

**PETITIONER:** Lee Thompson agent for BB&T Bank

**HEARING NO.:** BA-08-2015

**SECTION OF CODE:** Section 23-6 (B)(2) & Section 9.7 (O)(2)

**ZONING:** TOC-G Gateway

Code requires all new development to provide an urban greenway within the first lot layer. Petitioner is requesting permission to build a BB&T Bank Branch which utilizes the existing public sidewalk.

The applicant has proposed to build a freestanding, one-story BB&T Branch Bank on the vacant 0.86 acre parcel at the northeast corner of State Road 7 and Coconut Creek Parkway. The Transit Oriented Corridor land development regulations have identified State Road 7 as a Corridor Roadway and Coconut Creek Parkway as a Regional Arterial Roadway.

Section 23-6 (B)(2) and Section 9.7 (O)(2) require all new developments within the Transit Oriented Corridor zoning districts to provide an urban greenway within the first lot layer. The intent of the urban greenway requirement is to provide an attractively designed pedestrian-friendly streetscape that supports multiple modes of transportation, including pedestrian, bicycle, and public transit without hindering automobile mobility. The landscape buffer that separates the vehicular travel lanes from the multi-modal pedestrian path improves pedestrian confidence and security while also improving the aesthetics of the roadway by providing tree-lined streets. The broad multi-modal path located between the landscape buffer and the build-to-line of new development offers ample space for pedestrians and bicyclists which encourages these alternative forms of transportation and provides pedestrian users with a dignified form of mobility.

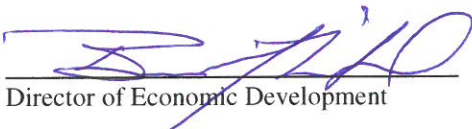
The applicant's justification for not providing the required 25' urban greenway along State Road 7 and the 20' urban greenway along Coconut Creek Parkway is as follows: 1) The urban greenways cannot be provided within the right-of-ways or on the site based on the size of the 0.86 acre parcel; 2) Existing site constraints and existing locations of the curbing, sidewalk and landscape areas within the right-of-ways are in conflict with the code; and 3) The existing bus shelter adjacent to the State Road 7 curb line is in conflict with the code and poses difficulty in creating the urban greenway.

Although the site plan proposes a 10' landscape buffer along the property lines of State Road 7 and Coconut Creek Parkway as well as minimizing parking between the building and the right-of-way lines, the applicant's justifications for not providing the required urban greenways are not deemed unique hardships to the property. It is to be found that there is sufficient space on the property to create a 25' foot urban greenway along State Road 7 and a 20' urban greenway along Coconut Creek Parkway. In addition, Section 23-6 (b)(2) of the Margate Code of Ordinances calls for bus shelters to be incorporated into the design of any urban greenway; therefore, the existing bus shelter at this location does not pose difficulties in creating an urban greenway. Based on these findings, staff does not find reasonable hardships in creating a successful urban greenway along State Road 7 and Coconut Creek Parkway, and thus, recommends denial of this variance request.

**RECOMMENDATION:**      APPROVE

APPROVE WITH  
CONDITIONS

~~DENY~~

  
Director of Economic Development

22 DEC 14  
Date