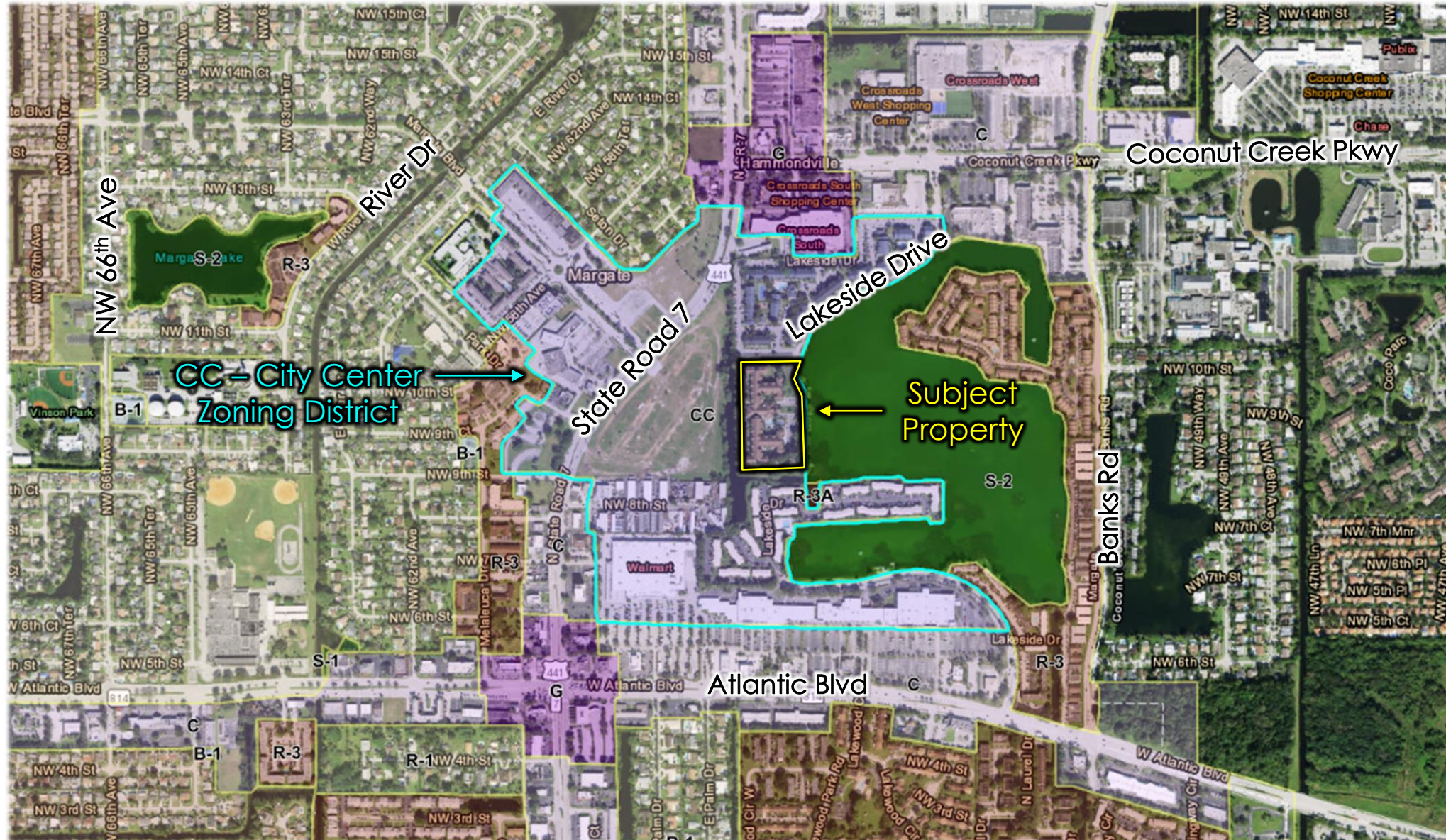


VARIANCES FOR MULTIFAMILY CONVERSION
OF WATERSIDE LANDING
5600 LAKESIDE DRIVE

City of Margate
City Commission
December 10, 2025

LOCATION MAP AND ZONING



Note: CRA Boundary Ends at West Side of the Subject Property



AERIAL



EXISTING CONDITIONS



- **Three (3)-Story existing structure, the Waterside Landing Assisted Living Facility**
- **217 Existing Parking Spaces**



CONCEPTUAL SITE PLAN

- **Proposed Use:**
Conversion of the existing ALF building to Multifamily Residential
- **174 Units**
 - (131) 1-Bedroom
 - (42) 2-Bedroom
- **250 Parking Spaces**



Variances

- 131 less parking spaces than required per code
 - Applicant proposing to increase parking from 217 to 250 spaces, which exceeds requirement per parking study
- No perimeter landscape strip along the southern and eastern property line
 - Southern and eastern property line are adequately buffered with existing canal and lake
- No interior parking islands
 - Allows Applicant to provide as much additional parking as possible on the site
- Alterations to interior of existing building and parking areas to allow for proposed multifamily use

CONCEPTUAL SITE PLAN



VARIANCES

Code Section	Requirement	Proposed	Variance Request
40.705.I.2.b	<p>For multiple-family dwellings developed after September 5, 2018, including additions to existing developments: A minimum of two (2) parking spaces for each dwelling unit of two (2) bedrooms or less. One (1) additional parking space is required for each additional bedroom.</p> <p>(174 units x 2 spaces per unit = 348 spaces, less 5% reduction for multi-family developments with 100 or more units = 331 spaces + 15% additional spaces for guest parking (50) = 381 spaces required)</p>	250 spaces	131 spaces less than required
40.704.G.1	<p>All sites of buildings or vehicular use areas, except single-family detached dwellings and duplex detached dwellings, shall provide a perimeter landscape strip not less than five (5) feet in width along parcel lines that do not directly abut a public right-of-way or residential property. Nonresidential developments which abut residential property shall provide the buffer requirements described in this Code. At the time both abutting properties are developed according to these standards, there will be a landscape strip of no less than ten (10) feet in width, both properties considered.</p>	No perimeter landscape strip	0' perimeter landscape strip along southern property line and at a portion of the eastern property line
40.704.H.2	<p>Interior islands. At least one (1) landscaped interior island shall be provided for every ten (10) parking spaces. Interior islands shall measure at least eleven (11) feet in width (including curbs) and eighteen (18) feet in length.</p>	No interior parking islands	To not provide parking islands
40.308(D)1	<p>No such building or structure shall be enlarged upon or altered in any way that increases a nonconformity. Such building or structure or portion thereof may be altered to decrease its nonconformity except as may be hereafter provided. Such nonconforming buildings or structures shall not be used as a basis for adding other buildings, structures or uses prohibited elsewhere in the same district.</p>	Altering interior of existing building and parking areas to allow for proposed multifamily use	Altering interior of existing building and parking areas to allow for proposed multifamily use

PARKING ANALYSIS

Table 1 – Parking Analysis Summary

Parking Criteria	Parking Demand/Requirement	
	Weekday	Weekend
Local Ordinance	381	381
ITE Average Peak Demand (Units)	221	205
ITE 95 th % Confidence (Units)	230	-
ITE Average Peak Demand (BDR's)	147	173
ITE 95 th % Confidence (BDR's)	153	-
ULI Parking Demand	206	214
Census Data (Renter)	214	214
Census Data (Owner)	278	278
Average of All Sources	229	244

- Institute of Transportation Engineers (ITE) parking demand data calculates a demand of up to 230 spaces for the site
- Urban Land Institute (ULI) calculates a demand of up to 214 spaces for the site
- U.S. Census data for the tract where the property is located, indicates renter-occupied dwellings have a vehicle availability of 1.23 vehicles per unit, which equates to a demand of 214 spaces
 - Owner-occupied dwellings, which would include single-family homes with larger families than would be accommodated at the subject property, would have a vehicle availability of 1.6 vehicles per unit, with a demand of 278 spaces
- Per study from Dynamic Traffic, LLC, a parking supply of 250 spaces will be more than adequate to accommodate the proposed development

VARIANCE CRITERIA

- a. It shall be demonstrated that special conditions and circumstances exist which, if there is a literal and strict enforcement of the provisions of a zoning ordinance, would constitute a hardship or practical difficulty in the use of the property involved. ✓
- b. Owner's preference or economic disadvantage does not constitute a hardship. A self-created hardship does not constitute grounds for a variance. ✓
- c. No nonconforming use of neighboring lands, structures or buildings in the same district, and no permitted use of lands structures or buildings in other districts shall be considered grounds for a variance. ✓
- d. It shall be demonstrated that special conditions and circumstances exist which are peculiar to the land or structure involved, and which are not applicable to other land or structures located in the same district. ✓
- e. The Board shall find that the granting of the variance will not be contrary to the public interest or the general purpose sought to be accomplished by the zoning ordinances, is the minimum variance possible to make reasonable use of the land or structure, and shall not constitute that granting of a special privilege. In granting a variance, the Board may prescribe appropriate safeguards and conditions in conformity with the intent of the Code. ✓
- f. In granting any variance, the Board shall record in its minutes the circumstances and conditions constituting the hardship or practical difficulties upon which the variance is based. ✓

THANK YOU