ADD2021-00212 Lee County ePlan

Quattrone & Associates, Inc.

NARRATIVE

Toy Vault
STRAP #: 07-46-25-00-00009.0010
17801-831 S. Tamiami Trail, Fort Myers, FL 33967

REQUEST NARRATIVE

Our client is seeking an Administrative Deviation (ADD) for relief of the required parking lot interconnection requirement per Lee County Land Development Code (LDC) Section 10-610(e). The proposed deviation would enhance the security and safety of the property owner's future development.

LIST OF DEVIATIONS AND JUSTIFICATION

Deviate from LDC§10-610(e) Parking lot interconnections. Adjacent commercial uses must provide parking lot interconnections for automobile, bicycle, and pedestrian traffic to not require a parking lot interconnection between the applicant's property and the parcel to the north (Restaurant Depot).

Project Description & Request:

Based on the current zoning, the applicant is proposing to construct a mini-warehouse facility on the back portion of the site that is zoned C-2 and three proposed office/storage buildings for contractors and builders on the front portion of the site that is zoned C-1A. C-1A allows Group 1 Contractors and Builders and allows for indoor storage. Therefore, the three front buildings will be permitted to accommodate an office and an indoor storage area for this use and provide code required parking. We are also going to concurrently apply for a rezoning to a planned development to give the applicant the ability to expand and/or convert the three front buildings to mini-warehouse and/or give the entire project the ability to be a Hybrid Warehouse use (i.e. "Man-Caves"). Given the nature of the project as a combination of buildings for Builders & Contractors and Mini-Warehouse, security and safety are a significant concern.

Therefore, the project is designed to have security fencing around the developed portion of the site and/or between buildings and will have just one access point which will be on Babcock Road, a county maintained Minor Collector Road. This is consistent with LDC§10-291 which only requires one access point for projects less than 10 acres (subject site is 9.2 acres).

For this reason, the applicant is asking for relief from LDC§10-610(e) to not require interconnection of parking lots.

Justification:

- The site is designed to provide the maximum security possible utilizing a design known as a Fortress Style Design where the buildings are placed around the perimeter of the site. This layout does not lend itself to providing access to adjacent developments.

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- Interconnecting the applicants parking lot with the parking lot to the north (Restaurant Depot) would limit our client's ability to provide a secure site to their tenants by letting the public to drive through their parking lot.

- Connecting the Restaurant Depot parking lot with the applicants parking lot would create an unsafe condition for the applicants' tenants and the public by allowing the public to traverse through the applicant's parking lot that is designed for Builders & Contractors and/or eventually a Mini-Storage facility where people are accessing overhead doors on the parking lot/pavement side of the building.

- Since Restaurant Depot has full inbound access, interconnecting the parking lots would not provide any benefit for them when considering their inbound traffic.

- It is also our opinion that a higher percentage of exiting delivery vehicles will exit to the north to gain access to I-75 via Alico Road as opposed to those wanting to use the Babcock Road intersection to ultimately head south, thereby diminishing benefit to Restaurant Depot.

- Being a wholesale restaurant supply store, Restaurant Depot does not generate enough outbound traffic to warrant the expense and lost utilization of the applicant's property to provide Restaurant Depot or the Mini-Storage facility to the north access through our client's property. The cost of the improvements and land value, it is not economically beneficial for the property owner and forcing our client to do so, would conflict with Policy 158.1.10.

    - **POLICY 158.1.10:** *Evaluate the current land development regulatory and fiscal structure to identify and remove where appropriate the unwanted impediments to ensuring development is fiscally beneficial*

- Restaurant Depot is designed with a frontage road that is directly adjacent to their west property line thereby having very little throat depth making it difficult for trucks entering the site to use the frontage road for access directly to the south, further reducing the benefit to our client to having interconnecting parking lots.

JUSTIFICATIONS

Per the requirements of the LDC Sec. 34-174(j)(2), the deviation request is:

a. Does not increase height, density, or intensity of the development.

RESPONSE: Our request does not increase height, density, or the intensity.

b. Does not result in the substantial underutilization of public resources and public infrastructure committed to the support of the development.

RESPONSE: Our request does not result in any substantial underutilization of public resources or infrastructure.

c. Does not result in a reduction of total open space provided on the master concept plan by more than ten percent.

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RESPONSE: Our request will not result to any reduction to open space.

d. Does not decrease the amount of indigenous native vegetation preservation or open space areas below the amount required by the Code.

***RESPONSE: Our request will not decrease the amount* of indigenous native vegetation preservation or open space areas. In fact, the deviation will eliminate the need for additional pavement allowing our client to exceed the amount of code required open space.**

e. If changes to the buffer or landscaping areas are proposed, equivalent or better (by comparison with the approved Master Concept Plan) landscaping or buffering is provided.

RESPONSE: Our request will not have any effect on the buffers.

f. Does not adversely impact surrounding land uses; and

RESPONSE: Our request will not adversely impact land uses.

g. Is consistent with all applicable provisions of the Lee Plan and land development regulations in effect at the time of the amendment request.

RESPONSE: The sought driveway interconnection deviation is consistent with the Lee Plan.