

**City of Venice
Planning and Zoning Department**

MEMORANDUM

To: Planning Commission

From: Scott Pickett, AICP, Senior Planner

Re: Comprehensive Plan Text Amendment (13-1CP)

Date: October 29, 2013

Overview of Proposed Text Amendment

Staff requests Planning Commission review and action on Comprehensive Plan Text Amendment Petition No. 13-1CP. The text amendment deletes Policy 16.6.B.1 which reads “Southern Gateway Corridor public lands shall not be developed for residential, commercial, office or industrial uses”.

In its review of the proposed comprehensive plan text amendment, the Planning Commission should consider the following during its analysis and formulation of a recommendation to City Council:

- Generally, the extent to which the proposed text amendment promotes the public interest,
- Whether the proposed text amendment is consistent with the comprehensive plan, and
- Whether the proposed text amendment will advance or further the implementation of the comprehensive plan.

Staff has prepared the following analysis to facilitate the Planning Commission’s review of the proposed comprehensive plan text amendment.

Staff Analysis of Policy 16.6.B.1

1. Planning Intent for the Southern Gateway Corridor.

In reviewing policy amendments to planning areas designated by the comprehensive plan, it is important to consider the planning intent for the specific planning area. The following is Policy 16.5, the planning intent statement for the Southern Gateway Corridor:

Southern Gateway Corridor.

Planning Intent: Establish a welcoming “front door” to Venice by creating a pedestrian-oriented streetscape and mixed use corridor. The corridor shall support existing residential uses, promote redevelopment of underutilized office and commercial properties, and establish new infill developments that support the corridor’s purpose. The intent of this corridor is to develop a mixed use area with medical facilities, professional and medical office space, multi-family residences, mixed-use commercial areas, retail shops, entertainment, marine services, hotels, and restaurants. Auto-centric uses would be discouraged in order to improve the corridor’s pedestrian access, bikeability, and transit opportunities.

Policy 16.6.B.1 limits the use of publicly-owned land in the Southern Gateway Corridor to public uses. However, the intent of the Southern Gateway Corridor envisions a mixed use area that can be developed with medical facilities, professional and medical office space, multi-family residences, mixed-use commercial areas, retail shops, entertainment, marine services, hotels and restaurants. It is staff’s view that Policy 16.6.B.1 is in conflict with the planning intent of the Southern Gateway Corridor because publicly-owned land is unable to be developed as stated in the planning intent.

It is not clear what type of development of publicly-owned land would be allowed Policy 16.6.B.1. By inference, one can assume that public uses would be allowed, however, the comprehensive plan does not define “public use” or any other term that may provide guidance. By deleting Policy 16.6.B.1, there will no longer be an ambiguity with regard to how public-owned land in the Southern Gateway Corridor can be developed.

2. Policy 14.1.B of the Future Land Use & Design Element.

Policy 16.6.B.1 limits the City’s ability to implement Policy 14.1.B which calls for a redevelopment area master plan for the “Circus Building” and surrounding properties. The scope of a redevelopment area master plan for the circus building and other public lands would be severely limited by Policy 16.6.B.1.

3. Policy 2.1 of the Future Land Use & Design Element.

Policy 16.6.B.1 also limits the City’s ability to implement Policy 2.1 which reads, “*The City shall utilize community gateways to create a memorable and positive first impression of the City, reinforce Venice’s unique image and character, and serve as neighborhood entrances*”. With Policy 16.6.B.1 in place, implementation of Policy 2.1 on publicly-owned land is limited to public uses only.

4. Policy 4.4 of the Transportation Infrastructure & Service Standards Element.

Policy 16.6.B.1 also hinders the City’s ability to implement Policy 4.4 which reads as follows:

Policy 4.4 Federal and State Aviation Standards. Coordinate and comply with all applicable federal, state, and local aviation standards and requirements for airport operations, maintenance, and development.

The Federal Aviation Administration Airport Compliance Manual requires that, “Airports must maintain a fee and rental structure that makes the airport as financially self-sustaining as possible under the particular circumstances of that airport.” Policy 16.6.B.1 limits the Airport’s ability to establish a rental structure making it as financially self-sustaining as possible.

Staff’s Findings for the Proposed Text Amendment

Based on the above analysis, staff concludes that Policy 16.6. B.1 is inconsistent with the planning intent of the Southern Gateway Corridor and limits the City’s ability to implement policies identified above. Deletion of Policy 16.6.B.1 will advance the implementation of the comprehensive plan and therefore the proposed comprehensive plan text amendment can be found consistent with the comprehensive plan.

Proposed Policy Text Amendment:

Staff has prepared the proposed amendment to Policy 16.6 of Future Land Use and Design Element which reads as follows:

Policy 16.6

Southern Gateway Corridor Standards. Development in the Southern Gateway Corridor shall be according to the following development scenario:

- A. The density range for the corridor shall be up to 13 dwelling units per acre.
- B. The maximum residential density average in this corridor will not exceed 13 units per acre, calculated on a gross acreage basis.
 - ~~1. Southern Gateway Corridor public lands shall not be developed for residential, commercial, office, or industrial purposes.~~
- C. Up to 75% of the acreage in this corridor will be allowable for commercial (retail, marine, hotel, entertainment, and office space) uses. The total square footage of commercial uses allowed in this corridor shall not exceed a floor area ratio (FAR) of 1.0.
 1. The residential and commercial uses are intended to provide convenient access and bike/walkability for the area’s residents, businesses, and visitors.
 2. Residential, office, and retail use may be adjusted according to the needs of the community.

3. Conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 2,000 square feet commercial space, gross acreage.

D. Integrated transportation network:

1. Provide transportation alternatives including transit, pedestrian access, and bikeways.
2. Expand established pedestrian linkages between the surrounding Island neighborhoods.
3. Connect the area to the Venetian Waterway Trail.
4. Ensure appropriate access to the Venice Municipal Airport.
5. Limit traffic speeds to encourage pedestrian movement along the corridor.

E. Building envelope:

1. Maximum height shall be limited to 3 stories, up to 42' including parking.
2. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.
3. Building heights, where applicable, shall consider air safety zones for the Venice Municipal Airport.

F. Parking standards:

1. Permitted as part of a mixed-use building either above active first level uses or on the first floor.
2. Not allowed in front of buildings along Tamiami Trail and mixed use areas.
3. Rear parking lots permitted in mixed use and commercial areas.
4. Front driveways and garages are allowed in single-family areas.
5. On-street parking allowed as designated by site and development plan except along Tamiami Trail where on-street parking is not permitted.
6. Alternative parking standards that allow for reduced parking lot size and shared parking spaces shall be allowed throughout.

G. Parks and public space shall address the following considerations:

1. Include a variety of community places and public spaces including but not limited to pocket parks, courtyards, plazas, open air sitting areas, urban trails, and playgrounds.
2. Urban trails and sidewalks shall be utilized as connectors between commercial and residential areas.

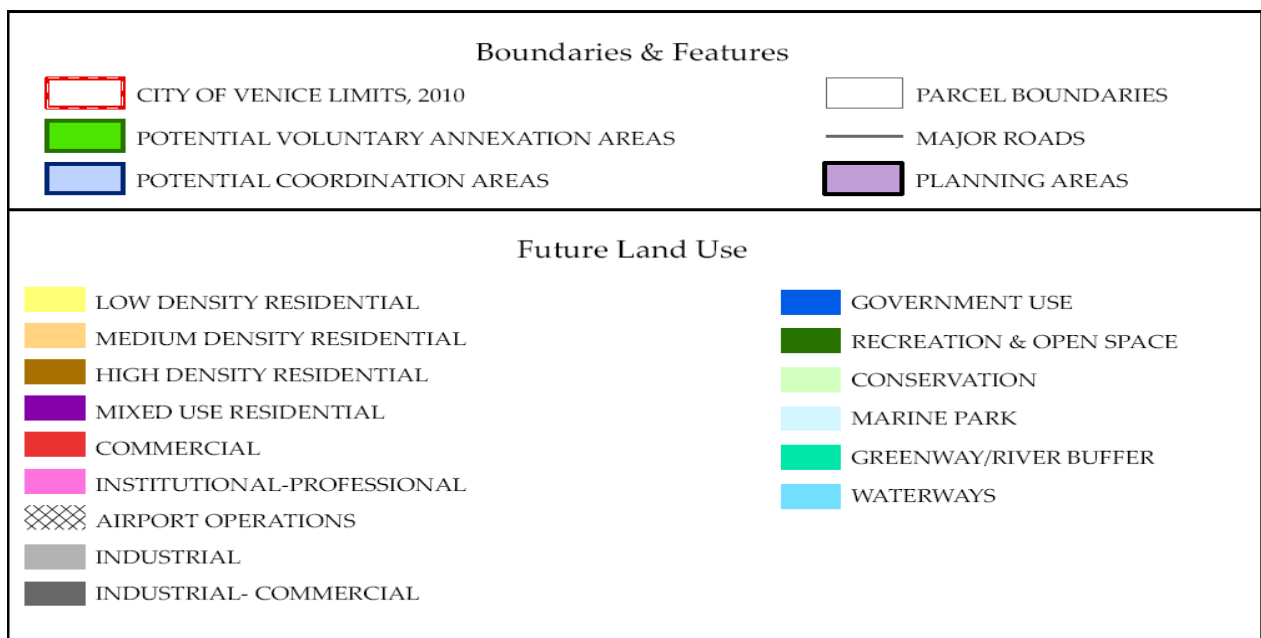
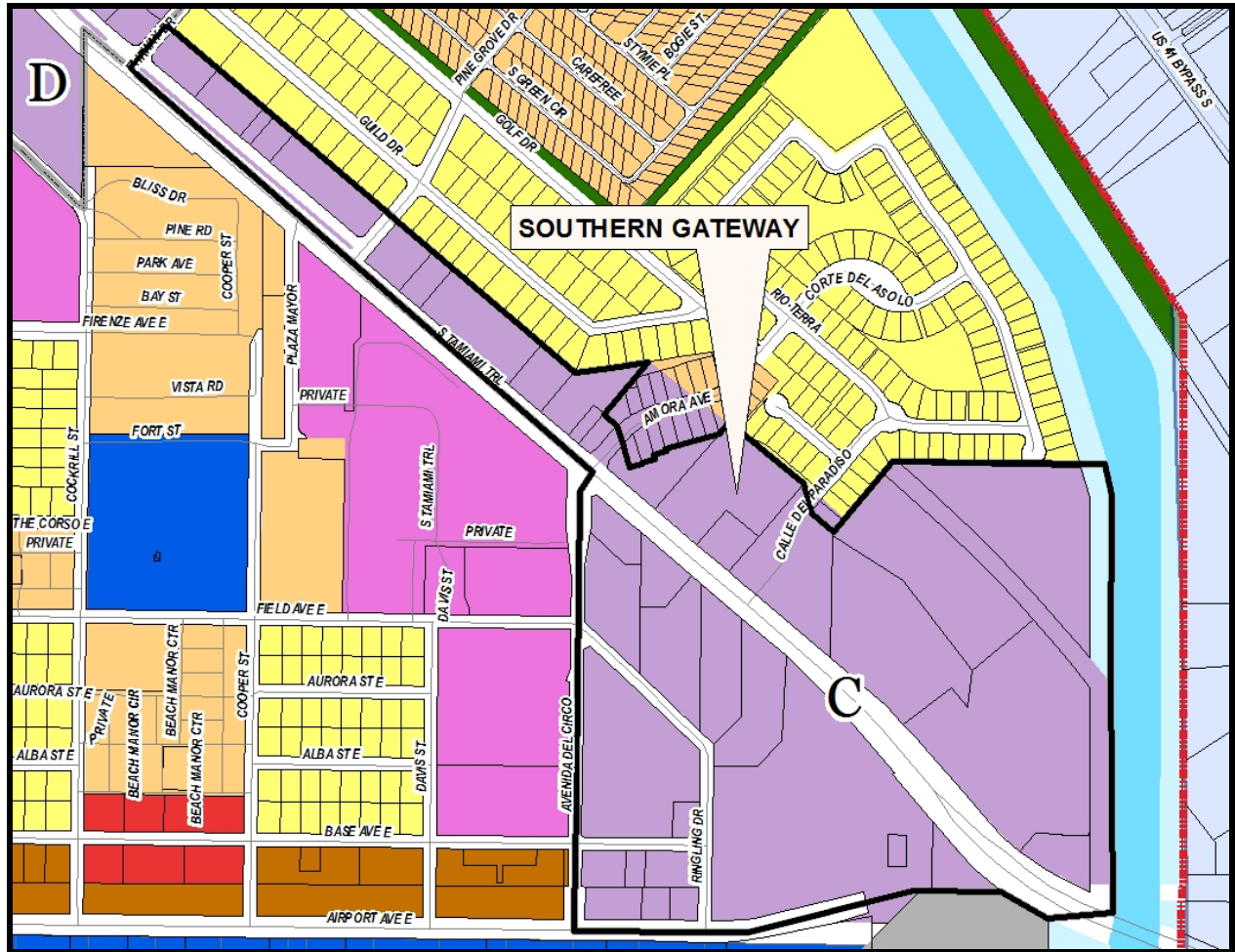
H. Architectural design style:

1. Northern Italian Renaissance architectural design standards are to be applied to new and redevelopment projects.

Process for Adoption of Comprehensive Plan Amendments

Consistent with Section 163.3184(3), Florida Statutes, the Planning Commission, acting as the Local Planning Agency (LPA), must hold at least one public hearing on the proposed comprehensive plan amendment. A public hearing is scheduled for November 5, 2013. The planning commission's recommendation, including a finding of consistency with the comprehensive plan, will be forwarded to city council for final action. Upon recommendation by the planning commission, city council shall hold two public hearings, a transmittal public hearing and an adoption public hearing. The proposed comprehensive plan amendment will follow the "expedited state review process for adoption of comprehensive plan amendments". Adoption of the proposed comprehensive plan amendment shall be by ordinance.

Future Land Use Map of Southern Gateway Corridor



Aerial Photo of Southern Gateway Corridor

