

256 NOKOMIS AVE. S., VENICE
VENICE ISLE LLC
DESIGN ALTERNATIVE NARRATIVE

The subject property (Lots 7, 8 and the South 10 feet of Lot 6) is located in Section 07, Township 39S, Range 19E in Sarasota County, Florida. More specifically, the site is located in the City of Venice at 256 Nokomis Ave. S., Venice, FL 34285. The entire parcel contains ± 0.38 acres more or less. The existing parcel was previously developed and included a single-story office building for numerous tenants. The existing building was constructed in 1956 and includes vehicle parking in front of the building on the east, and adjacent to an alley and the building to the west. The existing building will be demolished in its entirety. The property is zoned ST1 -South Trail: Subarea 1.

The proposed project will include the construction of a three story, multi-use building. The ground floor of the building will consist of two commercial retail spaces (2,152 SF and 1,116 SF) and garage parking spaces for the residential tenants on the second and third floor. There will be a total of seven (7) residential units on the second and third floors ranging in size from 1,429 SF to 2,704 SF. Additional parking spaces will be provided along the west and south sides of the building. The number of residential units was previously approved by the City of Venice.

Along the west property boundary, a 10' Type 2 perimeter buffer is required by LDC code Chapter 87, Section 4.3. However due to the proposed building design, property layout and required parking, only a 2' perimeter buffer is provided and a design alternative is requested.

Chapter 87, Section 4.2.B notes that the intent of a perimeter buffer is to mitigate and screen the property from adjacent properties and public right-of-way. For the last few decades there have been no buffer between the existing building and the building to the west. This project looks to completely change the appearance of the property, maximize the number of residential units and also include a commercial component to the property that did not exist before. The proposed project includes a small landscape buffer to the west, however due to the layout of the property and building it is smaller than required by the current LDR and the building cannot be shifted or adjusted to meet this buffer requirement as well as all the other City of Venice code requirements. However, this alternative layout still provides some buffer to the adjacent property that did not exist for the last few decades.

A second design alternative includes the distance from the center of the drive to the property line. Per LDR Chapter 87, Section 3.1.B.1 the required offset from the center of the drive to the edge of the property is required to be 20' for non-residential and mixed-use districts. This project proposes an alternative design of 17' from the center of the drive to the property line. While this offset is slightly smaller than required, there is still an adequate landscape buffer prior to the sidewalk and will not negatively affect the aesthetics of the property. Due to the layout of the building, required parking and other code requirements, the driveway could not be shifted further away from the property line without impacting the setback distance on the other side of the property.

A third design alternative includes the maximum rear and side (south) setback distance. Per LDR Chapter 87, Section 2.3.5, the maximum rear setback dimension is 20'. The proposed project has a maximum rear setback of 44'. Due to the layout of the building and required parking spaces, the building was set at the minimum front setback dimension of 5' and the rear corner of the building is 44' from the property line. The building cannot be shifted further to the west due to the required drive isle and parking spaces that come within 2' of the rear property line. While this dimension is greater than the Land Development Code allows, the max. rear setback is similar to the existing building that has been there for decades and this proposed project does not distract from the surrounding properties. Also per LDR Chapter 87, Section 2.3.5, the maximum side setback dimension is 15'. The proposed project has a maximum south side setback of 29'. Due to the layout of the building, driveway width regulation and landscape buffer the building was set at the 29' from the south property line.