

BELOW ARE EXCERPTS FOR THE SITE PLAN REQUEST FOLLOWED BY THE SPECIAL EXCEPTION REQUEST FROM DRC MEETING ON OCTOBER 27, 2015 (DRAFT-FOR APPROVAL AT 1/26/16 DRC MEETING):

A. DRC NO. 10-15-01 CONSIDERATION OF **SITE PLAN** APPROVAL FOR A NEW GASOLINE SERVICE STATION

LOCATION: 2000 NORTH STATE ROAD 7

ZONING: TOC-G CORRIDOR

LEGAL DESCRIPTION: TRACT A OF "MARGATE DISTRICT HEADQUARTERS", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 88, PAGE 14, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

PETITIONER: ANDREW PETERSEN, BOWMAN CONSULTING, AGENT For TVC MARGATE CO., LLC.

Ben Ziskal read the item title.

Robert Grassman, Bowman Consulting, stated that they were proposing the construction of a hybrid convenience market with gas pumps at the southeast corner of Copans Road and State Road 7. He said they planned to demolish the existing building and all the existing improvements would be removed. He said they had applied for a Special Exception Use as well.

Diane Colonna asked what would be going into the general retail building. Mr. Grassman said there were no plans for the space at the current time. He said the space could be split among users. She said the CRA was looking for them to have more of a street presence and urban feel by having the buildings closer to the road and more accessible to pedestrians and transit. Mr. Grassman said he understood. He also indicated that they would remove the uses for the retail space so it did not appear on future re-submittals. Ms. Colonna asked that the existing space also be brought closer to the road.

Kevin Wilson had no comment.

Mary Langley had no comment.

Andrew Pinney made the following comments:

- photometric plan detailing the exterior lighting was needed
- floor plan for the convenience store was needed
- elevations of canopy and convenience store were needed
- pointed out that the request was in conflict with the Zoning Code as there was an existing gas station, Valero, within 1,000 feet; the matter would need to be resolved.
- asked them to label the widths of the driveway connections to the roadway on the site plan, showing the width at the property line.
- advised that they needed to address their "build to" line in accordance with the form based code used in the TOC district. He said the "build to" line should start at the edge of the pavement and come in 25 feet which would be where the front of the building should be. He said they were currently 75.7 feet off of State Road 7 and 52.6

feet from the canopy to Copans Road. Mr. Grassman said they were aware and they were submitting variances for the "build to" requirement and the Zoning Code conflict.

- advised that, per the TOC, 75% of their frontage needed to be built out and occupied by the building. Currently they were showing 0% build out he said.

- TOC also had approved frontage types and he would need to see the elevations in order to approve.

- advised, per Section 9.7, that new developments were required to hold the corner of primary roadways.

- noted that the TOC form based code called for an urban greenway that included a widened sidewalk and an eight foot landscape buffer between the sidewalk and the roadway.

- advised that the landscape calculations needed to be adjusted in the landscape plan and he explained the requirements.

- noted that a seven foot curbed landscape area was required to divide the interlocking parking spaces.

- mentioned two conceptual monument signs that encroached into the site triangle and needed to be adjusted.

- advised that the landscape code included a pedestrian zone feature that would be required on the east, north, and west frontage of the building.

- advised that bicycle parking calculations and facilities were required based on the square footage of the convenience store.

Jeanine Athias commented that the traffic report conflicted with the site plan in a few areas, beyond the undetermined retail space. Mr. Grassman said they were showing a worst case scenario; they would either remove it or show it as potential. Ms. Athias suggested they focus on what they would be developing now and do an additional traffic study in the future. She asked what basis they used for their finished floor plan.

Mr. Grassman said they used the Cocomar requirements. There was a short back and forth discussion between them about the requirements and she said they would talk it further. She asked that they double check for any plat restrictions. She said more information would be needed before their impact fees could be given.

Abraham Stubbins asked what they planned to do with a lift station on the northwest corner.

Mr. Grassman said they planned to remove it. Mr. Stubbins commented about re-routing a manhole connection. Mr. Stubbins asked if they planned to remove the existing drainage system as their plans showed. Mr. Grassman said they planned to remove as much curbing and paving as they could and then they would sod it. Mr. Stubbins noted that the area would flood without the drainage. Mr. Grassman said they could regrade the section with stubouts for the expansion of the storm system. He said they had a permit for it into Broward County.

Paul Fix had no comment.

Ben Ziskal said the plans he saw initially had the gas pumps along U.S. 441 and the building had frontage on Copans Road. He acknowledged that it was not possible to get frontage build-out on both roads; however, because the shape of the property drew out the development along Copans Road, he said locating the convenience store on Copans Road would be preferred because it would be closer to the transit stop and provide better pedestrian accessibility to the site. He noted how the future

development on the site to the east would create a cohesive development pattern along Copans Road if the buildings were brought close to the road. He asked that they revisit that idea. Also, he said that having the pumps located on the west side of the property along U.S. 441 provided better vehicular traffic flow because most of the traffic would be off U.S. 441. He said the current plan was designed to have the traffic circle around the building either to the south and east or up the west side of the building thereby creating unnecessary vehicular traffic around the building. Having the pumps on the west side of the building would allow traffic to flow right in and out he said. He said he would like them to reevaluate their plan. In addition, he liked the idea of the curb cut removal on U.S. 441 and suggested the exploration of a cross access to the south of the site into the bowling alley to provide internal connectivity. He noted that the bowling alley had an abundance of parking and possibly a few parking spaces could be eliminated. The idea should be explored as it could be mutually beneficial he said. Mr. Grassman said they would need to discuss it internally.

Mr. Ziskal advised the petitioners to contact him or Mr. Pinney with any questions on the revisions or on the variances that would be required.

Kevin Wilson commented that the service attendant would need to have visual access to the pumps with a kill switch.

- C. **DRC NO. 10-15-03** CONSIDERATION OF AN APPLICATION FOR **SPECIAL EXCEPTION USE** FOR NEW CONSTRUCTION OF A GASOLINE SERVICE STATION
LOCATION: 2000 NORTH STATE ROAD 7
ZONING: TOC-G CORRIDOR
LEGAL DESCRIPTION: TRACT A OF "MARGATE DISTRICT HEADQUARTERS", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 88, PAGE 14, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.
PETITIONER: STEVEN WHERRY, GREENSPOON MARDER LAW, AGENT FOR TVC MARGATE CO., LLC.

Ben Ziskal read the item title and advised that it was for the use of the property.

Steve Wherry, Greenspoon Marder Law, said that the request was for a Wawa gas station and convenience market which they considered a hybrid operation. He said it would have 16 fueling stations and be a 24-hour operation with indoor and outdoor seating for dining purposes. He said that the Code for the TOC-G zoning district allowed that a gas station could be a permitted use provided it was approved as a Special Exception.

Diane Colonna had no comments on the use; just the noted changes to the site plan.

Kevin Wilson had no comment.

Mary Langley had no comment.

Andrew Pinney said his comments were those given during the site plan review.

Jeanine Athias had no comment.

Abraham Stubbins had no comment.

Paul Fix had no comment.

Ben Ziskal said that the reason for the Special Exception review was to ensure that it fit with the long term land use and zoning plan for the City. He explained that the proposed development was at a major intersection: U.S. 441 was a major commercial corridor; and Copans/Royal Palm was a major east/west corridor with connections to the highway system. He indicated that one of the concerns was that a large building was being torn down and being replaced with a smaller building on the western portion of the property. However, he noted, the addition of a phase two or phase three on the eastern portion could make up most of the square footage. Mr. Ziskal explained that an application had been received in the past for a Race Trac station at U.S. 441 and NW 31st Street which had been denied by the City Commission due to compatibility issues because it was located adjacent to residential. He said the Race Trac proposal showed a demand for a gasoline service station in the northbound lanes of U.S. 441 but it was not feasible next to residential. He said there were no compatibility issues for this site because it was bound by commercial to the north, south, and west, and industrial to the east.

He said that in order to receive Special Exception approval for this auto-oriented use, it must be designed in such a way that pedestrians and bicyclists could operate on equal ground with automobiles. He said the Committee recommended that the building be oriented towards the Copans corridor adjacent to the existing transit station and the vehicle/pedestrian conflict be limited as much as possible. In addition, he said the connectivity south to the bowling alley would provide the internal connection from private property to reduce the impact on the right-of-ways.

Mr. Wherry said he understood and that they would discuss the cross access with their neighbor. He said they struggled with the configuration of this site based on the configurations Wawa had for all their locations. He said Wawa's present designs were not suited to the urbanist standards many municipalities had adopted for site configuration. He said they tried to incorporate them, but what they presented was the best they could do at this time. He said they would discuss it more with their clients to see if there was anything that could be done. He said they were excited about bring Wawa to Broward County and this location and they would try to be flexible.

Mr. Ziskal advised that Special Exception's required City Commission approval. He reiterated the need for several variances to be met as had been discussed during the site plan review. He said it would be up to them as to whether they wanted to get the variances approved prior to going to the City Commission or whether they wanted to go to the City Commission first understanding that any unresolved issues would be incorporated into the resolution as conditions. Mr. Wherry said he understood.