

**April 4, 2017 Board of Adjustment
Staff Recommendation**

PETITIONER: Tony Quevedo, agent for Toscana Park Villas, LLC

LOCATION: 3050 Toscana Lane West

ZONING: TOC-G Gateway District

INTRODUCTION

The subject property of this variance is a recently developed 240-unit apartment complex known as Toscana. The subject property is located on the west side of State Road 7, and on the south side of NW 31st Street. The apartment complex is operating at near full occupancy and is having trouble providing off-street parking for its residents and guests. The applicant submitted an amended site plan to the Development Review Committee (DRC), which was reviewed on October 25, 2016. During this review, staff identified code conflicts with some of the proposed parking expansions.

HEARING NO.: BA-10-2017

SECTION OF CODE: Sections 33.2(B)(5); 33.2 Table P; and 9.12(D)

Code requires a minimum drive aisle width of 22 feet for one-way drive aisles serving 90 degree parking spaces. Code requires a clear space of at least 19 feet at the front of parallel parking spaces, labeled "NO PARKING." Code requires that all parking facilities are accessed by alleyways, rear roads, or driveways. Petitioner is requesting permission to provide a one-way drive aisle that is 18 feet wide for 90 degree parking. Petitioner is requesting permission to provide parallel parking spaces without a 19 foot clear space. Petitioner is requesting permission to provide tandem parking spaces, which can only be accessed through another parking space.

During the initial review, when this apartment complex was still conceptual, the engineering firm that prepared the plans for this development ran into a number of issues while designing the project due to unique conditions on the property. The subject property is not a typical squared off lot, it actually has a Z-shape. There is also a sizable wetland preserve located in the back center portion of the property. These design constraints limit the amount of surface area available to be used for parking.

The intent of these code provisions are to provide safe and orderly vehicle movements for all standard-sized non-commercial vehicles within off-street parking facilities. There is no feasible way to provide safe or orderly vehicle movements for tandem parking spaces, as the vehicle parked in the interior space cannot vacate that parking space unless and until the vehicle parked in the exterior space is removed. This parking design essentially traps a vehicle for an undetermined amount of time. The reduction of drive aisle width and clear zone for the parallel parking spaces will also present a challenge to maneuvering standard sized vehicles.

Staff finds that due unique conditions on the property, there is a genuine hardship. **Staff recommends granting approval to the reduction of drive aisle width and parallel parking clear space, subject to the condition the affect spaces are clearly labeled for compact vehicle parking only. Staff recommends denial of the request to permit tandem parking as this has a high potential to create a nuisance.**

RECOMMENDATION: APPROVE

APPROVE WITH
CONDITIONS

DENY

Timothy J. Ben Zekel
Director of Economic Development.

3-21-17
Date