



City of Venice
401 West Venice Ave., Venice, FL 34285
941-486-2626

DEVELOPMENT SERVICES - PLANNING & ZONING
SITE & DEVELOPMENT PLAN APPLICATION

14-1SP
RECEIVED

APR 28 2014

PLANNING
& ZONING

SITE & DEVELOPMENT PLAN - SP

Project Name: The Old Salty Dog

Parcel Identification No.: 0428-12-0003

Address: 1485 South Tamiami Trail

Parcel Size: 8.25 Ac. (Project Area = 1.34 Ac.)

FLUM designation: Planning Area - Southern Gateway

Zoning Map designation: Commercial, Intensive/ Venetian Design Overlay (VUD)

Property Owner's Name: MarineMax East, Inc.

Telephone: ~~(727) 536-2628~~ 727-531-1700 #10196

Fax: (727) 532-8367

E-mail: N/A SAM.LOWREY@MARINEMAX.COM

Mailing Address: 1485 S. Tamiami Trail, Venice, FL 34285

Project Manager: Phillip Needs

Telephone: (941) 962-3610

Mobile / Fax: (941) 922-6658

E-mail: N/A

Mailing Address: 7875 Saddle Creek Trail, Sarasota, FL 34241

Project Engineer : Tim Roane, P.E.

Telephone: (941) 379-7600

Mobile / Fax: (941) 416-2203

E-mail: Tim.Roane@kimley-horn.com

Mailing Address: 2601 Cattleman Road, Sarasota, FL 34232

Project Architect: Ron Scott

Telephone: (941) 371-0829

Mobile / Fax: (941) 650-8781

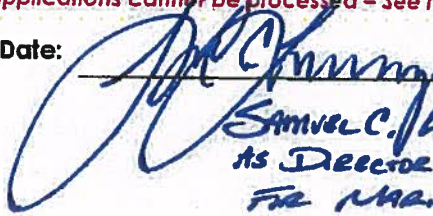
E-mail: rrsconfig@gmail.com

Mailing Address: N/A

Incomplete applications cannot be processed - See reverse side for checklist

Revised 12/10

Applicant Signature / Date:

 1/14/14
SAMUEL C. LOWREY
AS DIRECTOR OF REAL ESTATE
FOR MARINE MAX EAST, INC.

APPLICATION CHECKLIST

Required documentation (provide one copy of the following, unless otherwise noted):

- ☒ **Statement of ownership and control.** Include copy of property deed or County tax statement.
- ☒ **Agent authorization letter.** Agent authorization letter listing project engineer, architect, planner, and other design professionals must be signed by the property owner and submitted with the application.
- ☒ **Legal Description and signed and sealed Survey of Property.**
- ☒ **Narrative.** Provide a detailed narrative describing purpose of petition and intended use of property.
- ☐ **Deed Restrictions (§ 86-49(b)(7)).** If common facilities and/or private streets are proposed, submit document(s) addressing how common facilities are to be provided and permanently maintained. N/A
- ☒ **Public Workshop Requirements.** Date held 11/18/2013
 - ☒ Copy of newspaper ad.
 - ☒ Copy of sign-in sheet.
 - ☒ Copy of notice to property owners.
 - ☒ Written summary of public workshop.
- ☒ **Comprehensive Plan Consistency.** Confirm consistency with all applicable elements of the City's Comprehensive Plan.
- ☒ **Concurrency Application and Worksheet.** Signed, sealed and dated.
If a traffic study is required, submit 3 copies of the study (3 signed, sealed and dated).
Electronic **hcs** files must be e-mailed to staff or submit 3 CDs.

Required documentation (provide 15 sets of the following including 3 signed, sealed and dated, unless otherwise noted):

- ☒ **Site Plan Sheet.** Include all proposed improvements, buildings and structures, sidewalks, parking and transportation network, yards and open space.
 - ☒ Municipal address
 - ☒ FEMA Flood Zone designation and base flood elevation
 - ☒ Names of all existing and proposed public and private streets
 - ☒ Location of all sidewalks
 - ☒ Location of refuse and recycled materials enclosure.
- ☐ **Utility Plan Detail Sheet** N/A (SEE NARRATIVE)
 - ☐ Potable water and wastewater main size and location
 - ☐ Water valve location
 - ☐ Manhole separation
 - ☐ Distance from water main to proposed building
 - ☐ Location of nearest fire hydrants
- ☐ **Paving and Drainage Detail Plan Sheet** N/A (SEE NARRATIVE)
 - ☐ Document addressing drainage concurrency by means of a certified drainage plan
 - ☐ Driveway dimensions and turning radius
- ☒ **Landscape Plan Sheet**
 - ☒ Tree survey
 - ☒ Detailed inventory of all proposed trees and plants by type and size
- ☒ **Signage.** Depict – by dimension – all ground and wall signage
(SEE ARCHITECTURAL PLANS FOR SIGNAGE)
- ☒ **Architectural Elevations.** Definitions for buildings in the development; and number of dwelling units, sizes and types, together with typical floor plans of each type.

Fees

Application filing fee \$4,700.

Transportation review fee will be billed to applicant and is not included in application fee.

Public notice fee in excess of \$50 will be billed to applicant and is not included in application fee.

Extended Technical Review Fee \$1,400.

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Site & Development Project Narrative

Project Description

The Old Salty Dog restaurant will be located at the Marine Max marina whose address is 1485 S. Tamiami Trail, Venice Florida. The proposed restaurant will be constructed within the existing Marine Max boat sales showroom building located at the entrance of the Marine Max site. The restaurant use is consistent with the current zoning, Commercial Intensive (CI), and the future land use is Southern Gateway Planning Area. The property also lies within the Venetian Urban Design (VUD) overlay district.

Background

Originally constructed in 1975, the boat showroom structure was formerly a restaurant known as The Pewter Mug (City of Venice Bldg. Permit No. B02193) which operated as a sit down restaurant for a number of years. After the Pewter Mug was closed for business, the building was renovated to serve as the current boat sales showroom for the Marine Max marina.

Request for Site & Development Approval

At this time the owner of the Old Salty Dog Restaurant is coordinating with Marine Max to convert approximately 3,241 square the existing Marine Max boat showroom space to a 165 seat restaurant including the addition of outdoor dinging located behind the building. For the restaurant's exterior, upgrades meeting the intent of the VUD will occur to the front, side and rear façades of the boat showroom building. For building and signage details, please refer to the architectural plans submitted with this application.

All site work will be conducted in a single phase and will consist of the following:

- Re-striping of the existing parking lot area shown on the plans
- Placement of regulatory traffic control signage for the proposed parking area
- Installation of regulatory pavement markings for the proposed parking area
- Dumpster screening improvements
- Parking lot landscape buffer improvements along the parking lot frontage of US 41.

Utility connections from the proposed restaurant will consist of the following:

- Connection to an existing water service by the plumbing contractor (to be made under the building permit).
- Connection to an existing sanitary sewer service and grease trap by the plumbing contractor (to be made under the building permit).

Paving, Grading and Drainage

- There are no earthmoving or major site grading activities proposed for this project.
- There will be no additional impervious area added to the site.
- Drainage patterns and flow paths will remain unaltered from the existing conditions.
- No drainage improvements required or proposed for the project.

Comprehensive Plan Consistency:

The Old Salty Dog Restaurant
Site & Development Plan Application

Comprehensive Plan Future Land Use Designation: The City of Venice Comprehensive Plan designates this property as the Southern Gateway Planning Area on the Future Land Use Map. The comprehensive plan policies for this planning area are as follows:

Policy 8.2 Land Use Compatibility Review Procedures.

Ensure that the character and design of infill and new development are compatible with existing neighborhoods.

Compatibility review shall include the evaluation of:

- A. Land use density and intensity.
The existing land use of the property is a marina with boat sales and repair. The surrounding land use consists of US 41 right-of-way, motel, airport and car sales. The proposed restaurant is within the existing marina is consistent with the intensity of the surrounding uses and will complement the existing area.
- B. Building heights and setbacks.
No new buildings are proposed. Modification to the existing building façade is consistent with current building height.
- C. Character or type of use proposed.
The type of use proposed is commercial restaurant which is consistent with the marina and neighboring car dealership and motel.
- D. Site and architectural mitigation design techniques.
The site design consists of building improvements to the existing boat showroom building. The architectural styling of the building improvements is consistent with the required architectural theme within the City. Parking improvements consist of signage and striping of existing asphalt boat parking and display area.

Considerations for determining compatibility shall include, but are not limited to, the following:

- E. Protection of single-family neighborhoods from the intrusion of incompatible uses.
The proposed site improvements are not located in the vicinity of single-family neighborhoods. Therefore, this is not applicable.
- F. Prevention of the location of commercial or industrial uses in areas where such uses are incompatible with existing uses.
The surrounding area consists of commercial uses. The proposed commercial use is consistent with surrounding uses and will complement the surrounding area.
- G. The degree to which the development phases out nonconforming uses in order to resolve incompatibilities resulting from development inconsistent with the current Comprehensive Plan.
Not applicable.
- H. Densities and intensities of proposed uses as compared to the densities and intensities of existing uses.
The existing land use of the property is a marina with boat sales and repair. The surrounding land use consists of US 41 right-of-way, motel, airport and car sales. The

proposed restaurant is within the existing marina is consistent with the intensity of the surrounding uses and will complement the existing area.

Potential incompatibility shall be mitigated through techniques including, but not limited to:

The site is compatible with the surrounding use. Therefore, items I through N do not apply.

- I. Providing open space, perimeter buffers, landscaping and berms.
The site is not incompatible with the surrounding use.
- J. Screening of sources of light, noise, mechanical equipment, refuse areas, delivery and storage areas.
- K. Locating road access to minimize adverse impacts.
- L. Adjusting building setbacks to transition between different uses.
- M. Applying step-down or tiered building heights to transition between different uses.
- N. Lowering density or intensity of land uses to transition between different uses.

Policy 16.5 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 Southern Gateway Corridor Standards. Development in the Southern Gateway Corridor shall be according to the following development scenario:

- O. The density range for the corridor shall be up to 13 dwelling units per acre.
No residential development is proposed by this project.
The maximum residential density average in this corridor will not exceed 13 units per acre, calculated on a gross acreage basis **No residential development is proposed by this project.**
 - 1. Southern Gateway Corridor public lands shall not be developed for residential, commercial, office, or industrial purposes.
- P. 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. **This project is a renovation to an existing structure. The additional square footage associated with the outdoor dining patio is a de minimus increase in FAR.**
 - 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.
- Q. Integrated transportation network:
 - 1. Provide transportation alternatives including transit, pedestrian access, and bikeways.

- The site has connectivity with the existing sidewalk and bike lane along US 41 allowing access for pedestrians and bicyclists.**
2. Expand established pedestrian linkages between the surrounding Island neighborhoods.
The site has connectivity with the existing sidewalk and bike lane along US 41 allowing access for pedestrians and bicyclists.
 3. Connect the area to the Venetian Waterway Trail.
The project has connectivity with the existing sidewalk and bike lane along US 41 which connects to the Venetian Waterway Trail.
 4. Ensure appropriate access to the Venice Municipal Airport.
The project has connectivity with existing roadway networks with access to the Venice Municipal Airport.
 5. Limit traffic speeds to encourage pedestrian movement along the corridor.
Project does not contain a roadway component.
- R. Building envelope:
1. Maximum height shall be limited to 3 stories, up to 42' including parking.
This project is a renovation to an existing structure. No increase in building height proposed.
 2. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.
This project is a renovation to an existing structure. The use is an allowable use compatible with surrounding marina and adjacent uses.
 3. Building heights, where applicable, shall consider air safety zones for the Venice Municipal Airport.
This project is a renovation to an existing structure. No increase in building height proposed.
- S. Parking standards:
1. Permitted as part of a mixed-use building either above active first level uses or on the first floor.
Project will utilize existing parking area.
 2. Not allowed in front of buildings along Tamiami Trail and mixed use areas.
Project will utilize existing parking area. Project proposes no parking along frontage of Tamiami Trail.
 3. Rear parking lots permitted in mixed use and commercial areas.
Project will utilize existing parking area.
 4. Front driveways and garages are allowed in single-family areas.
No residential development is proposed by this project.
 5. On-street parking allowed as designated by site and development plan except along Tamiami Trail where on-street parking is not permitted.
No on street parking proposed.
 6. Alternative parking standards that allow for reduced parking lot size and shared parking spaces shall be allowed throughout.
Project will utilize existing parking area.
- T. Parks and public space shall address the following considerations:
This is not a park and public space project.
1. Include a variety of community places and public spaces including but not limited pocket parks, courtyards, and plazas, open air sitting areas, urban trails, and playgrounds.
 2. Urban trails and sidewalks shall be utilized as connectors between commercial and residential areas.
- U. Architectural design style:
The architectural design style applied to this building renovation is Northern Italian Renaissance. Please refer to the architectural plans included with this application.
1. Northern Italian Renaissance architectural design standards are to be applied to new and redevelopment projects.

Finding of Facts

Sec. 86-23 (n)

Duties in site and development plan approval. In accordance with this code, certain uses permitted in zoning districts and certain uses permissible by special exception in zoning districts, as shown on the schedule of district regulations set out in this code, require approval by the planning commission of a site and development plan as a condition precedent to the issuance of building permits by the zoning administrator. In reaching a decision as to whether or not the site and development plan as submitted should be approved or approved with changes, the planning commission shall follow the procedures set out herein and shall be guided in its decision and the exercise of its discretion to approve, approve with conditions, or to deny by the following standards:

1. Sufficiency of statements on ownership and control of the development and sufficiency of conditions of ownership or control, use and permanent maintenance of common open space, common facilities or common lands to ensure preservation of such lands and facilities for their intended purpose and to ensure that such common facilities will not become a future liability for the city.

The subject site is owned and operated by Marine Max East, Inc. Marine Max will remain the owner of the subject property and building. Operations and maintenance will be the responsibility of Marine Max East, Inc.

2. Intensity of use and/or purpose of the proposed development in relation to adjacent and nearby properties and the effect thereon; provided, however, that nothing in this subsection shall be construed as granting the planning commission the authority to reduce residential densities below that permitted by the schedule of district regulations set out in this code.

The intensity of use and/or purpose of the proposed development are not increased with the subject project. The proposed use will complement the existing uses on site and those around it.

3. Ingress and egress to the development and proposed structures thereon, with particular reference to automotive and pedestrian safety, separation of automotive traffic and pedestrian and other traffic, traffic flow and control, provision of services and servicing of utilities and refuse collection, and access in case of fire, catastrophe or emergency.

The existing site provides ingress and egress to the property. Automotive and pedestrian safety, separation of automotive traffic and pedestrian and other traffic, traffic flow and control, provision of services and servicing of utilities and refuse collection, and access in case of fire, catastrophe or emergency are already considered in the existing site. None of that will change under the proposed project. The project simply consists of the restriping of an existing boat parking area to a vehicular parking area and conversion of existing building square footage from boat showroom to restaurant.

4. Location and relationship of off-street parking and off-street loading facilities to thoroughfares and internal traffic patterns within the proposed development, with particular reference to automotive and pedestrian safety, traffic flow and control, access in case of fire or catastrophe, and screening and landscaping.

Off-street parking and off-street loading facilities are located away from thoroughfares. Internal traffic patterns are controlled with signage and striping

within the proposed development to provide automotive and pedestrian safety, traffic flow and control, access in case of fire or catastrophe. Screening and landscaping has been enhanced.

5. Sufficiency of proposed screens and buffers to preserve internal and external harmony and compatibility with uses inside and outside the proposed development.
Landscape buffering adjacent to US 41 is proposed to preserve internal and external harmony and compatibility with uses inside and outside the project.
6. Manner of drainage on the property, with particular reference to the effect of provisions for drainage on adjacent and nearby properties and the consequences of such drainage on overall public drainage capacities.
This project consists of restriping an existing boat parking area and conversion of existing building square footage from boat showroom to restaurant. Existing drainage patterns will not be altered and do not require additional improvement.
7. Adequacy of provision for sanitary sewers, with particular relationship to overall city sanitary sewer availability and capacities.
Currently, existing utilities with adequate capacity exist on site.
8. Utilities, with reference to hook-in locations and availability and capacity for the uses projected.
Currently, existing utilities with adequate capacity exist on site.
9. Recreation facilities and open spaces, with attention to the size, location and development of the areas as to adequacy, effect on privacy of adjacent and nearby properties and uses within the proposed development, and relationship to community or citywide open spaces and recreational facilities.
Not applicable.
10. General site arrangement, amenities and convenience, with particular reference to ensuring that appearance and general layout of the proposed development will be compatible and harmonious with properties in the general area and will not be so at variance with other development in the area as to cause substantial depreciation of property values.
No modification to proposed to the existing site arrangement. The project simply consists of the restriping of an existing boat parking area to a vehicular parking area and conversion of existing building square footage from boat showroom to restaurant.
11. Such other standards as may be imposed by the city on the particular use or activity involved.
Not applicable.
12. In the event that a site and development plan application is required, no variance to the height, parking, landscape, buffer or other standards as established herein may be considered by the planning commission. The planning commission may consider modifications to these standards under the provisions and requirements for special exceptions.
Special Exception will be applied for landscaping, off-street parking and VUD criteria.