

**OLD PALM CITY NAC****AUGUST 19, 2018**

I. TITLE: Request for alternative compliance for Palm City Storage (P122-007).

II. THE APPLICANT REQUESTS ALTERNATIVE COMPLIANCE TO:

- 1. SECTION 3.265.B. GATEWAY, TOWN CENTER AND BOULEVARD OVERLAY DISTRICTS.**
- 2. TABLE 3.265.2 DEVELOPMENT STANDARDS**

III. SUMMARY: Lucido And Associates, representing Palm Royal Shopping Center Inc., the property owner, is proposing to create a residential storage facility on 2.36 acres located on the north side of SW Martin Highway west of Mapp Road in Palm City. The project consists of two, three story residential storage buildings and one single storage office building.

IV. BACKGROUND: The zoning regulations applicable within the CRAs (Article 3, Division 6 of the Land Development Regulation (LDR)), at §3.260.D, provide:

An applicant for development approval may submit a site, landscape, or architectural plan which varies from the requirements of the CRA code in order to accommodate unique circumstances of the proposed development site. Such alternative plan may include offers by the applicant to mitigate or offset the impacts of the alternative design. Such alternative plan may be approved only after having been reviewed by the appropriate Neighborhood Advisory Committee and upon a finding by the Growth Management Director that the alternative plan fulfills the purpose and intent of the CRA code as well as or more effectively than adherence to the strict requirements and would help carry out specific goals or objectives outlined in the particular CRA plan. Appropriate justifications for approving alternative plans include but are not limited to:

1. The resolution of site constraints associated with the incorporation of new buildings and structures on sites developed prior to the adoption of Redevelopment Overlay Districts.
2. The utilization of existing site characteristics, such as historical or archaeological features, topography, scenic views or native vegetation.

3. Improve or provide integration of proposed development with the surrounding off-site development.
4. The preservation of the historical or archaeological features of the area.

V. ANALYSIS

The applicant seeks alternative compliance for Section 3.265.B., Table 3.265.2. regarding required building frontage, and a parking rate adjustment pursuant to Section 4.625 LDR.

Issue #1.

Table 3.265.2. requires minimum building frontage of 50%. Building frontage means the width of the building that abuts the maximum front setback line, as a percentage of lot width.

Analysis: The subject parcel for the storage facility project is narrow where it abuts SW Martin Highway. To accommodate the facility, it was determined that the large storage buildings should be located towards the rear of the site. This will allow vehicle traffic to negotiate the site, provide for the construction of more efficient building space and allow for the security of the site which is imperative of all residential storage facilities.

Access to the site requires a minimum of 26' width at the entrance. This along with the required drive apron adjacent to the road pushed the entrance to 25' from the east property line to accommodate the driveway. The required 6 foot sidewalk around the office building also contributes to the lack of required building frontage.

Overall the narrow lot and required access criteria are not conducive to meeting the 50% required building frontage. The office building was designed to meet CRA design standards and the positioning of the 3 story storage buildings back from the road frontage will create a better public realm.

Issue #2.

Section 3.265.G. Parking.

Parking requirements in the Old Palm City CRA call for 1 parking space per 1,000 sq. ft. of commercial use. While a residential storage facility is classified as a commercial use it does not require the amount of spaces that other commercial uses such as retail require.

Section 4.624 LDR applies a rate of 1 parking space per 1,500 sq. ft. of residential storage facilities. This rate has also been found to be excessive in prior development applications.

The proposed site plan and traffic generation analysis support a parking rate adjustment for the residential storage facility.

Figure 2. Site Plan

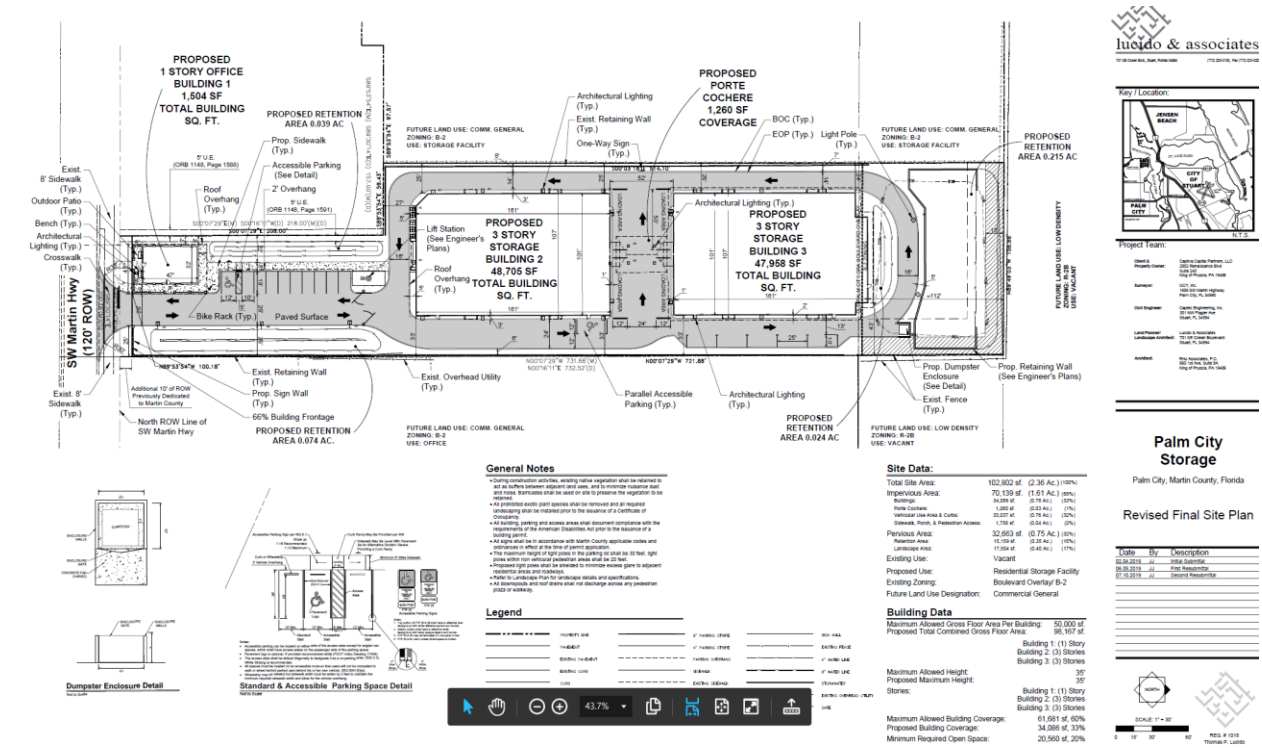


Figure 3. Elevations

