



### City Commission

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## REGULAR MEETING OF THE DEVELOPMENT REVIEW COMMITTEE MINUTES

**Tuesday, November 22, 2016**

**10:00 AM**

City of Margate  
Municipal Building

### PRESENT:

Ben Ziskal, AICP, CECd, Director of Economic Development  
Andrew Pinney, Associate Planner  
Tom Vaughn, Building Department  
Kevin Wilson, Fire  
Diane Colonna, CRA Executive Director  
Dan Topp, Code Compliance Officer  
Abidemi Ajayi (A.J.), Engineering

### ALSO PRESENT:

Michael Troxell, Thomas Engineering Group  
Ryan Thomas, Thomas Engineering Group  
Chris Akers, Littlejohn, an S&ME Company

### ABSENT

Jeanine Athias, Engineering  
Abraham Stubbins, Utilities  
Lt. Paul Fix, Police Department  
Sam May, Director of Public Works  
Michael Jones, Director of Parks and Recreation

The regular meeting of the Margate Development Review Committee (DRC), having been properly noticed, was called to order by Ben Ziskal at **10:04 AM on Tuesday, November 22, 2016** in the Commission Chambers at City Hall, 5790 Margate Boulevard, Margate, FL 33063.

- 1) APPROVAL OF THE MINUTES FOR THE DEVELOPMENT REVIEW COMMITTEE MEETING ON OCTOBER 11, 2016

The minutes for the October 11, 2016 DRC meeting were approved as written.

- 2) NEW BUSINESS
- 2A) **DRC NO. 11-16-03:** CONSIDERATION OF A SITE PLAN RESUBMITTAL FOR CUMBERLAND FARMS  
**LOCATION:** 5485 WEST ATLANTIC BOULEVARD, MARGATE

### Economic Development Department

5790 Margate Boulevard, Margate, FL 33063 • Phone: (954) 935-5330 • Fax: (954) 935-5304  
[www.margatefl.com](http://www.margatefl.com) • [edevdirector@margatefl.com](mailto:edevdirector@margatefl.com)

**ZONING:** TRANSIT-ORIENTED CORRIDOR (TOC)

**LEGAL DESCRIPTION:** A PORTION OF TRACT "A" OF LAKEWOOD COMMERCIAL, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 120, PAGE 27, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

**PETITIONER:** MICHAEL TROXELL, THOMAS ENGINEERING GROUP

Michael Troxell, Thomas Engineering, said that they had worked closely with Cumberland Farms since their last submittal to revamp and redo a non-prototypical building to make it work at the subject site and be closer to meeting the City's Code requirements. Using the Monopad, he showed the site plan and pointed out that the building was shifted more than 30 feet closer to the right-of-way and the setback was now 39 feet instead of 68-69 feet as on the previous submittal. He said they eliminated the back-out parking that was along the internal drive and moved it internal to the site with a drive aisle between the parking and the internal drive. He said that the biggest change was to the architecture. He showed the front, south facing elevation and pointed out that the building featured a two-story look and included an outdoor seating area, an entrance door, as well as a wall that had been extended to increase the frontage presence of the building and block the dumpster from view. He showed the west facing façade which overlooked the fuel pumps; it featured double doors in the middle and an elevation that he said gave it a nicer street presence. He showed the floor plan and pointed out the doors on the north and west sides that allowed customer access from the street. On the site plan, he explained that they had removed the parking that had originally extended into the first layer. Additionally, he said they removed a dead end run of parking and added a few parking spaces beyond the dumpster area for employee use. He said they would be providing a 12-foot sidewalk along the front and a green strip between the sidewalk and the curb. He explained that with the setback and right-of-way requirements, if they had to bring the building any closer, they would not be able to have a grass strip and it would be all concrete.

**DRC Comments:**

Tom Vaughn had no comments.

Kevin Wilson asked if the store clerk would still have line of sight of the fuel pumps, including those to the south. Mr. Troxell said that they would and he pointed it out on the site plan

Diane Colonna commented that it [a gas station] was still not the preferred use in the Transit Oriented Corridor (TOC) district; however, she said the plan was much improved and they had eliminated a lot of problem areas. She asked to see the elevation of the canopy. Mr. Troxell pulled it up on the Monopad and showed the plans. He was unable to locate a copy of the color rendering that she requested.

Andrew Pinney had the following comments:

- advised that they would need to seek a variance as the site location was within 1,000 feet of an existing gasoline service station.
- advised that Code required a pedestrian zone on the north and west sides of the building which he said was a four-foot landscape bed off the building and an eight-foot wide sidewalk.
- asked that they add the frontage build-out to the site plan. Mr. Troxell said he would meet with him afterwards to help identify the property line.
- referenced the photometric plan and asked that their max-to-minimum ratio not exceed

10-to-1. He said some of the areas in the vehicular use area fell below one foot candle, particularly in the northern corridor. He said Code required a minimum of one foot candle and a minimum of two foot candles if the business were open past seven o'clock.

- referenced the landscape plan and advised that a shade tree was considered a category one tree species or a canopy equivalent tree. He explained that if they went to a smaller category, they would need to plant more trees to meet the Code requirement. Also, he said there was a maximum palm tree substitution of 35 percent.

- advised that signs were considered conceptual when reviewing the site plan. He said if they chose to include the monument sign, they should display the site triangle as described in Section 39.3 of the Zoning Code to ensure that it was placed appropriately on the property.

Dan Topp commented that the trees in the urban greenway along West Atlantic Boulevard needed to be spaced at a maximum of 30 feet and must consist of shade trees. He said the plans showed some royal palm trees which could not be included as category one trees. He also mentioned that there was a gap in the front of the building where there were no trees. He suggested that they reference sections 23-6(B)(2) and 23-23 of the Code and he provided them with a copy. Mr. Troxell said they tried to group the trees to provide the site triangles and lines to the buildings and signs, and he asked if there were any flexibility available to them. Mr. Pinney said they could substitute for a smaller species such a category three but they would need to plant many more of them. Mr. Troxell said that probably would not work.

Ryan Thomas, Thomas Engineering, said that they understood that the trees needed to be 35 foot on center but they wanted to group them a little so that there were some 50 foot gaps for site lines to see the attractiveness of the building, its canopy, the signage, and lines at the pumps. Mr. Pinney responded that a second look at the Code could be taken and they could discuss it after the meeting.

Abidemi (A.J.) Ajayi made the following comments:

- advised that permits would be needed from Broward County Service Management, Environmental Protection, and the Florida Department of Transportation (FDOT).

- advised that an easement would be needed as the sidewalk on Atlantic Boulevard was on private property. Mr. Troxell responded that it was partly on FDOT property and partly private.

- asked that they add a conflict detail for the pipes.

- advised that impact fees would apply; also, they would receive a credit for an existing building.

- asked that they provide more details on the plan to demolish the existing water line at the proposed site for the new building.

- advised that a tree removal permit would be needed.

- asked if they could possibly limit the driveways noting that the driveway on the west side would cause stacking issues. Mr. Troxell said that a traffic study would be done to show the safety of that entrance and if there were an issue, it would be addressed at that point. Mr. Ajayi said the preference would be to remove that entrance [west side] and have only the one in the middle, and to make the one to the right of it a right turn only exit. Mr. Troxell pointed out the entrances that were needed for truck delivery and maneuvering to get into the tanks. He noted that there was little they could do to change the driveways due to way it was oriented with the canopy at 90 degrees to the right of way. He pointed to another entrance and said that the tenant required it as a convenience use to get vehicles in. He reiterated that they would provide a traffic study. He stated that they had reviewed the plan and the access with FDOT and they

concurred and did not have an issue with the design. He said they received an application letter indicating FDOT would permit it.

- asked that they use the existing sewer lateral which did not allow a connection to the manhole instead of using the sewer lateral that connected to the existing manhole

- advised that in conflict #1, the water line should be above the sewer line. Mr. Troxell said he thought the sewer was too shallow at that location. Mr. Ajayi said they could look for a solution later.

- referenced sheet CFG07 and asked that they show the easement as being abandoned.

- advised of a conflict on the landscaping plan with a live oak and a sewer line.

Ben Ziskal agreed with Ms. Colonna's comments about their design being further along towards meeting the City's Code and its intent than had past iterations. He said it was not possible to design a gas station that would meet the City's Code and their design was as close to the Code as it could be. He provided the following comments:

- asked if they could add another bike rack on the Atlantic Boulevard side as a means toward maximizing bicycle and pedestrian traffic.

- asked if they could look at a way to enhance the look of the canopy by possibly incorporating a matching gable or using some of the same materials as used on the main structure to tie it together so that it would look almost like a second structure instead of a standard gas canopy.

- stated that he shared some of the concerns about turning in off of Atlantic Boulevard. He said there were other properties that had a high volume of traffic and it backed up onto Atlantic Boulevard. He acknowledged that a traffic study would be done. He said he had a concern about how traffic would come off the turn lane and go to a double entrance lane, quickly merge, and then have one of the lanes pull into the gas station. He said he saw the potential for backing up and causing conflicts onto Atlantic Boulevard considering the type of gas station, the number of pumps, and the high volume of traffic.

Mr. Ziskal said the next steps would be to seek any necessary variances; specifically, the distance to an existing gasoline station, the frontage build-out, and possibly for the spacing of the landscaping. He said staff would look at the Code to see whether shifting of the trees was possible. He said they should work with the various departments to revise the final designs. He said this project would require approval from the City Commission. He recommended that they get the design as close to final before going to the City Commission. He said they may want to seek the special exception before the final design but they [City Commission] usually wanted to see the design as close to final as possible.

Matthew Scott, Tripp Scott law firm, asked if the required variances could be confirmed in an email. Mr. Ziskal said they could but it would be difficult to do because they may or may not be able to make some of the needed design modifications that were pointed out. He said they [Thomas Engineering] needed to go back to see what they could fix on the plans to bring it into compliance first. Mr. Scott said he understood a special exception would be needed for the gas station use, and a variance for the 1,000 foot distance. It was confirmed that currently variances for the 70 percent frontage build-out and landscaping would also be needed.

Kevin Wilson asked that they let him know if they were changes as the same access that was needed for their fuel delivery tankers was also needed for the City's fire trucks.

2B) **DRC NO. 11-16-04:** CONSIDERATION OF A SITE PLAN FOR THE EXPANSION OF THE EXISTING NORTHWEST MEDICAL CENTER HOSPITAL BUILDING AND THE ADDITION OF A PARKING GARAGE

**LOCATION:** 2801 NORTH STATE ROAD 7

**ZONING:** TRANSIT ORIENTED CORRIDOR (TOC)

**LEGAL DESCRIPTION:** COLONIAL PARK, PARCEL "A", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 115, PAGE 14, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

**PETITIONER:** CHRIS AKERS, LITTLEJOHN, AN S&ME COMPANY

Chris Akers, civil engineer for Littlejohn, showed the overall proposed site layout plan on the Mondopad. He explained that the proposed site plan included three separate projects: a tower expansion for a third and fourth floor with a fifth and sixth floor planned sometime in the future; a small two-story central energy plant containing chillers and generators; and, a proposed parking garage to accommodate the parking required for the additional floors. Mr. Akers pointed out the area owned by the hospital which he said amounted to about 28 acres in total. He stated that this was one of four projects invested in by HCA (Hospital Corporation of America) in the area. He said their goal was to be under construction in March or early April. He said they had already submitted a variance for building height; he said a text amendment was also submitted to allow for the future expansion of the fifth and sixth floors as well as any other expansion so they could go above the four-story, 50 foot height maximum.

**DRC Comments:**

Tom Vaughn had no comments.

Kevin Wilson had no comments.

Diane Colonna commented that the Community Redevelopment Agency (CRA) had been working with the Hospital on pedestrian improvements along Colonial Drive. She said she understood that the new parking garage would be to support the hospital expansion but that some employees would still need to park across the street. In their discussions, she said it was mentioned that residents in Coral Cay sometimes had a problem heading east on Colonial Drive and making a left hand turn to go north because the traffic stacked up into the main road. She asked if they would be doing a traffic study. Mr. Akers said they received the traffic study data two weeks ago and they anticipated they would submit the traffic study at the end of the following week or early December. Ms. Colonna said they were looking at making improvements to the median and they might want to look at their information. Mr. Akers responded that they had been working with Broward County and City staff to study five to seven intersections around the area so they would have a very comprehensive traffic study.

Ms. Colonna said the elevations to the parking garage looked pretty basic; she asked if there was any possibility of it having more architectural features or design elements. Mr. Akers said he would ask about it.

Andrew Pinney provided the following comments:

-referenced the parking calculations on the site plan and said the Code parking requirements for a hospital in the CF-1 district was one parking space for every two beds plus one space for each

employee. He noted that the hospital campus also had a significant number of medical offices and the parking requirement for them was one space for every 150 square foot of non-storage area. He said the calculations they submitted showed it had sufficient parking but he asked if the 363 employees they showed on peak shift for the hospital was the current or the proposed number. Mr. Akers said that it was proposed and he could provide a comprehensive breakdown if one were needed. Mr. Pinney asked if they were shift employees. Mr. Akers responded that it included everyone.

- noted that they had a pending variance as their plan exceeded the 50-foot height maximum that would be heard by the Board of Adjustment on December 6, 2016.

- asked that they include a measurement on the plan for each setback.

- advised that in the CF-1 district, the side and rear setbacks need to increase by five feet for each floor above the second story.

- asked that they provide photometric information for the interior levels of the parking garage as well as the outside.

Mr. Akers asked what alternatives there were to the setbacks being that they were at three and one-half stories. He asked if a variance would be required. Mr. Pinney responded that a variance would be required if they were not able to find a design remedy.

Mr. Pinney commented that they did a nice job on their landscaping plan. He asked that they provide the interior landscaping calculation. He provided the Code minimums which were one category one tree, five shrubs, and no more than 30 percent sod which would be needed for every 200 square feet of landscaping being provided around the garage.

Dan Topp referenced the detail shown on sheet L1.01 and advised that the wire shown to stabilize a tree was prohibited in the City's Code.

Abidemi Ajayi (A.J.) provided the following comments:

- advised there would be additional impact fees that would be calculated later.

- advised that there might be a requirement for a booster pump to ensure there would be sufficient pressure to reach the top floors. Mr. Akers said he would check but he thought that the pumps were already in existence from the previous project in 2012.

- referenced drawing C5.01 and advised that one tap each was required for the fire and services lines.

- advised that size-on-size taps were not allowed.

- advised there was a post indicator shown on the service line that should be on the fire line.

- advised that a tree removal permit would be required. Also, he asked that they clarify the trees that were to be removed and identify the species, caliper, and tree canopies.

Mr. Akers said that he had sent an email to Jeanine Athias earlier with information as well as the letters they sent to Broward County for the stormwater for both parties to review.

Ben Ziskal commented that they needed to make sure there were no restrictions or notes on the plat as far as square footage that would need to be amended. He asked whether the parking garage would be constructed first. Mr. Akers said he understood that the goal was to submit final documents to the architects for the central energy plant in the next two weeks and then the parking garage and tower would be done concurrently. He said they discussed the

need for temporary parking a while ago and they were currently looking for space. Mr. Ziskal said there were some logistical challenges previously when the Hospital did its ER expansion.

Mr. Ziskal said they should move forward with making the minor design revisions and the possible setback variances.

### 3) GENERAL DISCUSSION

There being no further business, the meeting adjourned at 10:41 AM.

Respectfully submitted,

Prepared by: Rita Rodi

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Benjamin J. Ziskal, AICP, CEcD  
Director of Economic Development

Date: \_\_\_\_\_