HSQ GROUP, INC.
Engineers • Planners • Surveyors
1489 West Palmetto Park Road, Suite 340
Boca Raton, Florida 33486
(561) 392-0221 Phone • (561) 392-6458 Fax

May 12, 2016

Andrew Pinney
City of Margate Department of Environmental & Engineering Services
901 NW 66th Avenue, Suite A
Margate, FL 33063

Re: **ARBOR VIEW – VARIANCE NARRATIVE**
HSQ Project Number: **1510-76**

Dear Andrew:

Please find below narrative for three variance requests for:

1. **A parking reduction to allow 127 parking stalls instead of 160 stalls for senior housing development. Section 9.11 &9.12.**
2. **Reduction of the building frontage from 70% minimum to 42% due to irregular property configuration. Section 9.7(h).**
3. **Maintain 7' sidewalk on NW 31st Street against curb instead of code 8' green strip with curb behind it due to conflict with existing power poles. Section 23-6(B)(2).**

PARKING VARIANCE:

The City code has conflicting parking requirement information depending on the code section applied to this project. In section 9.11 TOC-G Zoning District, 1.0 parking spaces per dwelling is required. The proposed project has 100 units equating to a minimum amount of 100 parking stalls. In section 9.12 residential parking minimum is 1.5 spaces per dwelling unit plus 1 space for every 10 units for guest for a total of 160 parking spaces. City staff has determined the more stringent code criteria prevails when there is a conflict in the code. Our traffic engineer, Alan Tinter, P.E. has prepared a parking analysis and has determined the average number of parking spaces actually needed for a senior affordable apartment complex is 81 parking spaces. Our proposed design is at 127 parking spaces. We believe this is more than adequate for the proposed use and a variance is required to resolve the code conflict for minimum parking requirements for this site.

BUILDING FRONTAGE VARIANCE:

The City Code requires a minimum of 70% building frontage on State Road 7 in the TOC-G districts per Section 9.7. The proposed property has an irregular shape to it that does not allow building construction in the North panhandle of the site. The total frontage on State Road 7 is approximately 576' of which 246' is part of the panhandle that is only 50 feet deep. It is not possible to construct a building within the 50' deep panhandle area. We propose site amenities in this area to include the dog park, exercise path and shuffleboard courts. The remainder of the site is (576'-246') 330 feet. The proposed building is approximately 244 feet along State Road 7. This is 74% building frontage in the buildable area of the site. Since it is not possible to meet the 70% building frontage criteria for this particular site, we believe a variance is justified for the proposed development.

NW 31ST STREET BUFFER VARIANCE:

The city code requires an 8' wide green strip between the back of curb and the sidewalk on NW 31st Street. The current site conditions have a 5' wide sidewalk located at the back of the curb and is within the Right-of-way. There is an existing 12' utility easement with power poles, guy wires and overhead wires locate within the property and would be the future location of the 7' wide sidewalk if it is installed per the code requirements. The existing power poles would be in the middle of the proposed sidewalk if the 8' buffer is installed per plan. The utility companies will not put their lines in public Right-of-way and currently have a utility easement to service the lines in the existing location. The existing sidewalk currently aligns with the sidewalk to the east as it crosses the existing entrance to the community. We believe the intent of the buffer in front and sidewalk in the back against the building is for retail business pedestrian access. This building is senior affordable rental apartments with no doors located against State Road 7 and NW 31st Street. The site does meet the city code criteria on State Road 7 and still allows for a landscape buffer between the sidewalk and building. Approving this variance will allow for the buffers on State Road 7 and NW 31st street to be consistent with each other. Due to the existing minimum area between the curb and property line of 5' and the existing utility pole locations we feel this hardship requires a variance to this section of the code.

Please see attached survey, site plan and parking study for more information.

Please do not hesitate to contact our office if you have any questions or require additional information.

Sincerely,
HSQ GROUP, INC.

Jay Huebner, P.E., A.I.C.P., LEED AP