



**STANDARD FOR SPECIAL EXCEPTION USE REQUEST**

1. The Special Exception shall be consistent with the purposes, goals, objections and policies of the Margate Comprehensive Plan and the Margate Code of Ordinances.

A. The proposed Special Exception is consistent with the City's Future Land Use Plan. The Current Land Use is TOC and the Future Land Use is designated as TOC;

B. The proposed Special Exception is designed to maximize on-site space to minimize impact on traffic circulation on or about State Road 7 and the adjoining access road;

C. The proposed Special Exception has maximized the landscaping for the planned site and thus seeks to maximize "open space". Recreational Space is not applicable.

D. Housing is not applicable to the proposed Special Exception.

E. The proposed Special Exception design and infrastructure are designed to provide maximum conservation of resources and have minimum impact on environmental matter.

F. The proposed Special Exception does not require Intergovernmental Coordination.

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 proposed Special Exception requested minimizes off-site traffic flow, and the proposed site plan reflects all safety measures to insure the safe travel of pedestrians as well as vehicles in and about the subject property.

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 excessive proliferation of said special exception use.

The propose dual-order drive thru, which is the subject of the Special Use Exception provides a way for all traffic to more easily flow and not create a "stacking" situation which could extend into the entrance public roadway, which would be more likely with a "single-order" drive thru. This would not be an excessive proliferation of the use, but a smart, integrated and safety-conscious alternative to the traditional "single-order" drive thru.

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

The proposed use is consistent with properties abutting State Road 7. Further, the location of the building and the "dual-order" area is placed sufficiently away from the eastern boundary of the property so as to minimize the impact on the residential area to the east. Further, there is an alley way which additionally acts as a buffer to provide a further mitigation of the development of the property.

Further, the property directly to the north of the subject parcel, to which said parcel will share access, drainage and other infrastructures is a storage facility whose traffic will be minimal in nature, such that the proposed Special Use and development of the site, as a whole, would not impact the northern neighbor.

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 the Code of Ordinances.

The property layout, and especially the Special Use Exception for the "dual-order" system, is specifically designed to maximize the layout of all utilities, drainage and other public facilities, to meet all police, fire and emergency requirements, and limit impact on adjoining roadways. Further the "dual-order system" requested will not create a need for additional police, fire or emergency services that are already available through the City.

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 a significantly greater amount of traffic on local streets that would result from a development permitted by right.

The whole purpose of the Special Use Exception, that being a "dual-order" drive thru, is the exact reason for meeting Criteria 6. The project and "dual-order" drive thru is designed specifically to maximize vehicle and pedestrian safety, to minimize any impact on public streets (to eliminate the potential for congestion), or "stacking" onto a local street which a "single-order" drive thru has a greater potential.

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 the city standards to the greatest extent possible.

Although the proposed Special Use Exception is not directly related to the parking/loading (as it deals strictly with the "drive-thru" ordering process, the layout of the site plan, as a whole, provides the maximization of parking areas and provides the least intrusive design for delivery trucks.

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.

The proposed Special Use Exception requested does not cause the type of interference set forth in this Criteria 8.

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.

Not only is the Special Use Exception designed to meet this Criteria 9, but the Site Plan, as whole, has been designed to meet this criteria.

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

The proposed "dual-order" drive-thru system in conjunction with the proposed Site Plan, provide an esthetically pleasing, efficient and positive design to maximize property space, to insure the safety of the customers, minimizes the impact on surrounding roadways (both SR7 and access), to contain an infrastructure and landscape design which is consistent with the placement of a commercial facility along SR 7, and to expand the business (and tax) base of the City.