

Written Correspondence for Comp Plan

after Agenda was
posted on 3/31/17
(4/1/17 to current
date)

From: Carl De aloe <carldealoe@yahoo.com>
Sent: Saturday, April 01, 2017 1:53 PM
To: Richard Cautero; Robert Daniels; Jeanette Gates; Deborah Anderson; Kit McKeon; Fred Fraize; Jeff Shrum; Scott Pickett; John Holic; elavallee@venice.gov.com; Barry Snyder; Planning Commission
Subject: Comments from meeting of 3/30 on the proposed Comp. Plan

We appreciate all the work and effort done by our elected officials and planning commission. An arduous job indeed that has obviously taken months of work and will continue to take much work to finalize.

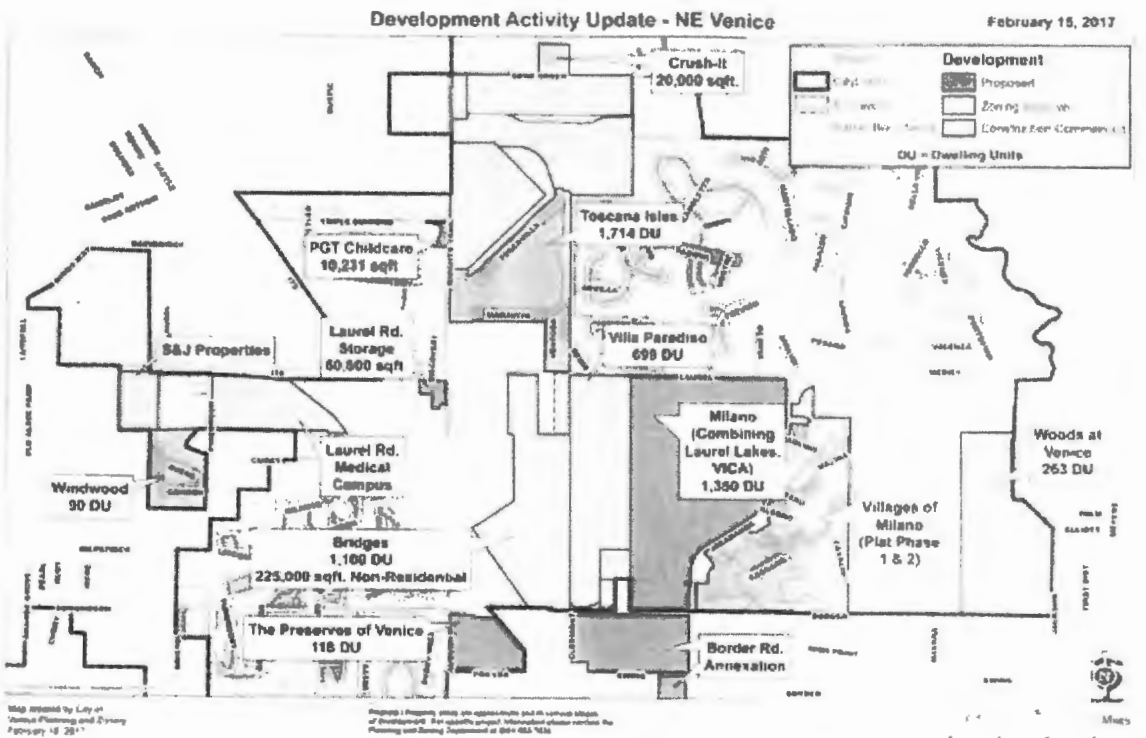
You all should be commended on your openness to consider comments and letter from your constituents. Upon leaving the meeting and after having discussions with others having like concerns, we'd like you to be open to the following comments:

- During the meeting Mayor Holic commented that he felt there would only be a need for 500 "Attainable" housing units in Venice. According to the John Nolan Gardens Work Force housing development proposed by Mr. Pinto there would be 540 affordable housing units. This is already an increase from the 240 zoning approved units.
- From what we understand on the attached map The Bridges shows 1100, zoning approved, dwellings units. This property owned by The Gulf Coast Foundation is another "Attainable" housing development within one mile of the John Nolan Gardens development here in North Venice.
- These two housing developments (John Nolan Gardens and the Bridges) total up to 1,640 affordable housing units. Using your calculations of 1.75 persons per unit, brings the total to 2,870 people which far exceeds Mayor Holic's vision of 500 units with 875 people in total.
- Mr. Cautero clearly pointed out that we needed every dime available from impact fees from the developers. According to a previous meeting at PGT and an article in the Herald Tribune 3/17, Mr. Pinto stated that he would ask the city to reduce or Waive impact fees to make affordable work force housing more economically feasible. Obviously, all developers of attainable housing would have to be offered the same incentive to make their housing affordable which would thus negatively affect the budget of our City.
- We agree that a cap should be placed on Affordable housing units. The current proposed cap of 8000 seems unrealistic. Using this proposed cap, Venice surely would become the "Affordable Housing" center i.e.. Red Line district for all of Sarasota. Mayor Holic's vision of 500 affordable units seems to have already been met by the John Nolan Gardens Development.
- Please refer to attached map which was not available at the meeting.

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JoAnne Brewer

From: Carl De aloe <carldealoe@yahoo.com>
Sent: Saturday, April 01, 2017 4:57 PM
To: Richard Cautero; Robert Daniels; Jeanette Gates; Deborah Anderson; Kit McKeon; Fred Fraize; Jeff Shrum; Scott Pickett; John Holic; elavallee@venice.gov.com; Barry Snyder; Planning Commission
Subject: Re: Comments from meeting of 3/30 on the proposed Comp. Plan

Dear Mayor Holic;

Thank you for your prompt response. Apparently, the possibility of North Venice carrying the bulk of Low Income housing for the City of Venice, then it is incumbent on you and the City Counsel as well as the planning and zoning board to not even consider 500 more dwelling units any where near this area. As was discussed at the meeting, other suitable places such as Seaboard, Pinebrook and The Island itself should be able to absorb the Low Income housing that you are advocating.

Thank you in advance,
Carl De Aloe

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APR 01 2017

PLANNING & ZONING

JoAnne Brewer

From: Milton Johnson <johnmclark@comcast.net>
Sent: Sunday, April 02, 2017 2:31 PM
To: Jeff Shrum; City Council; Planning Commission
Subject: Pinebrook South

dear Sirs:

The community of Pinebrook South is very adamant against any changes in land use that would potentially allow high density housing in our community.. Any allowances or loopholes that would potentially enable high density construction to take place in our community is not an acceptable option. The fabric of our long-standing community addresses great change to the negative. If high density construction was thrust into the midst of our homes and streets.

The John Nolan, gardens proposal located northeast of downtown Venice would be an ideal location for high density construction. The traffic patterns there would not create the gridlock that would appear on Pinebrook and it's entrances into our local streets. We want to maintain the land use criteria that exists now, and has been very beneficial to Pinebrook South and Venice as a village. We should not try to fix something that isn't broken. Obviously, residents are concerned about falling property values.

I am physically handicapped and find it difficult to appear personally at the various meetings. In lieu of that appearance, I am writing these various communiqués.

thank you for considering my comments.

Milton Clark Johnson MS,MBS,CPA
1362 Brookside Dr.
Venice, FL 34285

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APR 02 2017

JoAnne Brewer

From: Lori Stelzer
Sent: Monday, April 03, 2017 9:55 AM
To: JoAnne Brewer; Jeff Shrum
Subject: FW: Knights Trail apartment proposal

From: John Holic
Sent: Saturday, April 01, 2017 7:48 AM
To: Lori Stelzer <LStelzer@Venicegov.com>
Cc: David Persson <dpersson@swflgovlaw.com>; Edward Lavallee <ELavallee@Venicegov.com>; Judy Gamel <JGamel@Venicegov.com>; adm@boone-law.com
Subject: Knights Trail apartment proposal

Lori,
I had a meeting yesterday, March 31, 2017, at the Boone Law firm. Present were representatives of the Law Firm and from the developer of the proposed apartment complex on Knights Trail Road. I do not believe any topics of a quasi-judicial nature were discussed as the basis of the meeting was the letter dated March 22, 2017 that was hand delivered to Ed Lavallee. In addition to the \$11,000 + of city fees per developable mentioned in the letter, mention was made of the nearly \$500,000 in permit fees and \$1 1/2 million in water and sewer hook up fees.

I asked the presenters to please itemize the fees referenced in the letter and the meeting and to try to come up with a more exact approximation of all the fees mentioned. I asked that those associated fees then be delivered to the city in letter form.

I do not think this topic was quasi-judicial in nature, but rather dealt with policy topics. I am submitting this email out of an "abundance of caution".

Thanks,
John

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APR 03 2017

John Holic
Mayor, City of Venice

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Since we should be planning "for the Lifespan" with our demographics,
is the comprehensive plan embracing/recommending/ or requiring
"ADAPTABLE Design" as a minimum standard for construction
and renovation?

If/ since I may not be present to pose this question,
you could provide an answer to me by
phone or email

(314) 607-2353 nm.jm@sbcglobal.net

Thank you, Jim Martin

(Adaptable Design provides Basic Access features for people with
~~disabilities~~ disabilities, with the potential for future, more
specific disability-related features as needed by a particular
owner/consumer, etc.)

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APR 03 2017

PLANNING & ZONING

From: Jeff Shrum
Sent: Tuesday, April 04, 2017 8:14 AM
To: Deborah Anderson; City Council; Planning Commission
Cc: Edward Lavallee; Lenox E. Bramble; Kelley Klepper (kelley.klepper@kimley-horn.com)
Subject: RE: question

Ms. Anderson,

Yes, to date we have but the one draft. I anticipate second strikethrough and underline draft to be presented to the Planning Commission on April 12, 2017.

Jeff Shrum, AICP
Development Services Director
City of Venice
(941) 882-7431

From: Deborah Anderson
Sent: Tuesday, March 28, 2017 5:25 PM
To: Jeff Shrum <JShrum@Venicegov.com>
Subject: question

Is the draft of the proposed Comp Plan you provided on Feb 1 the most recent? thank you

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APR 04 2017

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JoAnne Brewer

From: Jeff Shrum
Sent: Tuesday, April 04, 2017 11:34 AM
To: Deborah Anderson; Barry Snyder; City Council; Planning Commission
Cc: Edward Lavalley; Dave Persson - Persson & Cohen; Kelly Fernandez - Persson & Cohen; Kelley Klepper (kelley.klepper@kimley-horn.com); Scott Pickett; Roger Clark; James Koenig; Lenox E. Bramble
Subject: RE: Questions on Comp Plan

Ms. Anderson,

Without going into much research, I am providing you with answers to the best I can. I would also highly recommend you listen to the joint meeting on March 30, 2017 as many answers to your questions were indicated in the meeting. Further review of prior Planning Commission meetings would also provide some insight into the rationale for the proposed Plan. In reviewing your questions, I found it difficult to answer some of the questions without an assumption on my part due to a lack of a specific reference to the proposed plan. In those instances, I have indicated my assumption as to a specific area you are asking about. I would also suggest that for questions with larger policy implications or wanting more research response from staff as a follow up to these responses should be directed to City Council as direction to the City Manager as we could go back and forth on the details on these topics.

From: Deborah Anderson
Sent: Wednesday, March 29, 2017 10:29 AM
To: Jeff Shrum <JShrum@Venicegov.com>; Barry Snyder <BSnyder@Venicegov.com>
Cc: Edward Lavalley <ELavalley@Venicegov.com>; Dave Persson - Persson & Cohen <dpersson@swflgovlaw.com>
Subject: Questions on Comp Plan

The city attorney recommended I submit my questions in writing. They are below: I think it would be helpful if in your answer you cite any section of the Comp Plan you are relying on. Thank you Deborah

Florida Statute 163.3177(1) (c) states Comprehensive Plans are typically "expressed in goals, objectives, policies, and strategies" and our old one was formatted in this manner. Why was this changed? Doesn't that make it harder for people to work with?

Most Comp Plans appear to stay in effect indefinitely and are updated every seven years to take into consideration changes in Florida law. Does the proposed one have an expiration date? Does the current one have an expiration date? What are those dates and where are they specified

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The new plan states that the city is required to update the plan based on "changing conditions within the community", "updates to policies which may no longer be accurate or effective," and what the community thinks about how the plan is working. However, Florida statute does not require this. Where does this "requirement" come from?

Why is the plan based on neighborhoods? It seems this is artificial, arbitrary, and easily manipulated.

How many residences can be added to the Island Neighborhood under the proposed Plan? I've already asked this but not gotten an answer.

How many residences can be added to the Gateway Neighborhood under the proposed Plan? I've already asked this but not gotten an answer.

How many residences are added to the proposed plan in the E Venice Avenue Neighborhood? I've already asked this but not gotten an answer.

Are the zoning categories such as RMF1, RMF 2, etc. going to be replaced by the "mixed use corridor", "low density residential" or other zoning categories?

The projected population growth between now and 2025 is an additional 2,845 people for a total estimated population of 25,170. The average people per household is 1.75.

The city of Venice has approved over 7,000 new residences. Why is there such a discrepancy here?

The largest segment of population moving to Venice is in the 55 and over population. Residents 55 and over account for over 75% of our population. The median age in Venice has risen since 2010 to 68.4 years old. What does this new Comp Plan do for retirees?

The proposed plan states that 1,653 people provided input on the plan. When arriving at this number did someone delete the names of people that went to multiple meetings and provided multiple inputs?

The proposed plan states people want to “preserve Venice’s character”. How does changing residential zoning to mixed use zoning not change the character of Venice? How does increasing the number of residences in northeast Venice from 1,553 to 6,050 or from 31 to 3,375 in Laurel Road not drastically change the character?

People said they want to “balance future growth” to transition and integrate new and existing development. If the city is divided up into neighborhoods which are treated independently, how can there be any “transition” between growth in different neighborhoods?

The new Plan refers to “new urbanism”. This traditionally consists of a “wide range of housing and job types” and neighborhoods with a discernible center with most dwellings within a five-minute walk of the center. While this might be applicable to the island, how does this work in areas with planned communities?

Why aren’t there any height restrictions in the Comp Plan? If height restrictions are taken out of the Comp Plan and addressed when city council changes the zoning codes, won’t that be less visible to the community and won’t that tend to discourage people’s input?

The land development code (to be done in the future) will set forth “a hierarchy of zoning districts” and “buffering/open space requirements”. Will people be able to object if they feel development is incompatible with the near-by use of land, i.e. apartments next to single family homes or businesses

next to residences? Doesn't making large swathes of land "mixed use" mean less control over what development occurs near homes? Isn't the "incompatible uses" argument obsolete under the new Comp Plan?

"Form-based land use code" is based on using the physical form of a building to guide land use as opposed to restrictions based on the activities permitted on that land. This contrasts with what we have now, namely segregation of land uses and control of development intensity through dwelling units per acre. The city periodically has issues with noise and nearby incompatible uses, for example the cement operations impacting Venice Golf & River Club, noise and activity at the north jetty impacting condos, and live outdoor music at Pineapples heard by island residents. Doesn't it mean these kinds of problems will continue but people will have less recourse to dealing with noise/activity in their neighborhoods? Isn't the "incompatible uses" argument obsolete under the new Comp Plan?

Doesn't this Comp Plan unilaterally change zoning i.e. increasing density on residential property, changing purely commercial areas to mixed use, without the benefit of a zoning hearing on each development so residents have an opportunity to educate themselves on the change and provide input? (Venice Golf & River Club and Seaboard are concrete examples of this occurring.)

Strategy LU1.2.11 Mixed Use Designations states "Based on the nature of the Mixed Use designations, transitions and/or buffering of uses (i.e. residential to nonresidential) shall not be required." Strategy LU 1.2.16 states "mixed use areas are deemed to be compatible with the adjacent land use designations". Doesn't this eliminate any recourse residents might have if the proximity of a business or other activity adversely affects their quality of life?

Residents clearly stated they are unhappy with the increased traffic and it has adversely impacted their quality of life. Yet the city has set a level of service standard of "D" for the city traffic flow. "D" is defined as "speed and freedom to maneuver are severely restricted and a poor level of comfort and convenience is experienced by the motorist. Small increases in traffic will generally cause operational problems". How does adopting such a low standard do anything to help the current situation? Doesn't it mean that there will never be a way of objecting to a proposed development because it increases traffic?

Strategy TR 1.4.3 states the city will require large scale development analyze their future mobility's impacts on the transportation system. Does the city have the ability to approve or disapprove development based on the results of that analysis?

The city must try to "minimize" transportation infrastructure impacts on the environment but there is no obligation to actually protect the environment. Doesn't this mean the city is free to do whatever it wants and need only argue that it tried to minimize the impact?

Strategy OK 1.2.2 states that development projects must evaluate potential environmental impact and provide mitigation for any negative impacts. What if the mitigation is not enough to protect the environment? Isn't it possible to have a development that is so harmful to the environment that it should be disallowed? Is it possible under the new Plan to deny approval for a development because it hurts the environment?

Can developers destroy wetlands if they mitigate for the impacts?

Under what circumstances would a developer not be able to avoid impacts to wetlands? Can't they always avoid impacts if they aren't allowed to develop in a certain manner?

Who decides whether it is "feasible" to restore wetlands? What are the standards or criteria? Is this a money issue?

Can developers dredge or fill wetlands? Does anything prohibit it?

How would a developer "mitigate" the damage caused to wetlands that the developer has dredged and filled?

How is the city protecting endangered or threatened species if all it does is require a developer to “discuss” a plan for mitigation of impact on the wildlife?

The city already has a turtle ordinance. Is there a plan to rewrite it?

In the new Comp Plan, “wildlife corridors” are now referred to as “open space corridors” and by definition people use them as well as animals. Yet the traditional definition of wildlife corridor is an area “separated from human activities or structures”. If people can use and pave over wildlife corridors, how much protection does this Plan really provide?

When wildlife corridors are limited to animals that can live within urban development areas and coexist with human populations doesn't this plan leave some wildlife unprotected?

Does the input gathered suggest that Venice residents want to see road construction on a wildlife corridor?

The city requires a potential mining operation to produce a reclamation plan to mitigate post-mining environmental concerns? What real use does this serve if the city doesn't require restoration of the mining area?

Why shouldn't a developer of “attainable housing” have to pay impact fees? Doesn't that just shift the financial burden of development to retiree tax payers?

Why does the city have an obligation to ensure adequate parking at county schools?

Why is the city grandfathering in non-conforming densities for houses built in or before 1967?

Why is the city ensuring there is enough parking on the island for new development? Shouldn't the city just require a certain amount of parking for businesses or new residences and all new or existing development will be obligated to comply with the requirement? Can't this be used to mandate a downtown parking garage?

If people want slower growth as they overwhelmingly stated when providing input to this plan, why does the Comp Plan automatically change the zoning on office/professional, industrial, and commercial to a new zoning category that allows dense multifamily residential development?

Does the proposed new Comp Plan change the basis for residential zoning from a per lot basis to a per-acre basis? What are all the implications of this? Doesn't this allow the development of multi-family units in single family neighborhoods?

The apartments across Airport Blvd from the airport that are zoned multi-family residential (RMF 4) are now put in the mixed use corridor category. Doesn't this open up the possibility of businesses in an area where there is now only reasonably priced housing?

An area previously zoned light industrial & warehousing has now been zoned mixed use with residential at 18/acre. The number of residences allowed will rise from 18 to 603. Isn't this greatly increasing density and traffic?

An area currently zoned for manufactured homes has now been included in moderate density residential. Can an area of manufactured homes be developed as condominiums and townhouses?

Doesn't this new Comp Plan increase the density of Venice Golf & River Club and other planned communities from 4.5 units per acre to 5 units per acre?

Isn't this Comp Plan increasing density when it rezones Sarasota Open Use Estate (1 residence per 5 acres) to Mixed Use Corridor which allows 13 residences per acre?

People living in PUD's (planned unit developments) have certain protections such as 1) unified control; 2) comprehensive and detailed plans; 3) maintenance and operation of common areas; and 4) 50% open space. Do the residents lose these protections when PUD is changed to mixed use residential?

Doesn't the rezone from PUD planned unit development to Mixed Use Residential limit or eliminate any protection those residents would have from noise, dust, etc. based on incompatible uses?

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