



# DEVELOPMENT SERVICES

BUILDING | HISTORIC PRESERVATION | PLANNING & ZONING

## PLANNING AND ZONING BOARD STAFF REPORT

### Park Ten – 1065 SW 15th Avenue

Meeting	File No.	Application Type
January 28, 2026	2025-204	Level 1 Site Plan
Property Owner	Authorized Agent	

The Seneca Group, LLC

PLANW3ST, LLC

#### Request

Consideration of a Level 1 Site Plan application, including a Landscape Plan and associated Landscape Waiver, to modify a portion of the existing parking area to accommodate additional parking spaces at 1065 SW 15th Avenue. The request also includes a variance from the open space requirements of the Land Development Regulations.

#### Site Data & Information

**Location:** 1065 SW 15th Avenue

**PCN:** 12-43-46-20-37-000-0010

**Property Size:** 17.03 acres, 741,923 sq ft

**Affected Area:** 166,500 sq ft

**Land Use:** Industrial (IND)

**Zoning:** Industrial (I)

**Adjacent Zoning:**

- **North, South, East, West:** Industrial (I)

**Existing Use:** Warehouse

**Proposed Land Use:** Warehouse



## Background

The subject property is part of the Park Ten industrial campus, a multi-building warehouse and industrial complex developed in phases beginning in the early 1980s. The campus consists of multiple industrial warehouse buildings identified as Buildings A through H, totaling approximately 276,558 square feet of industrial and warehouse floor area. The campus was designed and constructed as an integrated industrial complex with shared internal circulation, loading, and parking serving multiple buildings and tenant operations. The development pattern reflects industrial design standards and regulatory requirements in effect at the time of original approval, which emphasized building functionality, truck access, internal circulation efficiency, and perimeter landscape buffering rather than the internal open space distribution patterns typical of more recent industrial development standards.

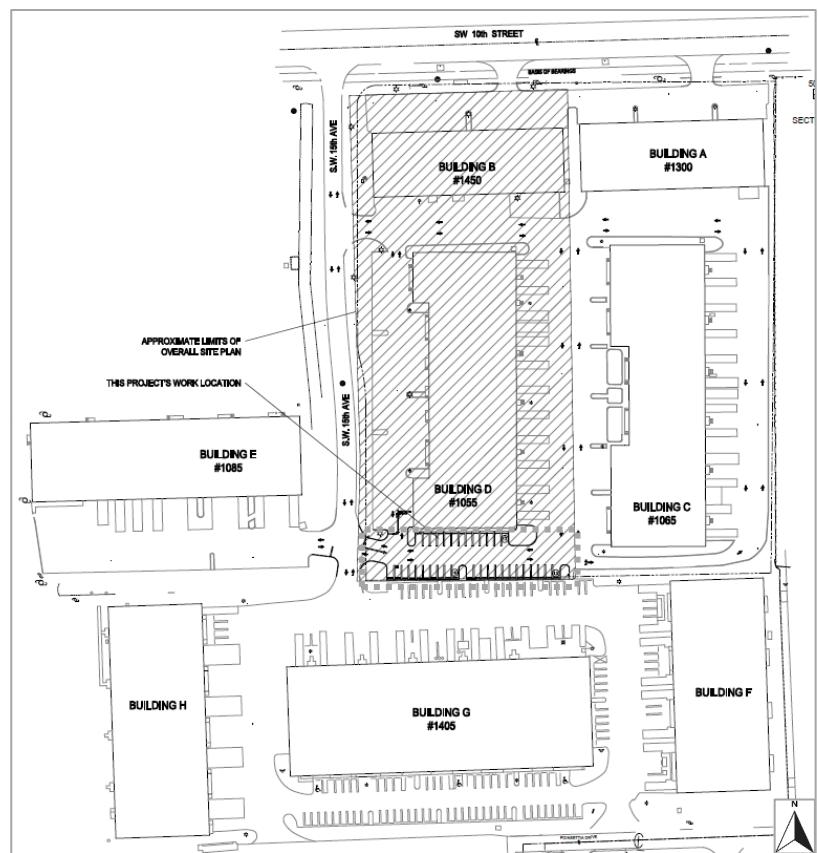
The original approved site plan established the building footprint configuration, internal circulation network, loading areas, and general parking and landscape framework that largely remains in place today. The approved plan reflects a legacy industrial campus design in which buildings were organized around internal drive aisles and loading areas to support warehouse and distribution functions. Landscape areas were primarily provided along the perimeter of the site and in limited internal locations consistent with the industrial design and regulatory framework in effect at the time of development. The approved site configuration established the baseline physical development pattern and operational layout that continues to influence site functionality today.

While the overall Park Ten campus consists of approximately 17.03 acres, the current application applies specifically to a defined portion of the overall campus identified on the submitted Site Plan and Open Space Diagram as the project limit area generally encompassing Buildings B and D and associated parking and circulation areas. The project limit area consists of approximately 166,500 square feet and represents the regulated development area for purposes of the current site plan modification, variance analysis, and landscape waiver evaluation. The defined analysis area reflects the portion of the campus historically developed and functionally operated as an integrated sub area of the overall industrial campus and is consistent with the limits identified on the submitted site plan documentation.

Historical zoning maps from the late 1980s and early 1990s indicate the property was located within the Light Industrial (LI) zoning district. Since initial development, the property has been rezoned to the current Industrial (I) zoning district and is subject to the applicable requirements of the current Land Development Regulations (LDR), which reflect different planning standards including increased emphasis on open space, internal landscape distribution, and site design performance standards.

The LDR recognize that lawful site development patterns may exist that were established under prior regulatory frameworks and may differ from current dimensional and site design standards. The intent of the nonconformity provisions is to allow continuation of lawful development conditions while discouraging expansion or intensification of nonconforming characteristics. The current request is not evaluated under nonconformity provisions of **LDR Section 1.3.3**, but rather through the variance process, because the request involves modification of site design and dimensional standards rather than continuation of an existing lawful nonconforming condition.

Over time, industrial operations, tenant logistics needs, and fleet vehicle characteristics have evolved. Current industrial operations typically involve larger delivery vehicles, increased employee vehicle counts, and expanded operational staging needs compared to industrial operations common at the time of the original site development. While the physical building footprint and internal circulation network have remained largely consistent with the original site design, the operational demands of industrial tenants have increased



pressure on available on-site parking and internal circulation areas. These operational changes have occurred within the context of an existing developed industrial campus with limited opportunities for large-scale reconfiguration without impacting building access, loading operations, or internal circulation functionality.

The current application is associated with a Level 1 Site Plan modification and related landscape waiver and variance request to reduce the open space requirement in order to accommodate additional parking associated with existing industrial operations. The application was originally submitted on June 3, 2025, and subsequently revised through resubmittals dated October 30, 2025, and December 20, 2025, as part of the standard development review process. The most recent Technical Advisory Committee review comments were issued on January 13, 2026.

### Description of Proposal

The applicant is requesting approval of a Level 1 Site Plan modification to allow construction of 36 new parking spaces south of Building D within the defined project limit area located at 1065 SW 15th Avenue.

The proposed modification focuses on reconfiguration of an existing paved parking and landscape area to increase on-site parking capacity in support of the existing industrial operations within the Park Ten Business Park. The proposal includes removal of existing curbed landscape islands along the south end of Building D to accommodate 13 new parking spaces, and installation of new curbed terminal landscape islands to accommodate an additional 23 new parking spaces, resulting in a total of 36 new parking spaces, including associated striping and landscape modifications.

The parking expansion is proposed within an area that is currently developed and functions as part of the overall industrial business park parking and circulation system. The proposed modification is intended to address operational parking demand associated with existing tenants and building uses within this portion of the campus. No new principal structures are proposed as part of this application. The request is limited to site layout modifications, parking expansion, and associated landscape and open space adjustments within the defined project limit area.

The application is also associated with one variance request and one landscape waiver request, summarized below:

#### Variance Request:

##### **LDR Section 4.3.4(K): Non-Vehicular Open Space Requirements**

The applicant is requesting relief from the required minimum 25 percent non-vehicular open space requirement to allow approximately 16 percent non-vehicular open space. The reduction is associated with conversion of existing landscape and open space areas into vehicular use area to accommodate the proposed parking expansion.

#### Waiver Request:

##### **LDR Section 4.6.16(H)(3)(d): Landscape Barrier Requirements**

The applicant is requesting relief from the required five-foot-wide landscape barrier located between the common lot line and the off-street parking or vehicular use area, which is required to remain free of vehicular encroachment, including vehicle overhang. The waiver is requested to allow modification of the existing landscape configuration to accommodate the proposed parking layout while maintaining overall site circulation and functionality.

### Review & Analysis: Site Plan and Zoning

**LDR Section 2.1.5(E)(6)(g)(1), Planning and Zoning Board: Duties, powers, and responsibility**, the Board hereby has the authority to grant variances from Base district development standards, [Section 4.3.4](#); and (2) Supplemental District Regulations, [Article 4.6](#), except where said authority is expressly prohibited, granted to others, or relief is available through another process.



**LDR Section 2.4.10(A)(1)(a):** *Level 1 Site Plan applications include improvements or modifications to existing development that do not increase building square footage and are generally limited to landscaping, hardscaping, architectural elevations, materials, and colors.*

The subject application is classified as a Level 1 Site Plan because the request is limited to modification of an existing developed portion of the site to reconfigure parking and associated landscape areas and does not include expansion of building square footage, new principal structures, or modification of primary site access points.

**LDR Section 2.4.10(A)(2)(c):** *Administrative Review- Level 1 and Level 2 Site Plan applications may be approved, denied, or approved with conditions pursuant to [Article 2.2](#) by the Director. The Director has the sole discretion to elevate Level 1 and Level 2 Site Plan applications to board review with a written determination for the action.*

While Level 1 Site Plan applications are typically eligible for administrative review, the subject application includes a variance request and a landscape waiver request. Because the site plan is dependent upon approval of regulatory relief from the LDR, review and final action by the Planning and Zoning Board is required.

Pursuant to **LDR Section 2.4.10(A)(3)(a), Findings**, formal findings are not required for Level 1 Site Plan applications.

The Site Plan was reviewed for compliance with the applicable LDR based on the proposed scope of work. The performance standards for site plan actions set forth in Chapter 3 are not applicable to Level 1 Site Plan applications. Notwithstanding the above, the requested variance and landscape waiver are subject to the required findings of fact and approval criteria established in the LDR. A detailed review and analysis of each request is provided below. The additional parking spaces will be designed in accordance with applicable City standards for stall dimensions, drive aisles, and vehicular maneuvering, except for the landscape strip dimension. The southern expansion area will be integrated into the existing parking layout to ensure safe and logical traffic flow throughout the site. Any required striping, signage, and pavement improvements will be provided as part of the project.

Standard/Regulation	Required	Existing	Proposed
4.6.9, Off-street Parking Standards	61 Parking Spaces	139 Parking Spaces	175 Parking Spaces

**Variance Analysis:**

**Required:** 41,625 square feet (25 percent of the 166,500-square-foot site)

**Existing:** 31,340 square feet (19 percent)

**Proposed:** 27,091 square feet (16 percent)

**Request:** A reduction of 9 percent in the required non-vehicular open space

**Non-Vehicular Open Space Variance: LDR Section 4.3.4(K), Base district development standards**

Pursuant to **LDR Section 4.3.4(K)**, a *minimum 25 percent non-vehicular open space* is required. The existing building and parking configuration, along with the site's development requirements, including driveway connections, parking spaces, and landscape buffer dimensions, determine the amount of space available for non-vehicular open space. The applicant is requesting relief from this requirement.

Pursuant to **LDR Section 2.4.11(A) Relief, Variance**, *is a departure from the dimensional or numeric requirements of the LDR where such variance will not be contrary to the public interest and where owing to the existing conditions peculiar to the property and not the result of the actions of the landowner, a literal enforcement of the regulations would result in unnecessary and undue hardship.*

**Findings.** *The following findings must be made prior to approval of a variance:*

(a) *That special conditions and circumstances exist which are peculiar to the land, structure, or building involved and which are not generally applicable to other lands, structures, or buildings subject to the same zoning. Economic hardship shall not constitute a basis for the granting of a variance.*

The property is developed as an integrated multi-building industrial campus constructed in phases beginning in the early 1980s, with buildings organized around internal circulation drives, loading areas, and shared parking fields designed under development standards in effect at that time. The applicant's narrative indicates that the existing site configuration, including established building locations, loading access points, and internal circulation patterns, limits the ability to redistribute open space

or parking without significant disruption to site operations and circulation. Economic hardship should not be considered as a basis for this finding.

**(b) *That literal interpretation of the regulations would deprive the applicant of rights commonly enjoyed by other properties subject to the same zoning.***

The applicant indicates that the requested parking reconfiguration is intended to support existing tenant operations within an established multi-building industrial campus environment. Unlike industrial properties that may contain undeveloped areas or more flexible internal circulation layouts, the subject property is largely built out with established building footprints, loading areas, and internal circulation drives that limit opportunities to redistribute open space or reconfigure parking without impacting core site functionality. Based on the existing developed condition of the site, historical development pattern, and limited availability of reconfigurable internal space, the Planning and Zoning Board must determine that strict application of the regulation would limit site modification opportunities.

**(c) *That the special conditions and circumstances have not resulted from actions of the applicant.***

The special conditions associated with the request appear to be primarily related to the historical development pattern of the site, which was established through prior site plan approvals and development standards in effect at the time of original construction. These physical site characteristics were established prior to the current application and prior to ownership or control by the current applicant. The applicant's narrative indicates that the current request is associated with modification of an existing developed industrial campus and reconfiguration of internal parking and landscape areas rather than creation of new site constraints or expansion of building area. The Planning and Zoning Board must determine that the special conditions associated with this request are inherent to the site's original development pattern and have not resulted from actions of the current applicant.

**(d) *That granting the variance will not confer onto the applicant any special privilege that is denied to other lands, structures, and buildings under the same zoning. Neither the permitted, nor nonconforming use, of neighborhood lands, structures, or buildings under the same zoning shall be considered grounds for the issuance of a variance.***

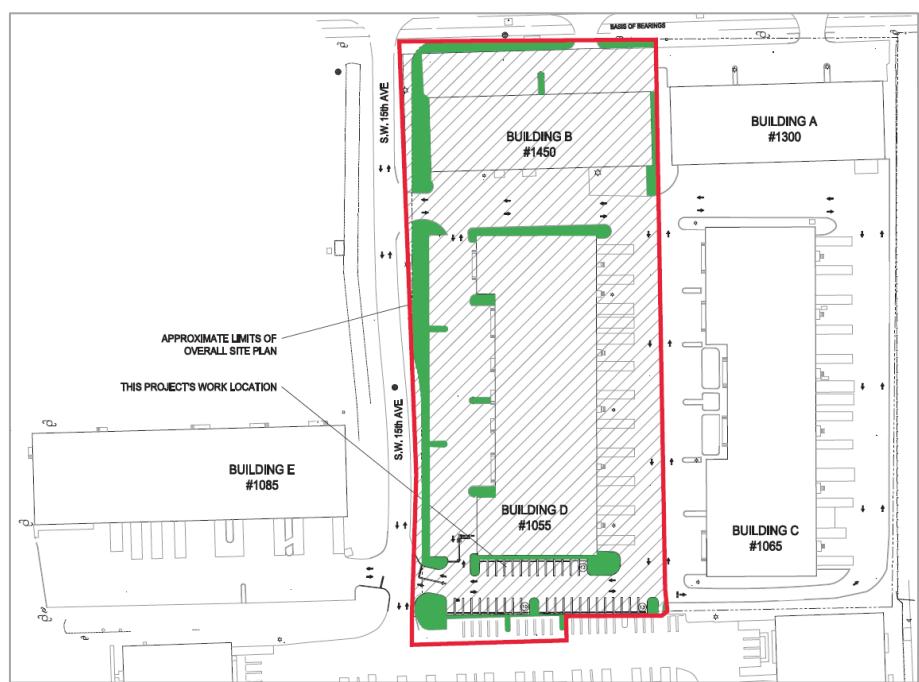
The request does not involve expansion of permitted uses, increase in building square footage, increase in development intensity, or modification of the underlying zoning classification. The variance request is specific to the existing internal circulation pattern, and distribution of open space that were established as part of the original development of the industrial campus and are not universally present on all properties within the same zoning district. The applicant's narrative indicates that the request is intended to allow modification of internal site parking to support existing tenant operations within an established industrial business park environment and is not intended to create development rights or site conditions beyond those necessary to support continued operation of the existing developed site. The Planning and Zoning Board must determine that the request is consistent with relief that may be considered for similarly developed industrial properties with comparable physical site constraints and development histories.

**(e) *That the reasons established in the variance petition justify the granting of the variance, and that the variance is the minimum variance that will make possible the reasonable use of the land, building, or structure.***

The applicant indicates that the requested relief is necessary to accommodate reconfiguration of parking within an established multi-building industrial campus. Current industrial operations typically require adequate on-site parking to support employee parking, service vehicles, and day-to-day operational logistics, which are generally accommodated within industrial developments of similar scale and operational intensity. The requested variance is limited to the amount of relief necessary to accommodate the proposed parking configuration within the physical constraints of the established site layout and is not associated with expansion of building footprint or change in permitted land use. The Planning and Zoning Board must determine whether the requested variance represents the minimum relief necessary to allow reasonable functional use of the land, buildings, and site improvements.

**(f) That the granting of the variance will be in harmony with the general purpose and intent of existing regulations, and will not be injurious to the neighborhood, or be otherwise detrimental to the public welfare.**

The modification is limited to reconfiguration of internal parking and landscape areas within an already developed portion of the site. The landscape design also incorporates reconfigured terminal landscape islands and perimeter landscape enhancements intended to maintain visual buffering, maintain tree canopy presence, and support the environmental and aesthetic objectives of the LDR despite the numerical reduction in non-vehicular open space. These landscape improvements appear to be designed to maintain functional landscape performance and campus character consistent with industrial development patterns within the surrounding area. The applicant's narrative indicates that the requested relief is intended to allow modification of an existing developed industrial site to support continued operation of existing tenants. The Planning and Zoning Board must determine that the request is compatible with the surrounding development pattern and consistent with the general purpose and intent of the LDR, and not injurious to the surrounding neighborhood or otherwise detrimental to public welfare.



The Planning and Zoning Board must determine whether the requested relief is supported by the variance findings and whether the request is appropriate based on the specific facts and circumstances of the subject property.

#### Review & Analysis: Landscape Plan

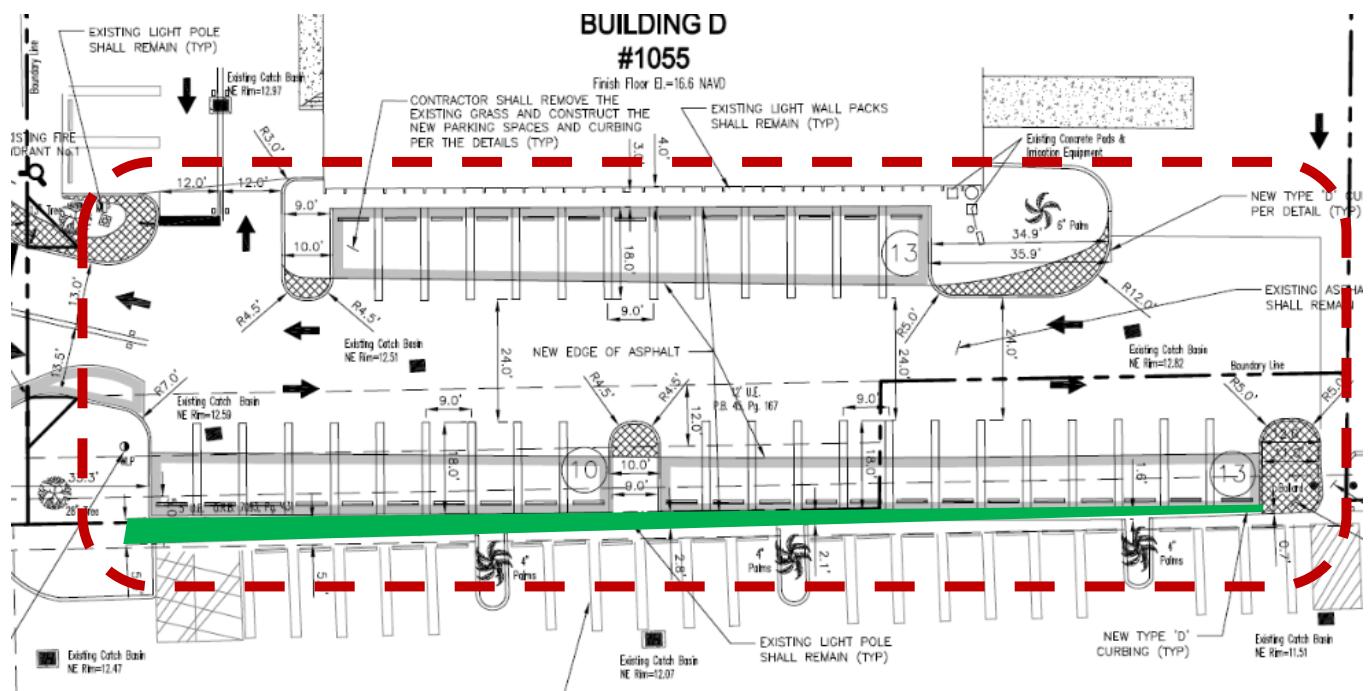
##### LDR Section 2.4.10(A)(3)(c), Findings

*Landscape Plans, including modifications to existing landscaping, shall be consistent with Section 4.6.16, Landscape Regulations.*

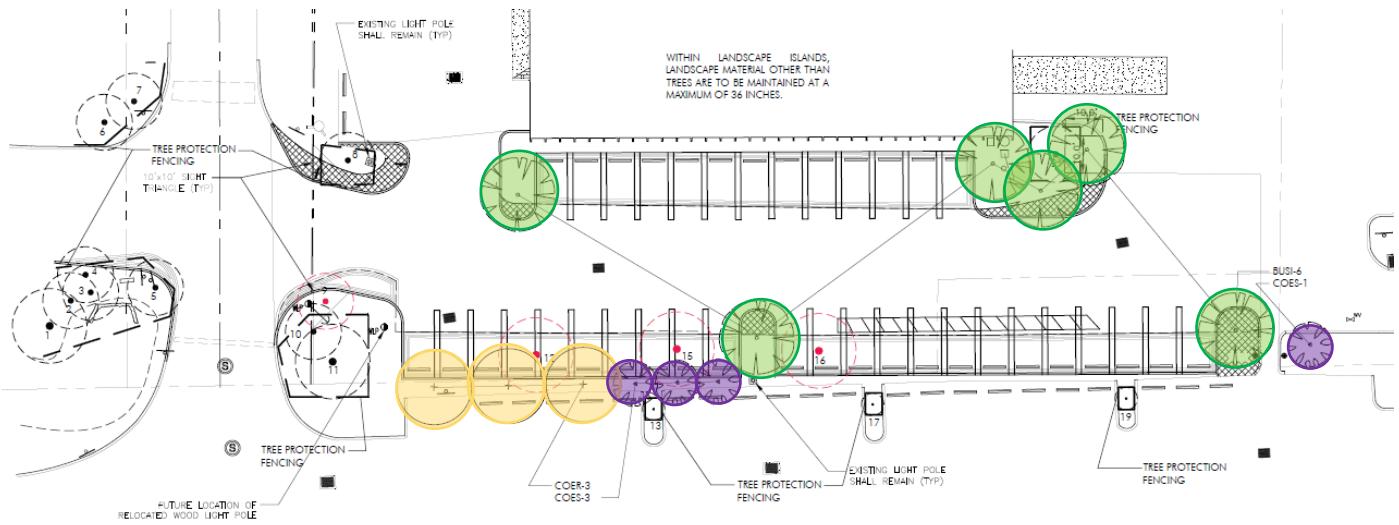
A technical review of the submitted Landscape Plan, Planting Plan, Tree Disposition Plan, and supporting landscape details has been performed for consistency with LDR Section 4.6.16, Landscape Regulations. Based on this review, the proposed landscape modifications are generally consistent with the applicable landscape standards, except for the specific landscape dimensional deviation addressed under the requested landscape waiver discussed in the following section.



The landscape plans demonstrate preservation of existing landscape material where feasible, replacement of removed canopy trees, and installation of new landscape material consistent with the overall landscape intent of the LDR. The proposed landscape design maintains internal landscape islands, terminal landscape islands, perimeter landscape treatment, and tree canopy distribution consistent with the character of the existing industrial campus development pattern.



The Tree Disposition Plan identifies three existing Black Olive trees located along the abutting property line proposed for removal. These trees are proposed to be mitigated in accordance with the applicable tree mitigation requirements of the LDR. Replacement canopy trees and associated understory planting are shown within the site landscape plan to maintain overall landscape performance and canopy distribution. The submitted landscape details indicate appropriate planting methods, soil preparation, and spacing standards consistent with long-term landscape sustainability and plant establishment. Irrigation and planting specifications are provided consistent with Section 4.6.16 requirements.



Except for the specific landscape dimensional waiver request addressed below, the landscape plan is consistent with the applicable provisions of LDR Section 4.6.16. The full landscape plan set is available for review as part of the application record.

## **Waiver Analysis:**

**Required:** 5.0 feet

**Proposed:** between 5.0 feet (east) and 0.7 feet (west)

**Request:** A reduction of the range between 5.0 and 0.7 feet

**Landscape Waiver: LDR Section 4.6.16(H)(3)(k), New multiple family, commercial, and industrial development.**

Whenever parking tiers abut, they shall be separated by a minimum five-foot wide landscape strip. This strip shall be in addition to the parking stall and be free of any vehicular encroachment, including car overhang.

**LDR Section 2.4.11(B) Waivers.** A waiver involves the granting of partial or total relief from a specific development regulation.

(1) **General.** A waiver may be granted to the procedural and substantive provisions of these regulations. A waiver may be granted only for those substantive items within these regulations for which such provision is made. A waiver to substantive provisions may be granted only by the approving body with the final authority to approve or deny the related development application.

**LDR Section 2.4.11(B)(5)(a-d), Waiver Findings.** Prior to granting a waiver, the granting body shall make findings that the granting of the waiver:

**(a) Shall not adversely affect the neighboring area;**

The requested waiver is associated with an internal parking reconfiguration within an existing developed industrial campus and does not introduce new building massing, changes in land use, or new site access points. The subject property is located within an established industrial and employment-oriented area characterized by similar building scale, parking field design, and operational site layouts. The modified landscape configuration maintains terminal island planting, canopy tree placement, and internal landscape distribution intended to preserve visual buffering and landscape continuity. The waiver applies to a localized dimensional reduction and does not eliminate landscape buffering or tree canopy functions along the site perimeter or internal parking areas. The applicant's narrative indicates that the request is intended to allow functional parking layout improvements while maintaining landscape performance consistent with the character of the business park. The Planning and Zoning Board must determine that the requested waiver will not adversely affect the surrounding area.

**(b) Shall not significantly diminish the provision of public facilities;**

The requested waiver is limited to landscape dimensional standards internal to the site and does not affect public infrastructure, roadway capacity, drainage systems, or public utilities. The site will continue to function within existing service capacities, and the proposed landscape configuration does not impact access for emergency services, public rights-of-way, or utility easements. The Planning and Zoning Board must determine that the requested waiver will not diminish the provision of public facilities or public services.

**(c) Shall not create an unsafe situation; and**

The proposed landscape island modification does not appear to interfere with vehicular circulation, internal maneuvering, or sight visibility at drive aisles or access points. The submitted site plan demonstrates maintained drive aisle widths, parking stall geometry, and internal circulation patterns consistent with established industrial parking lot design standards. The waiver is associated with landscape dimensional adjustment and does not alter traffic flow, emergency access, or pedestrian circulation patterns. The Planning and Zoning Board must determine that the requested waiver will not create an unsafe condition.

**(d) Does not result in the grant of a special privilege in that the same waiver would be granted under similar circumstances on other property for another applicant or owner.**

The requested waiver is associated with existing site constraints related to the location of established circulation access and property boundary limitations. The request does not expand permitted uses, increase building area, or alter zoning entitlements. The LDR recognize that existing site conditions may warrant flexibility where the overall landscape intent is maintained. The waiver is evaluated based on site-specific constraints and design response rather than unique treatment of the applicant. The Planning and Zoning Board must determine that similar relief could be considered for other properties with comparable site constraints and development patterns, and therefore the waiver does not appear to grant a special privilege.

The Planning and Zoning Board must determine whether the waiver criteria have been satisfied and whether the requested relief is appropriate for the subject property.

### Options for Board Action

- A. Move **approval** of a Level 1 Site Plan Application including Landscape Plan, to construct 36 new parking spaces, along with a variance to the required 25 percent non-vehicular open space and a waiver to the required 5-foot perimeter landscape strip located at 1065 SW 15<sup>th</sup> Avenue, by finding that the request is consistent with the LDR and the Comprehensive Plan.
- B. Move **approval, as amended** of a Level 1 Site Plan Application including Landscape Plan, to construct 36 new parking spaces, along with a variance to the required 25 percent non-vehicular open space and a waiver to the required 5-foot perimeter landscape strip located at 1065 SW 15<sup>th</sup> Avenue, by finding that the request is consistent with the LDR and the Comprehensive Plan, **subject to conditions**.
- C. Move **denial** of a Level 1 Site Plan Application including Landscape Plan, to construct 36 new parking spaces, along with a variance to the required 25 percent non-vehicular open space and a waiver to the required 5-foot perimeter landscape strip located at 1065 SW 15<sup>th</sup> Avenue, by finding that the request is inconsistent with the LDR and the Comprehensive Plan.
- D. **Continue with direction.**

### Public Notices

Public Notice was posted at the property 7 calendar days prior to the meeting.  
 Public Notice was mailed to property owners within a 500' radius 10 days prior to the meeting.  
 Public Notice was posted to the City's website 10 calendar days prior to the meeting.  
 Public Notice was posted in the main lobby at City Hall 10 working days prior to the meeting.  
 Agenda was posted at least 5 working days prior to meeting.

### TAC Review Timeline

Review No.	Submittal Date	TAC Comments Transmitted	
1	6-3-2025	7-2-2025	Total time with Applicant: 148 days
EX	Extension Request	N/A	Total time under review: 76 days
1.A	N/A	8-8-25	Applicant voluntarily waived the obligation for final action to be granted within 180 days of initial application date because of the complexity of the application.
2	10-30-25	11-25-25	
3	12-23-25	01-13-26	