula Fonseca, 12/2/25 3:05 PM, Cycle 1, Info Only

Markup: Changemark note #01, CIVIL - C5.0 SITE PLAN.pdf

Drainage is private.

Ref. # 38, Engineering, Paula Fonseca, 12/2/25 3:42 PM, Cycle 1, Question

Comment: Master Parking Plan: clarify if there are any short-term parking areas for online orders and/or pick-up at store.

Responded by: SPENCER THOMAS - 1/8/26 10:23 AM

*There is no walk up window. The only short term parking area is the rideshare space for drop-off / pick-up of employees. Food can only be pick up through the drive-through.*

Ref. # 47, Planning, Andrew Pinney, 2/2/26 3:21 PM, Cycle 2, Unresolved

Markup: Changemark note #01, LAND-L1.01.pdf

Medium trees must be setback at least 20ft from overhead utilities, per Sec. 40.704(F)2 ULDC

Replace with category 3 trees, per Sec. 40.704(F)1.c ULDC

c. Where overhead utilities are pre-existing and in conflict with the installation of required trees, a smaller category of tree may be planted at an increased frequency in lieu of the category 1 shade tree requirement and as follows:

i. One (1) category 2 tree shall be planted for every twenty-four (24) linear feet of frontage; or

ii. One (1) category 3 tree shall be planted for every eighteen (18) linear feet of frontage.

Ref. # 48, Planning, Andrew Pinney, 2/2/26 3:21 PM, Cycle 2, Unresolved

Markup: Changemark note #02, LAND-L1.01.pdf

Within the perimeter landscape strip described above, each abutting property shall plant one (1) shade tree along the common property line for every for every seventy-five (75) linear feet or fractional part thereof. Such shade trees shall be located with consideration given to the trees provided by the abutting property, so that adequate spacing is provided between the trees.

Sec. 40.704(G) ULDC

If using palms to satisfy this requirement, plans must identify palm species, and plantings must meet criteria of Sec. 40.704(E)1.b ULDC

Ref. # 49, Planning, Andrew Pinney, 2/2/26 3:41 PM, Cycle 2, Unresolved

Markup: Changemark note #01, LAND-L1.03.pdf

All plant material utilized shall be Florida Fancy or better, as specified by Grades and Standards for Nursery Plants, Parts I and II, Florida Department of Agriculture and Consumer Services, as amended.

Sec. 40.704(E)1a ULDC

Ref. # 55, Planning, Andrew Pinney, 2/10/26 8:51 AM, Cycle 2, Unresolved

Markup: Changemark note #01, CIVIL - C5.2 SITE DETAILS.pdf

The sign (combined with the sign structure) may not exceed six (6) feet in height and may not exceed forty-two (42) square feet in area.

Sec. 40.706(H)1.b.iii.c. ULDC

Ref. # 57, Planning, Andrew Pinney, 2/10/26 9:07 AM, Cycle 2, Unresolved

Markup: Changemark note #01, CIVIL - C5.1 SITE DETAILS.pdf

Max height for directional sign is 4ft.

Sec. 40.706(F)7.b. ULDC

Ref. # 58, Planning, Andrew Pinney, 2/10/26 9:07 AM, Cycle 2, Unresolved

Markup: Changemark note #02, CIVIL - C5.1 SITE DETAILS.pdf

Max area for directional sign is 4sqft.

Sec. 40.706(F)7.a. ULDC

Ref. # 9, Traffic, Lisa Bernstein, 11/12/25 3:43 PM, Cycle 1, Unresolved

Comment:

The Traffic Statement refers to the project as Delray Donuts. Please clarify if that it the business name or if it is a Dunkin Donuts.

Comment to be addressed at technical review.

Reviewer Response: Lisa Bernstein - 2/3/26 12:47 PM

*Traffic Statement refers to the project as both Delray Donuts and Dunkin. Please pick one.*

Responded by: SPENCER THOMAS - 1/12/26 9:17 AM

*Business name is Dunkin, client is Delray Donuts*

Ref. # 11, Traffic, Lisa Bernstein, 11/12/25 3:44 PM, Cycle 1, Unresolved

Comment:

A typical Dunkin Donuts gets a large volume of drive-thru traffic. A queuing analysis should be performed to verify there will not be a queue back up. Vehicle length in queuing analyses is 25 feet, not 20 feet to account for the space between bumpers. Please provide a queuing analysis.

Comment to be addressed at technical review.

Reviewer Response: Lisa Bernstein - 2/3/26 12:48 PM

*The queuing analysis assumes a 40 second service time. If breakfast sandwiches are served this time will be longer. Please provide an accurate service time that accounts for food service. This is usually in the range of 120 to 160 seconds, sometimes more. Queuing Analysis should follow the ITE Transportation and Land Development, 2nd Edition, Chapter 8 queuing formula. Please include the formula, all assumptions and documentation in the analysis.*

Responded by: SPENCER THOMAS - 1/8/26 3:33 PM

*Queue length has been adjusted and a queuing analysis has been provided in the updated traffic report.*

Ref. # 13, Traffic, Lisa Bernstein, 11/12/25 3:45 PM, Cycle 1, Unresolved

Comment:

For Figure 3, driveway trips shall be shown as the total amount of trips entering and exiting the site with no deductions. As the project is within a shopping center, the shopping center access locations are the project driveways. The figure does not show the correct access locations for the site. There are not two (2) driveway connection from the north side of the site to Coconut Creek Parkway. There is a right-in, right-out on the west side, with access from the rear of the site and a shopping center drive east of the site with a right-in, left-in, right-out connections. Please clarify the driveways with respect to the site. Please revise the figure for the correct volumes. Please omit separate figures for pass-by trips, as driveways include all trips.

Comment to be addressed at technical review.

Reviewer Response: Lisa Bernstein - 2/3/26 12:49 PM

*Comment remains. Figure 3 is not applicable as these should be driveway trips with no deductions.*

Responded by: SPENCER THOMAS - 1/8/26 4:23 PM

*The figures have been updated as requested.*

Ref. # 14, Traffic, Lisa Bernstein, 11/12/25 3:45 PM, Cycle 1, Unresolved

Comment:

The site plan shows the existing ATM as becoming a pedestrian drop-off and pick-up zone, with a pedestrian walkway. Will vehicles park and wait while someone walks up for their food?

Please explain this operation in detail.

Comment to be addressed at technical review.

Reviewer Response: Lisa Bernstein - 2/3/26 12:49 PM

*Response states that the ATM and pedestrian drop off has been removed. The space remains for what purpose? The open area will have vehicles parked in it. Please provide "NO PARKING" signing and marking.*

Responded by: SPENCER THOMAS - 1/8/26 3:55 PM

*There will be no pedestrian drop off zone and no walk up window. The only service is through the*



*drive through were customers must be in a car to be served.*

Ref. # 15, Traffic, Lisa Bernstein, 11/12/25 3:46 PM, Cycle 1, Unresolved

Comment:

The single bollard in the unused bank drive-thru lane is not sufficient. Please provide more of a visible deterrent for that lane.

Comment to be addressed at technical review.

Reviewer Response: Lisa Bernstein - 2/3/26 12:50 PM

*Response states that the ATM and pedestrian drop off has been removed. The space remains for what purpose? The open area will have vehicles parked in it. Please provide "NO PARKING" signing and marking.*

Responded by: SPENCER THOMAS - 1/8/26 3:55 PM

*As discussed at DRC, there will be no bollard and the lane will be opened for an extra bypass lane. This eliminates the worry of drivers hitting the bollard.*

Ref. # 16, Traffic, Lisa Bernstein, 11/12/25 3:46 PM, Cycle 1, Unresolved

Comment: Further comments may be generated upon resubmittal.

Reviewer Response: Lisa Bernstein - 2/3/26 12:50 PM

*Comment remains.*

Responded by: SPENCER THOMAS - 1/8/26 4:23 PM

*Acknowledged.*

Ref. # 50, Traffic, Lisa Bernstein, 2/3/26 12:50 PM, Cycle 2, Unresolved

Comment:

Please provide documentation for the distribution. It does not match the current roadway information.

Ref. # 51, Traffic, Lisa Bernstein, 2/3/26 12:50 PM, Cycle 2, Unresolved

Comment:

The distribution does not provide for any outbound vehicles going north or south. Please include the distribution for these directions.

Ref. # 52, Traffic, Lisa Bernstein, 2/3/26 12:51 PM, Cycle 2, Unresolved

Comment: Figure 6, there are no Figures 4 and 5, is confusing as the ins and outs do not match the distribution. In addition, why are there negative numbers? The driveway volumes shall be the total project trips based on the distribution (please see distribution comment).

Ref. # 53, Traffic, Lisa Bernstein, 2/3/26 12:51 PM, Cycle 2, Unresolved

Comment:

In the figures the shopping center access to SR 7 connects to the south end of the site, not further away. Please revise.

Ref. # 54, Traffic, Lisa Bernstein, 2/3/26 12:51 PM, Cycle 2, Unresolved

Comment:

Queuing Analysis refers to Delray Donuts. Please be consistent with the project name. Please include queue length on the site plan.

**Project Name: 25-00400070**

**Project Description: special exception 5300 coconut creek parkway**

Review Comments List Date: 2/17/2026

Ref. # 31, Engineering, Paula Fonseca, 2/4/26 2:13 PM, Cycle 2, Info Only

Comment: Trees to be removed require DEES tree removal permit after DRC approval. If tree cannot be relocated, tree replacement shall be completed to mitigate for the lost tree canopy. Refer to Sec. 40-704 (N).6.

Ref. # 22, Planning, Andrew Pinney, 12/8/25 10:39 AM, Cycle 1, Info Only

Comment:

Unless otherwise specifically provided for in this Code, the applicant or appellee for any conditional use permit, variance, special exception, appeal, waiver, land use plan amendment or other determination shall have the burden of proof, which shall include the burden of going forward with the evidence and the burden of persuasion on all questions of fact which are to be determined by the City Commission in any quasi-judicial matter before the City Commission or any Board or Committee of the City.

Sec40.300(D) ULDC

Ref. # 23, Planning, Andrew Pinney, 12/8/25 11:24 AM, Cycle 1, Info Only

Comment: DRC comments must be resolved or have an agreed resolution to the comment(s) before Staff can indicate satisfaction of Special Exception Criteria described in Sec. 40.306(D)1, 2, 5, 6, and 7 ULDC.

Responded by: SPENCER THOMAS - 1/12/26 9:25 AM

*Acknowledged*

Ref. # 24, Planning, Andrew Pinney, 12/10/25 12:12 PM, Cycle 1, Info Only

Comment:

The subject property does not comply with minimum lot sizes for the Gateway zoning district.

Sec. 40.554(E)13 ULDC

Ref. # 2, Traffic, Lisa Bernstein, 11/12/25 2:56 PM, Cycle 1, Unresolved

Comment:

The Traffic Statement refers to the project as Delray Donuts. Please clarify if that is the business name or if it is a Dunkin Donuts.

Comment to be addressed at technical review.

Reviewer Response: Lisa Bernstein - 2/3/26 11:28 AM

*Traffic Statement refers to the project as both Delray Donuts and Dunkin. Please pick one.*

Responded by: SPENCER THOMAS - 1/12/26 9:25 AM

*The business is a Dunkin*

Ref. # 4, Traffic, Lisa Bernstein, 11/12/25 3:06 PM, Cycle 1, Unresolved

Comment:

A typical Dunkin Donuts gets a large volume of drive-thru traffic. A queuing analysis should be performed to verify there will not be a queue back up. Vehicle length in queuing analyses is 25 feet, not 20 feet to account for the space between bumpers. Please provide a queuing analysis.

Comment to be addressed at technical review.

Reviewer Response: Lisa Bernstein - 2/3/26 12:03 PM

*The queuing analysis assumes a 40 second service time. If breakfast sandwiches are served this time will be longer. Please provide an accurate service time that accounts for food service. This is usually in the range of 120 to 160 seconds, sometimes more. Queuing Analysis should follow the ITE Transportation and Land Development, 2nd Edition, Chapter 8 queuing formula. Please include the formula, all assumptions and documentation in the analysis.*

Responded by: SPENCER THOMAS - 1/12/26 9:26 AM

*Vehicle queuing has been adjusted*

Ref. # 6, Traffic, Lisa Bernstein, 11/12/25 3:14 PM, Cycle 1, Unresolved

Comment:

For Figure 3, driveway trips shall be shown as the total amount of trips entering and exiting the site with no deductions. As the project is within a shopping center, the shopping center access locations are the project driveways. The figure does not show the correct access locations for the site. There are not two (2) driveway connection from the north side of the site to Coconut Creek Parkway. There is a right-in, right-out on the west side, with access from the rear of the site and a shopping center drive east of the site with a right-in, left-in, right-out connections. Please clarify the driveways with respect to the site. Please revise the figure for the correct volumes. Please omit separate figures for pass-by trips, as driveways include all trips.

Comment to be addressed at technical review.

Reviewer Response: Lisa Bernstein - 2/3/26 11:35 AM

*Comment remains. Figure 3 is not applicable as these should be driveway trips with no deductions.*

Responded by: SPENCER THOMAS - 1/12/26 9:27 AM

*Please see new traffic report provided*

Ref. # 7, Traffic, Lisa Bernstein, 11/12/25 3:19 PM, Cycle 1, Unresolved

Comment:

The site plan shows the existing ATM as becoming a pedestrian drop-off and pick-up zone, with a pedestrian walkway. Will vehicles park and wait while someone walks up for their food? Please explain this operation in detail.

Comment to be addressed at technical review.

Reviewer Response: Lisa Bernstein - 2/3/26 11:46 AM

*Response states that the ATM and pedestrian drop off has been removed. The space remains for what purpose? The open area will have vehicles parked in it. Please provide "NO PARKING" signing and marking.*

Responded by: SPENCER THOMAS - 1/12/26 9:27 AM

*The ATM and pedestrian area has been removed and no longer applicable*

Ref. # 8, Traffic, Lisa Bernstein, 11/12/25 3:20 PM, Cycle 1, Unresolved

Comment:

The single bollard in the unused bank drive-thru lane is not sufficient. Please provide more of a visible deterrent for that lane.

Comment to be addressed at technical review.

Reviewer Response: Lisa Bernstein - 2/3/26 11:48 AM

*The last lane is not noted as a by-pass lane and as show will invite parking. Please sign and mark as "NO PARKING":*

Responded by: SPENCER THOMAS - 1/12/26 9:27 AM

*As discussed at DRC, all extra drive thru lanes will be open for extra bypass lanes.*

Ref. # 9, Traffic, Lisa Bernstein, 11/12/25 3:27 PM, Cycle 1, Unresolved

Comment: Further comments may be generated upon resubmittal.

Reviewer Response: Lisa Bernstein - 2/3/26 11:48 AM

*Comment remains.*

Responded by: SPENCER THOMAS - 1/12/26 9:27 AM

*Acknowledged.*

Ref. # 26, Traffic, Lisa Bernstein, 2/3/26 11:49 AM, Cycle 2, Unresolved

Comment: Please provide documentation for the distribution. It does not match the current roadway information.

Ref. # 27, Traffic, Lisa Bernstein, 2/3/26 11:50 AM, Cycle 2, Unresolved

Comment: The distribution does not provide for any outbound vehicles going north or south. Please include the distribution for these directions.

Ref. # 28, Traffic, Lisa Bernstein, 2/3/26 11:55 AM, Cycle 2, Unresolved

Comment: Figure 6, there are no Figures 4 and 5, is confusing as the ins and outs do not match the distribution. In addition, why are there negative numbers? The driveway volumes shall be the total project trips based on the distribution (please see distribution comment).

Ref. # 29, Traffic, Lisa Bernstein, 2/3/26 11:56 AM, Cycle 2, Unresolved

Comment: In the figures the shopping center access to SR 7 connects to the south end of the site, not further away. Please revise.

Ref. # 30, Traffic, Lisa Bernstein, 2/3/26 12:04 PM, Cycle 2, Unresolved

Comment: Queuing Analysis refers to Delray Donuts. Please be consistent with the project name. Please include queue length on the site plan.

## **Exhibit B: Staff's Comprehensive Plan Consistency Review**

**Development Services Department  
Margate Comprehensive Plan Consistency Review  
Application 25-400070 – 5300 Coconut Creek Parkway  
Andrew Pinney, AICP – Senior Planner**

This Exhibit of the Staff Report provides review of this application for consistency with the Margate Comprehensive Plan. Staff commentary is indicated with ***bold italics***.

***This application is for a proposed restaurant with drive-through lane. These uses are permitted within the Activity Center land use category, and are therefore consistent with Policy 1.1.2 of Element I.***

Policy 1.1.2 The permitted uses, densities and intensities contained in the land development regulations shall not exceed those listed below for each land use category found on the Future Land Use Map. The City's land development regulations with respect to uses, densities and intensities may be more restrictive than those shown in this section.

k) Activity Center

The Activity Center land use category is intended to facilitate a balanced and interconnected mix of land uses, provide incentives for quality development and redevelopment, and give definition to the urban form. Development patterns shall generally reflect planning and design principles that integrate housing, employment, retail, recreation and local and regional community facilities within the Activity Center.

1. All uses listed in a-j above, in accordance with the Activity Center Master Plan.

2. Existing and proposed residential development shall be designed to be integrated into the existing neighborhoods created through the implementation of the Activity Center. Compatibility and appropriate transitional design elements will be reviewed at time of site plan review, consistent with the land development

regulations adopted to implement the Activity Center land use category.

***During its review the Development Review Committee (“DRC”) did not identify any deficiencies in facilities or services as a result of this application. Level of Service minimums were met, therefore the application is consistent with Policy 1.1.7 of Element I.***

Policy 1.1.7 Facilities and services shall be available concurrent with the impacts of development, while traffic circulation shall meet the level of service standards as specified within the adopted Transportation Element.

***Existing and proposed safety measures for vehicle circulation and pedestrian access, new onsite solid waste management facilities for improved sanitation, and existing landscape buffers with proposed improvements to maintain aesthetics have been included in the proposal, thus the design minimizes threats to the health safety and welfare posed by hazards, nuisances, incompatible land uses, and environmental degradation, which is consistent with Goal 1.***

GOAL 1: ENSURE THAT THE CHARACTER AND LOCATION OF LAND USES MAXIMIZE THE POTENTIAL FOR ECONOMIC BENEFIT AND THE ENJOYMENT OF NATURAL AND MAN-MADE RESOURCES BY CITIZENS WHILE MINIMIZING THE THREAT TO HEALTH, SAFETY AND WELFARE POSED BY HAZARDS, NUISANCES, INCOMPATIBLE LAND USES, AND ENVIRONMENTAL DEGRADATION.

***This application is for the re-use of an existing building with no additions proposed. This project does not toll the available commercial square footage of the Activity Center, and the development falls within the permitted maximum intensity of the Activity Center, thus it is consistent with Policy 7.1.3 of Element I.***

Policy 7.1.3 Within the Activity Center land use category, the following mix of uses shall be included within the designated land. Office, Industrial and Residential uses shall be the principal uses. In addition, the maximum

intensity allowed within the Activity Center is as indicated below:

	AC Max. Intensity
Commercial:	4,454,894 sq. ft.
Office:	1,371,159 sq. ft.
Industrial:	1,830,884 sq. ft.
Residential:	3,565 units*
Hotel:	555 rooms
Rec & Open	35 acres, minim

***The subject property is generally located at the southeast corner of the intersection of State Road 7 and Coconut Creek Parkway, which is a major intersection in the Activity Center. The setbacks of this building comply with the adopted land development regulations and are not proposed to change. This site shares both vehicular and pedestrian connectivity with Crossroads Shopping Center and the adjacent CVS Pharmacy outparcel. Internal sidewalk improvements and roadway perimeter landscaping are planned with this application. The drive-way route is buffered by landscape areas, and this application proposes to improve them. No new curb cuts are proposed, and no existing curb cuts are proposed to be widened. This application represents an existing building being renovated. As such, staff finds that this application is consistent with Policy 7.2.1 of Element I.***

Policy 7.2.1 Until such a time that the Activity Center Master Plan is adopted, the following guidelines shall apply to development within the Activity Center.

1. The most intense development should be concentrated around the points of major intersections of State Road 7 with arterial roadways as well as within the Central Business District (CBD).
2. Development shall incorporate principles of human-scaled architecture through appropriate building scale, massing, setbacks, upper-story step-backs, and a particular emphasis on the façade treatment at the ground-level.
3. Connectivity between adjacent sites should be encouraged where land uses are compatible and multi-modal access is appropriate.



4. Pedestrian and multi-modal pathways should be provided to connect residential developments to adjacent non-residential development where appropriate.
5. High-quality landscaping shall be incorporated into proposed site designs, providing an integrated and connected network of shaded pedestrian/multi-modal paths and open spaces throughout the Activity Center.
6. High-quality perimeter landscape buffers shall be incorporated into site design, to buffer development from adjacent rights-of-way and to buffer residential uses from non-residential uses.
7. Vehicular use areas shall be well landscaped, emphasizing the use of canopy trees to provide shade to large surface parking lots.
8. To encourage and preserve the desired "hometown" atmosphere, sufficient front yard setbacks should be established adjacent to arterial and collector roads.
9. Residential development may be approved if balanced with sufficient non-residential uses. Residential uses may be developed as needed to support adjacent and nearby non-residential uses.
10. Areas of single-family development should be preserved to the extent possible. Single-family and townhouse style development is preferred over more intense multifamily development.
11. Industrial uses should be preserved and encouraged to redevelop in a compact core within high-quality buffers adjacent to non-industrial uses. Industrial developments should be designed and located to have access to arterial roads without passing through residentially designated areas.
12. Excessive or unnecessary curb-cuts should be avoided along arterial and collector roadways.
13. Existing shopping centers should be renovated and/or redeveloped with enhanced landscaping and façade enhancements. Pedestrian pathways and shared common spaces for outdoor dining and gathering should

be incorporated as feasible. Additional landscape buffers and interior vehicular use area landscaping should be provided, encouraging the use of canopy trees.

14. New commercial development should incorporate landscaping and other design elements that reduce or eliminate the appearance of one large surface lot.

15. Linear strip commercial development shall be discouraged.

16. Multi-building sites shall demonstrate integrated and thoughtful building placement and orientation.

17. Areas nearby the existing hospital development should be redeveloped in a campus-like manner. Encouraging the integration of compatible institutional, commercial, office, and residential uses.

18. The Central Business District within the Activity Center shall be designed as a destination for both local residents and regional visitors by providing a mix of uses organized around a series of open spaces and civic spaces; designed with distinct features, architectural quality, and elements so that a sense of place is established.

- a. Both daytime and nighttime activities should be provided by establishing a mix of uses.

***This application is for the re-use of an existing drive-through facility, which includes internal sidewalk improvements, pedestrian amenities such as a bicycle rack, and a dedicated rideshare parking space within the limited off-street parking. Staff finds that this application is not an additional or expanded stand-alone automobile oriented use, and that it was designed to encourage pedestrian and transit usage, thus it is consistent with Policy 7.2.3 of Element I.***

Policy 7.2.3 Additional or expanded stand-alone automobile oriented uses such as: large surface parking lots, gas stations/auto repair/car washes; auto dealers; self/equipment storage; "big box"/warehouse; and drive-through facilities should be designed to encourage pedestrian and transit usage.

**As Policies 7.1.3, 7.2.1 and 7.2.3, were adopted to achieve Goal 7 and Objective 7.2, and Staff found consistency with these policies, Staff finds consistency with Goal 7 and Objective 7.2 as well.**

GOAL 7: DESIGN AREAS ACCORDING TO A PLAN THAT SKILLFULLY ASSIGNS USES TO AREAS TO CREATE A SENSE OF IDENTITY AND APPEAL.

OBJECTIVE 7.1 The City shall maintain an Activity Center (AC) designation for the State Road 7 corridor between Sample Road to the north and the City of North Lauderdale to the south.

OBJECTIVE 7.2 Integrate Activity Center components through design, pedestrian connections, landscaping and appropriate building scale.

***This application is requesting approval of a drive-through for a restaurant in a freestanding building located within the Crossroads Shopping Center. Restaurants are inherently compatible within shopping centers, as they are present in nearly all shopping centers and add to the convenience of the shopping center experience.***

***An outparcel of a shopping center is an appropriate location for drive-through facilities because the parking field of a larger shopping center is designed to accommodate vehicular traffic. The drive-through lane and menu sign of Subject Property are buffered from the adjacent right-of-way and contiguous properties to the east and west by landscaping. The principal structure of Crossroads Shopping Center provides a buffer between the Subject Property and nearby residential to the South. The subject property being an outparcel of a larger shopping center provides additional acreage and access lanes to manage traffic generated by the use.***

***The drive-through use, with the same layout, was already approved at this location by the City Commission, originally for a bank and later for a coffee shop, both of which included findings of compatibility.***

***Staff finds that the proposed development is compatible with this location.***

Policy 3.2.2 All proposed development, shall be compatible with adjacent land uses. Compatibility determination shall include consideration of factors such as, but not limited to, operational characteristics and intensity of use (ex: hours of business, indoor vs outdoor activities, traffic generation, etc.), noise, glare, odor and other externalities, and adequacy of buffering.

***By reusing a building in its current configuration, minimal improvements to public infrastructure are necessary as a result of this development. Policy 3.2.2 was adopted to achieve Goal 3, Staff finds consistency here as well.***

*GOAL 3: THE COST OF PUBLIC INFRASTRUCTURE TO SERVICE NEW DEVELOPMENTS AND REDEVELOPMENTS SHALL BE BORN BY SAME, THEREBY MAINTAINING A COMPARATIVELY LOW RATE OF LOCAL TAXATION AND PUBLIC INDEBTEDNESS.*