

Market Street Apartments

Adjustment Class-2 Application

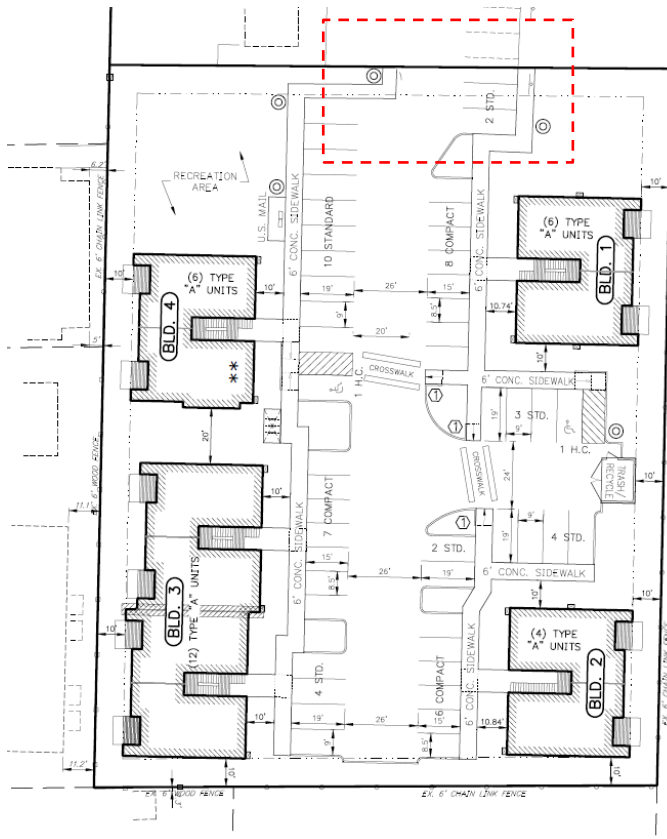
Proposal:

The subject property is 1.17 acres in size, zoned RM2, and located at 4072 Market Street (072W19BD/Tax Lots 3501). The applicant is proposing a development consisting of 28-apartment units as shown on the site plans.

The applicant is requesting an adjustment greater than 20% adjustment to SRC Table 514-5 (Zone-To-Zone Setbacks):

Table 514-5 requires buildings and vehicle use areas to be setback a minimum of 10 feet from adjacent residential zone.

The subject property to the north is zoned RM2 and is fully developed. The north parking area runs through the existing property. Therefore, a 0-foot setback is being provided along the north property line where 10 feet is required.



Adjustment Criteria-SRC 250.005(d)(2) Criteria

(A) The purpose underlying the specific development standard proposed for adjustment is:

- (i) Clearly inapplicable to the proposed development; or***
- (ii) Equally or better met by the proposed development.***

(B) If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area.

(C) If more than one adjustment has been requested, the cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone.

Applicant Findings:

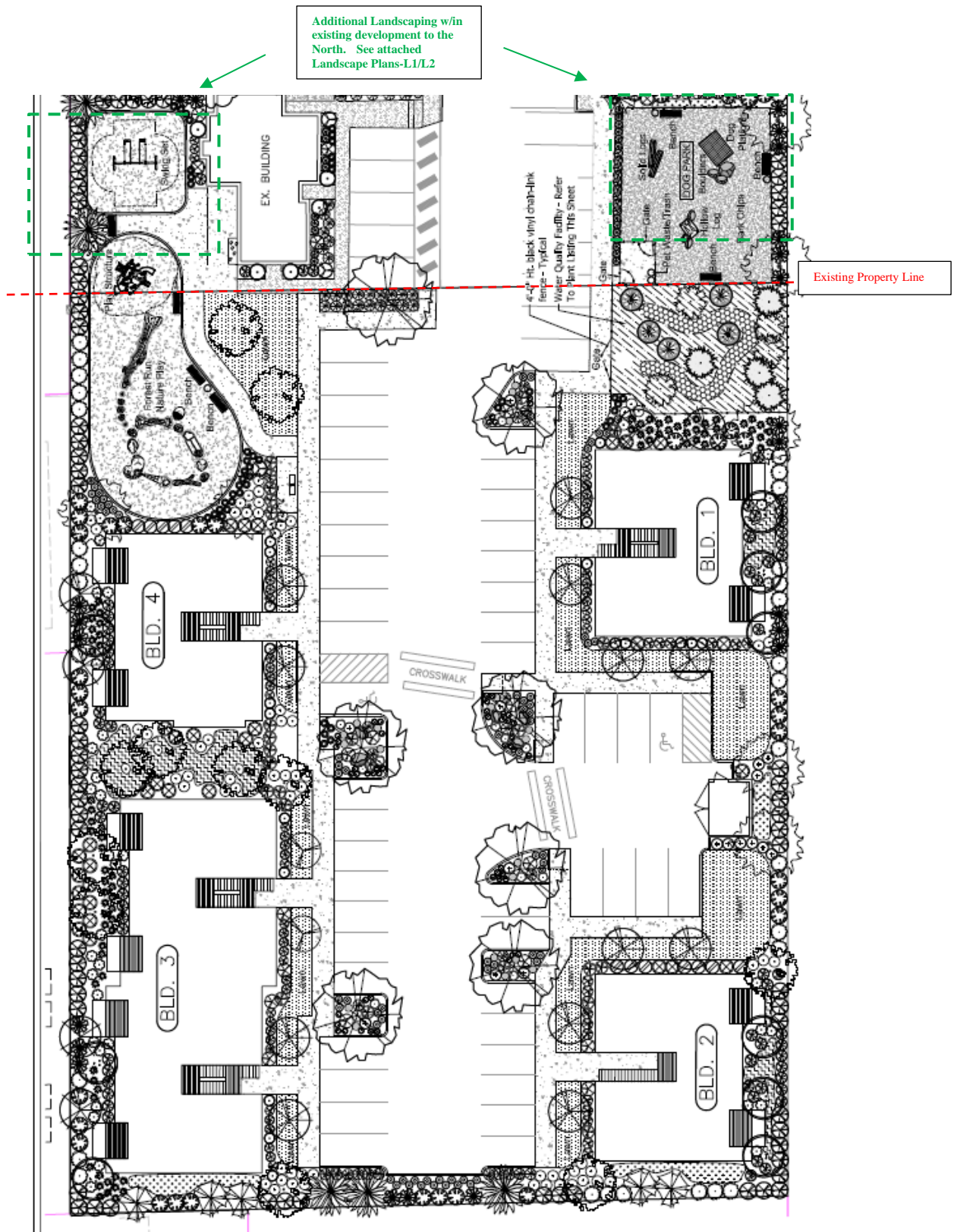
- (A)** Table 514-5 requires buildings and vehicle use areas to be setback a minimum of 10 feet from adjacent residential zone and landscaped.

The purpose of this requirement is to provide a visible and separated landscaped setback adjacent to parking.

The applicant is proposing the development of a 28-unit apartment complex. This parking is existing but is included on the subject property. The subject development and the existing development to the north will share parking and accessways. Both developments will share the parking spaces and have access throughout the parking lot. The north property line required to provide a 10-foot landscaped bufferyard is located within the parking area and access areas of the northern apartment development as shown on the site plan. Providing a landscaped bufferyard adjacent to this property line is not feasible, because it would require the elimination of parking spaces for the existing development to the north. A landscaped bufferyard would be in the middle of the driveway, parking area, and maneuvering area; therefore, making parking and maneuvering difficult to use.

The layout of the site, the shared parking, along with the location of the property lines within the parking area creates a practical difficulty in the feasibility of the placement of landscape bufferyard with in this area. Eliminating this requirement and providing additional landscaping (open space) elsewhere on the site, is better for the development.

The applicant's proposal also includes additional landscaped within the existing development to the north. See attached landscape plans.



(B) The apartment development will provide landscaped open space areas throughout the site, which makes up for the elimination of this required 10-foot landscaped bufferyard. The elimination of this bufferyard will have no effect on the proposed use or surrounding uses.

(C) There is only one adjustment being requested for this proposal.