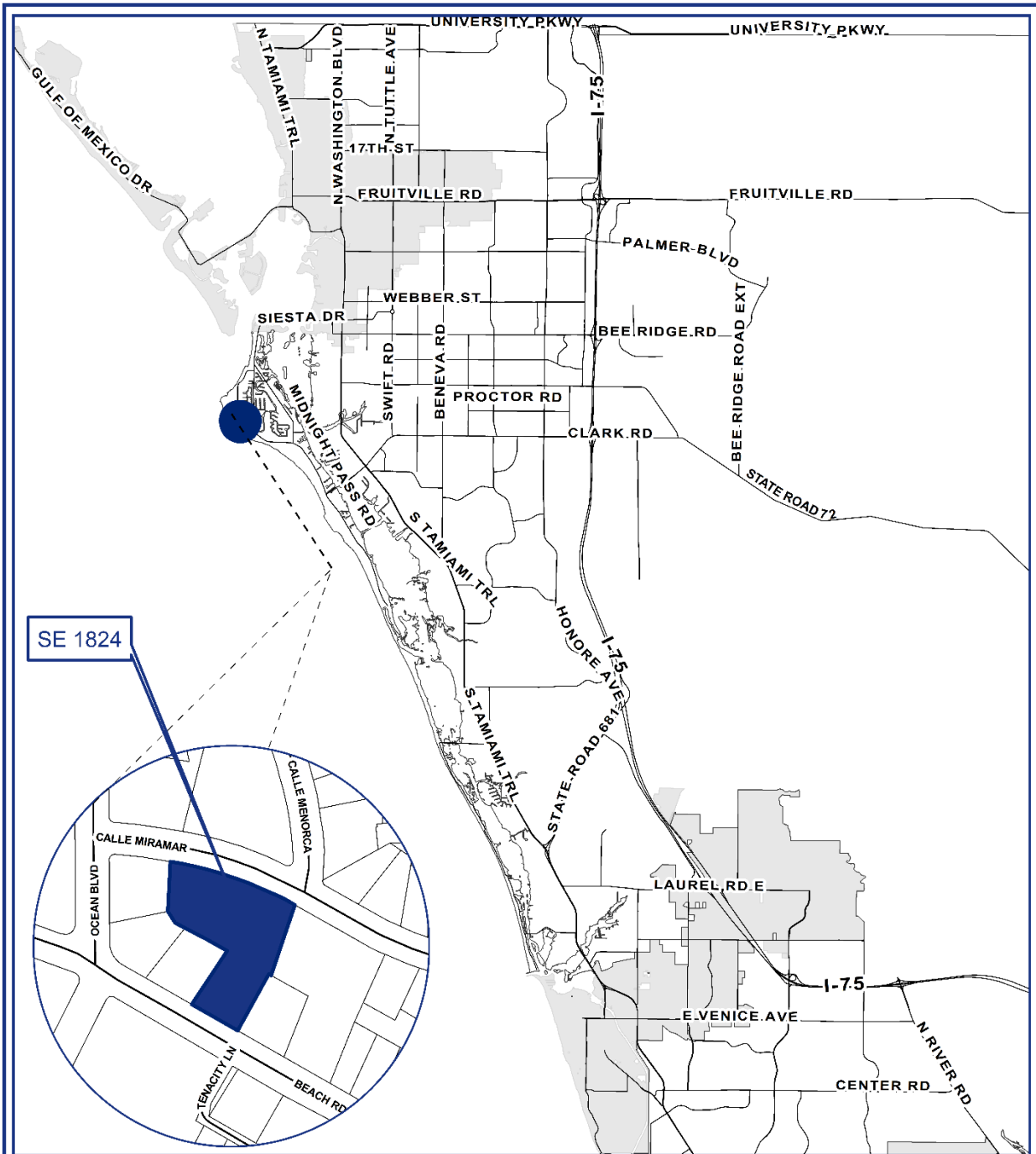


STAFF REPORT



SARASOTA COUNTY COMMISSION PUBLIC HEARING

SE 1824

**UNIFIED DEVELOPMENT CODE TEXT AMENDMENT NO. 32 &
SPECIAL EXCEPTION NO. 1824**

OCTOBER 27, 2021

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TRECOTT PLANNING SOLUTIONS, LLC

PETITIONS SUMMARY

The Applicant is proposing to develop a multi-story hotel, called Calle Miramar Beach & Resort, on approximately 0.96 acres (41,656 square feet). The proposed development is located east of Ocean Boulevard, between Beach Road and Calle Miramar, on Siesta Key. The Calle Miramar Beach & Resort project includes:

1. Unified Development Code Text Amendment No. 32

The text amendment is to consider that Transient Accommodations are a non-residential use for purpose of density calculation within zone districts. The amendment is to Section 124-305 (Definitions) and to remove the density calculations from the development standards charts in all of the Commercial zone districts.

2. Special Exception Petition (SE) No. 1824

The special exception petition proposes to:

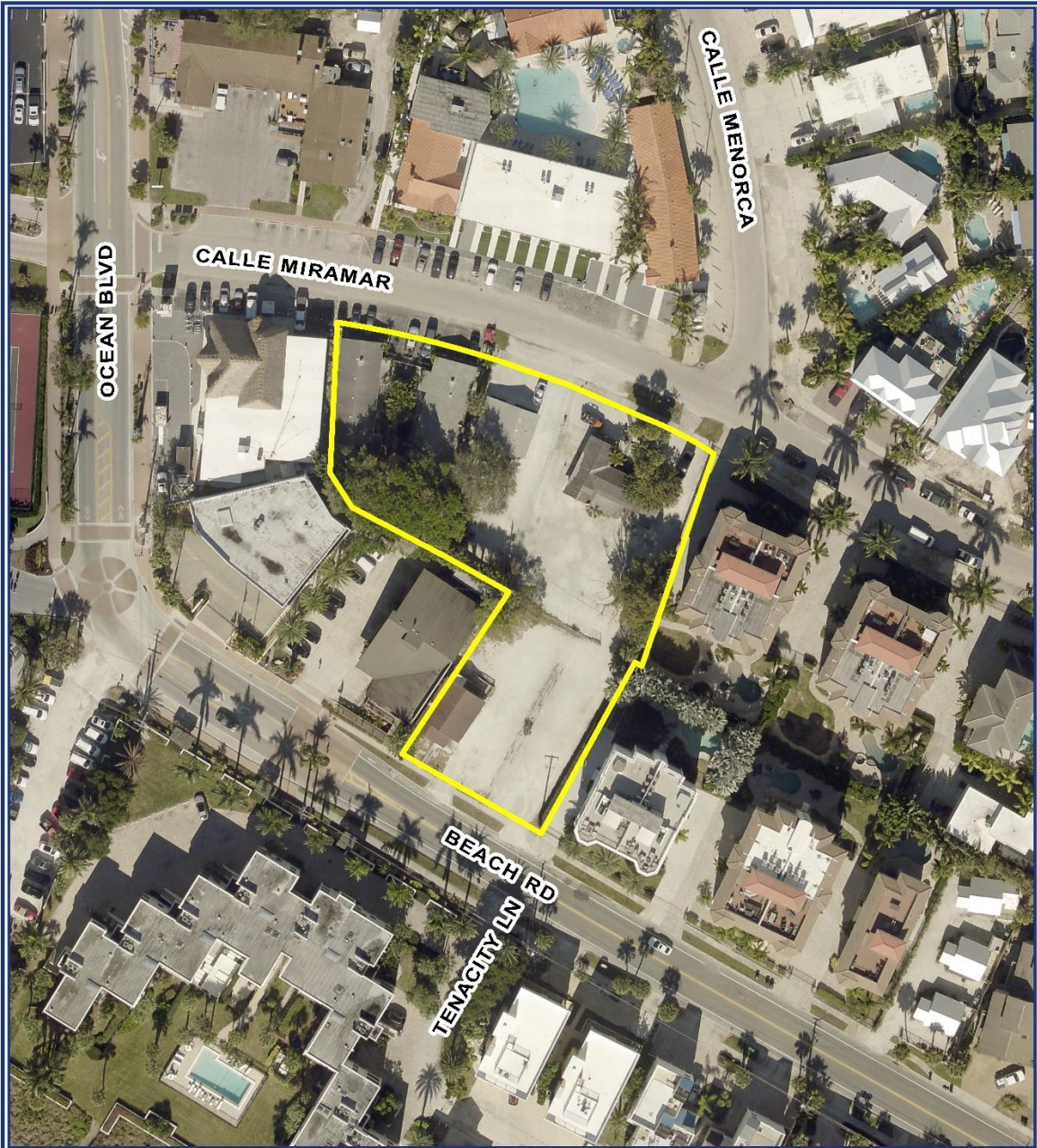
- a) Allow Transient Accommodations in the existing CG/SKOD zoning district, per UDC Section 124-76(c)(3)e.19.
- b) Allow an increase in height to a maximum of 80 feet, per UDC Section 124-76.(c)(3)f.
- This is a Binding Development Concept Plan for the Special Exception.
- There are two stipulations recommended for the Special Exception.
 - Binding Development Concept Plan
 - Recording of Historical Structures on Florida Master Site File

PROJECT NAME	Calle Miramar Beach & Resort - Siesta Key Hotel			
STAFF	Kirk Crane, Planner - 861-5157			
AGENT	William W. Merrill, III, Icard Merrill Law Firm, 2033 Main Street, Suite 600, Sarasota, FL 34237			
OWNER	Calle Miramar, LLC (Louise Khagan, 400 E. 84th St., Unit PH 2C, New York, NY 10028)			
CONTRACT PURCHASER	SKH 1, LLC (Robert T. Anderson, Jr., Manager, 8388 South Tamiami Trail, Suite 306, Sarasota, FL 34238)			
PROJECT LOCATION	220 Calle Miramar, 226 Calle Miramar, 214 Calle Miramar, # 4, 221 Beach Roady			
ACREAGE/SIZE	0.96 acres ± (41,656 sq. ft.)			
PUBLIC ROAD FRONTAGE/ACCESS	Beach Road and Calle Miramar			
EXISTING				
USE	single-family residences			
FUTURE LAND USE (FLU)	Barrier Island			
IMPLEMENTING ZONE DISTRICTS	CG/SKOD			
ZONING	CG/SKOD			
PROPOSED				
USE	Hotel			
FUTURE LAND USE (FLU)	Barrier Island			
IMPLEMENTING ZONE DISTRICTS	CG/SKOD			
RESIDENTIAL UNITS	N/A			
DENSITY	N/A			
SURROUNDING PROPERTIES		FLU	ZONING	LAND USE
	North	Barrier Island	CG/SKOD	Shopping Center
	East	Barrier Island	RMF-1/SKOD	Condominiums
	South	Barrier Island	RMF-1/SKOD	Condominiums
	West	Barrier Island	CG/SKOD	Offices and Hotel
PUBLIC INPUT RECEIVED (E-Mails)	PC = 21 speakers, 743 pages of emails; BCC = xxx			

Neighborhood Workshop

The Applicant held a Neighborhood Workshop on January 11, 2021, via Zoom. There were approximately 163 attendees of 208 that registered in addition to the petitioner team and staff in attendance. There were questions about the requests and how the requests would affect density, operation of the hotel, utilities, traffic concerns and circulation, what parts of the hotel will be open to the public, concern about height of the building, setback from adjoining properties, and landscaping. The Neighborhood Workshop information and materials are located in Appendix B.

MAP SERIES



 SE 1824

2020 Aerial
UNIFIED DEVELOPMENT CODE TEXT AMENDMENT NO. 32 &
SPECIAL EXCEPTION NO. 1824


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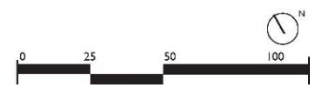
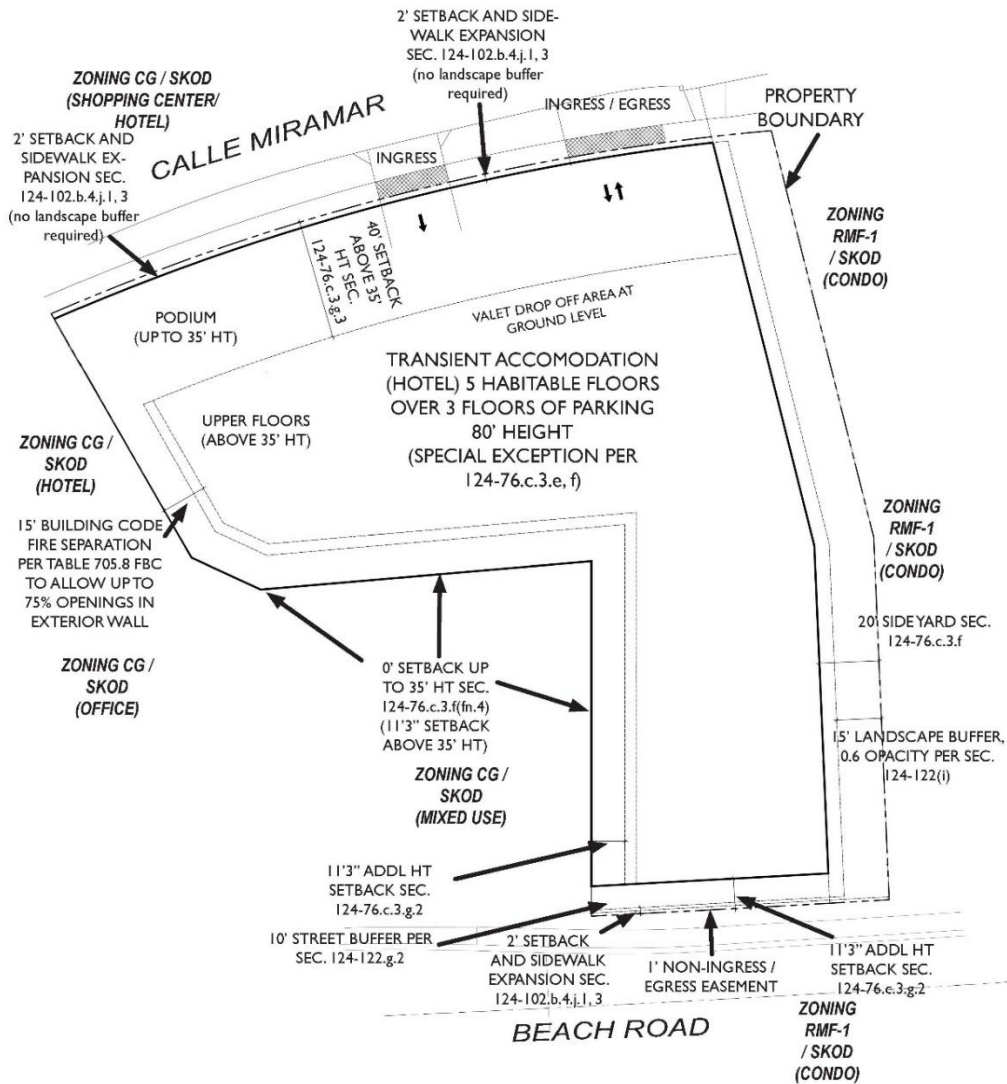
Aerial Imagery Provided by Pictometry International:
 Sarasota County, FL
 January 2020
 4" Resolution
 N.A.D. 1983 HARN State Plane Florida West FIPS 0902 (U.S. Survey Feet)

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BINDING DEVELOPMENT CONCEPT PLAN

APRIL 30, 2021



**BINDING DEVELOPMENT CONCEPT PLAN
APRIL 30, 2021**

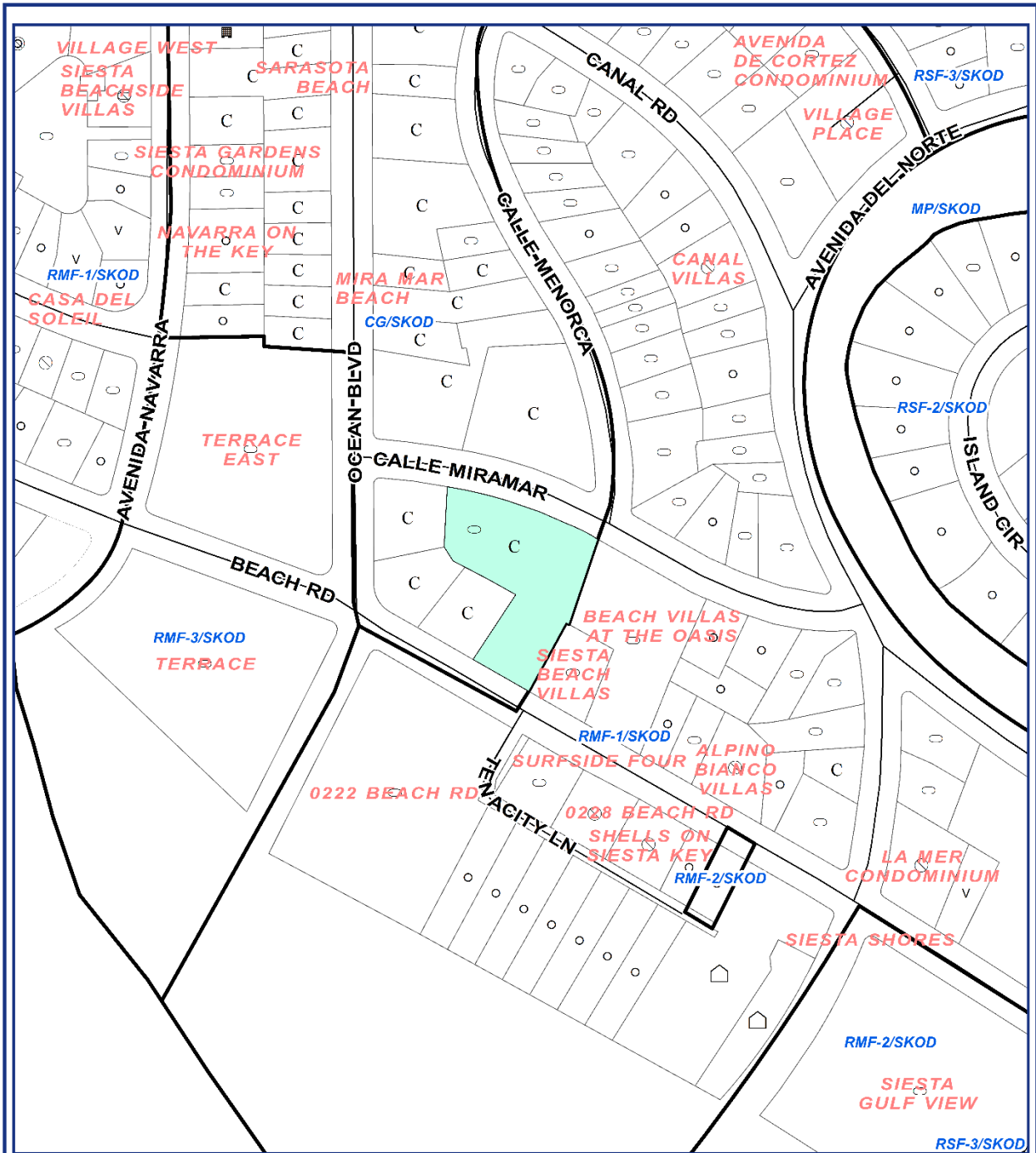
Page 2 of 2

STATISTICS

GROSS ACREAGE:	+/-0.96 ACRES (100%)
EXISTING ZONING:	CG / SKOD
PROPOSED ZONING:	CG* / SKOD
EXISTING USE:	MULTIFAMILY/ OTHER
PROPOSED USE*:	HOTEL (TRANSIENT ACCOMODATION)
DENSITY:	N/A
NUMBER OF ROOMS:	+/- 170 ROOMS
NONRESIDENTIAL SF:	+/- 125,000 SF (PER SEC. 124-305)
REQUIRED PARKING:	187 SPACES
PROPOSED PARKING:	223 SPACES
O/S REQUIRED & PROVIDED:	N/A
EXISTING IMPERVIOUS:	+/- 41,817 SF
TO BE REMOVED	+/- 41,817 SF (100%)
PROPOSED IMPERVIOUS:	+/- 36,481 SF
BUILDING HEIGHT*:	80'

1. ALL ACREAGES/SQUARE FOOTAGE SHOWN ARE APPROXIMATE
2. PARCEL ID NO: 0080240013, 0080240014, 0080240015, 0080240020
3. THREE EXISTING STRUCTURES CURRENTLY ON-SITE
4. UNDERGROUND STORMWATER VAULT SYSTEM WILL BE LOCATED ON-SITE AND SIZED IN ACCORDANCE WITH LOCAL AND STATE REGULATIONS
5. NO GRAND TREES OR PROTECTED ENVIRONMENTAL HABITAT ON-SITE

*SPECIAL EXCEPTION REQUIRED FOR TRANSIENT ACCOMODATION USE AND HEIGHT UP TO 85' PER SEC. 124-76(c)3.e, f



GENERAL AREA MAP

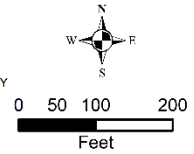
- AREA OF CONSIDERATION
- ZONING DISTRICT DESIGNATION

UNIFIED DEVELOPMENT CODE TEXT AMENDMENT NO. 32 & SPECIAL EXCEPTION NO. 1824



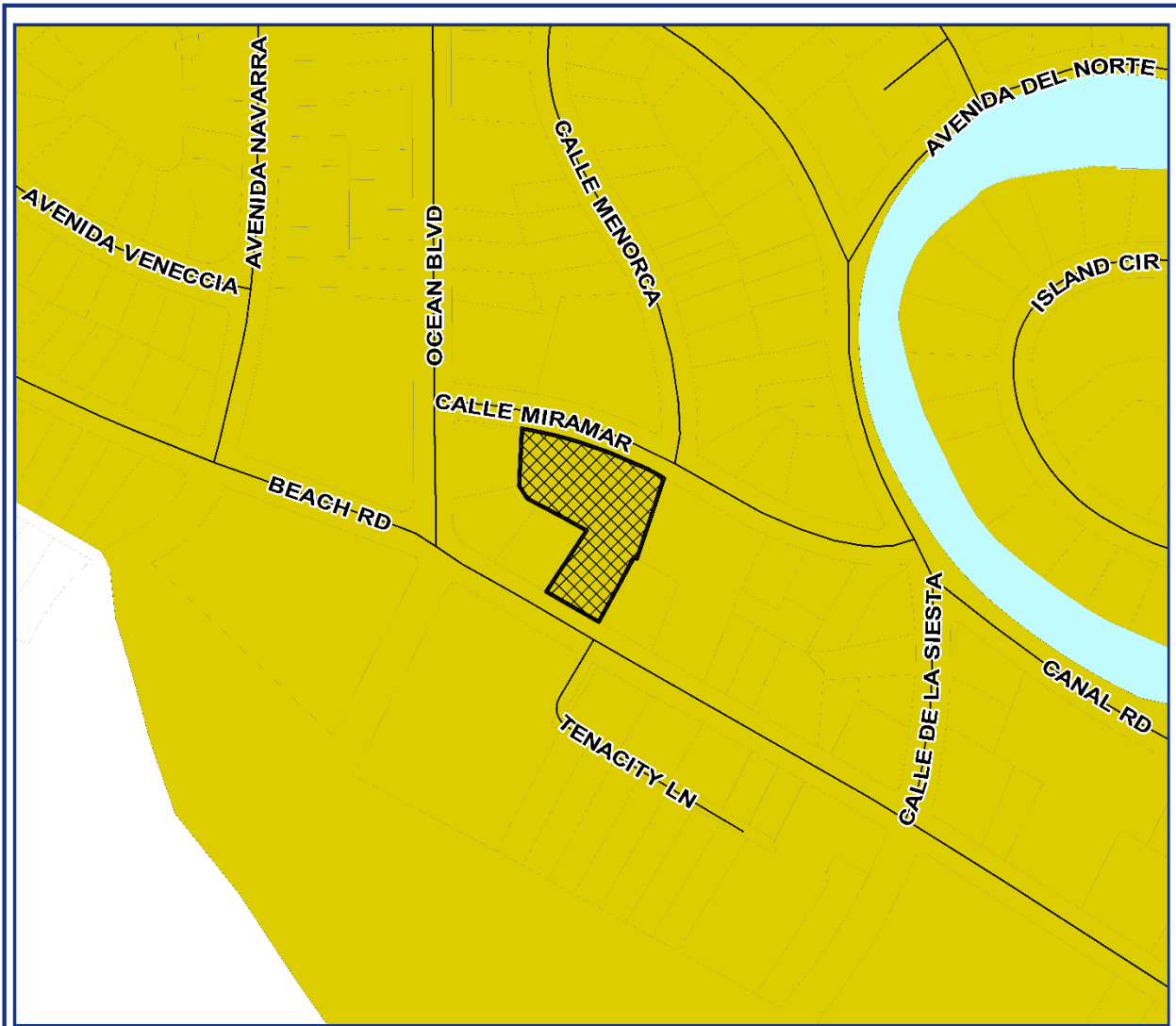
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- | | | | |
|--------------|---------------|-------------------------|---------------|
| AGRICULTURAL | HOSPITAL | OFFICE AND PROFESSIONAL | SCHOOL |
| CHURCH | INDUSTRIAL | OTHER | SINGLE-FAMILY |
| COMMERCIAL | INSTITUTIONAL | PARK | UTILITY |
| DUPLEX | MOBILE HOME | PLACE OF WORSHIP | VACANT |
| MULTI-FAMILY | | | |



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FUTURE LAND USE DESIGNATION

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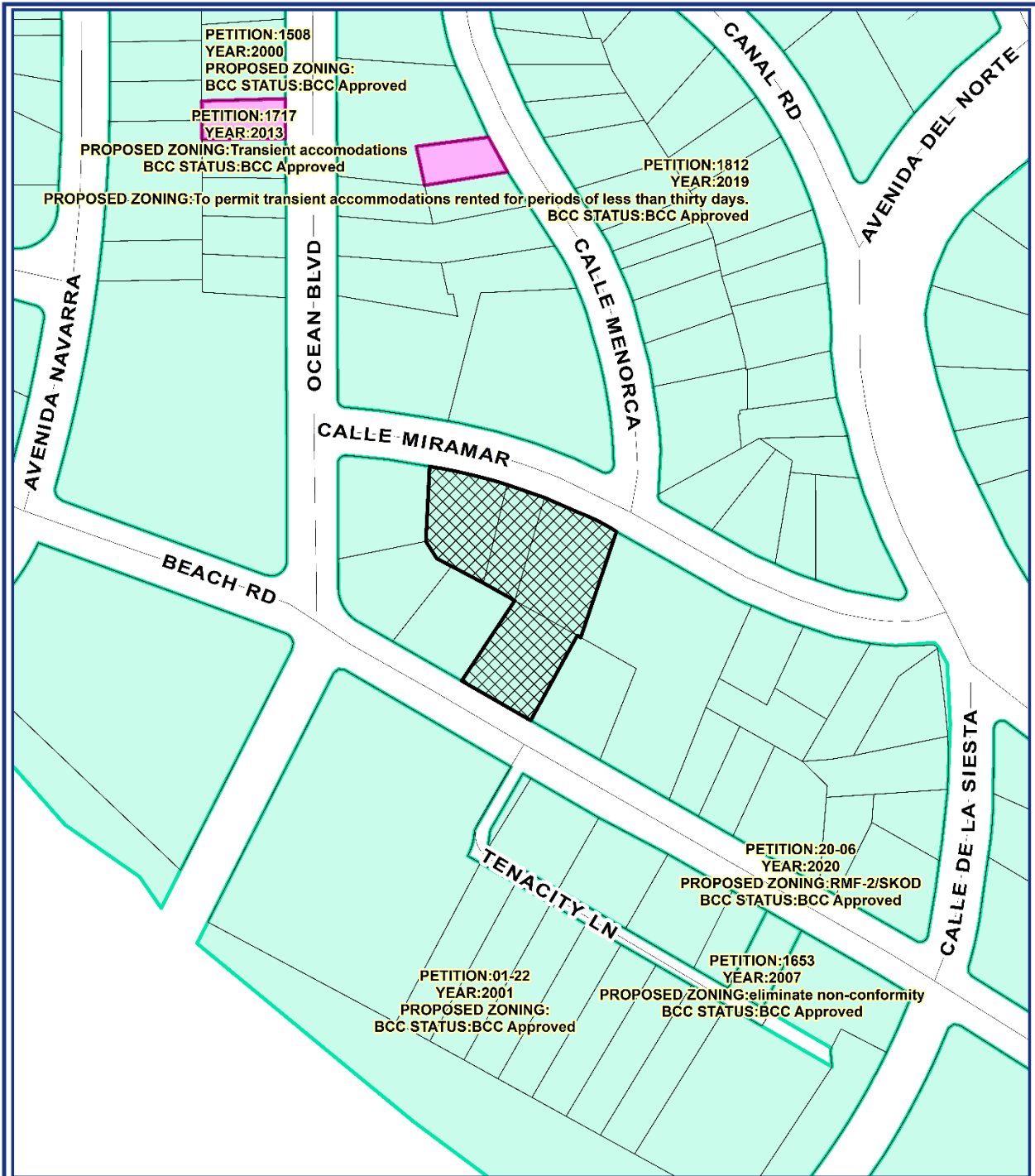
UNIFIED DEVELOPMENT CODE TEXT AMENDMENT NO. 32 & SPECIAL EXCEPTION NO. 1824



NOTE: THIS MAP CANNOT BE CORRECTLY INTERPRETED INDEPENDENT OF THE SARASOTA COUNTY COMPREHENSIVE PLAN AS ADOPTED BY SARASOTA COUNTY ORDINANCE NO.89-18, AS THE SAME MAY BE AMENDED FROM TIME TO TIME. THE BOUNDARIES OF LAND USE DESIGNATIONS, WHERE THEY HAVE BEEN ESTABLISHED, MAY BE REVIEWED AT SARASOTA COUNTY PLANNING SERVICES, 1660 RINGLING BOULEVARD, SARASOTA, FLORIDA.

<ul style="list-style-type: none"> LOW DENSITY RESIDENTIAL (< 2 DUs/ACRES) MODERATE DENSITY RESIDENTIAL (≥ 2 AND < 5 DUs/ACRE) MEDIUM DENSITY RESIDENTIAL (≥ 5 AND ≤ 9 DUs/ACRE) HIGH DENSITY RESIDENTIAL (> 9 AND ≤ 13 DUs/ACRE) SEMI-RURAL RURAL BARRIER ISLAND COMMERCIAL CENTER COMMERCIAL CORRIDOR COMMERCIAL CENTER (UNDEFINED BOUNDARIES) 	<ul style="list-style-type: none"> LIGHT OFFICE OFFICE/MULTI-FAMILY RESIDENTIAL COMMERCIAL HIGHWAY INTERCHANGE MAJOR EMPLOYMENT CENTER - MEC MAJOR GOVERNMENT USES PUBLIC CONSERVATION/PRESERVATION INCORPORATED AREA WATER URBAN SERVICE AREA BOUNDARY FUTURE URBAN SERVICE AREA BOUNDARY 	<ul style="list-style-type: none"> PUBLIC AIRPORT FACILITY PRIVATE AIRPORT FACILITY FUTURE THOROUGHFARES SE 1824
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Map published using ArcGIS 10.x by cohendri on Thursday, July 1, 2021



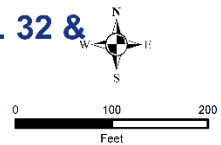
SE 1824

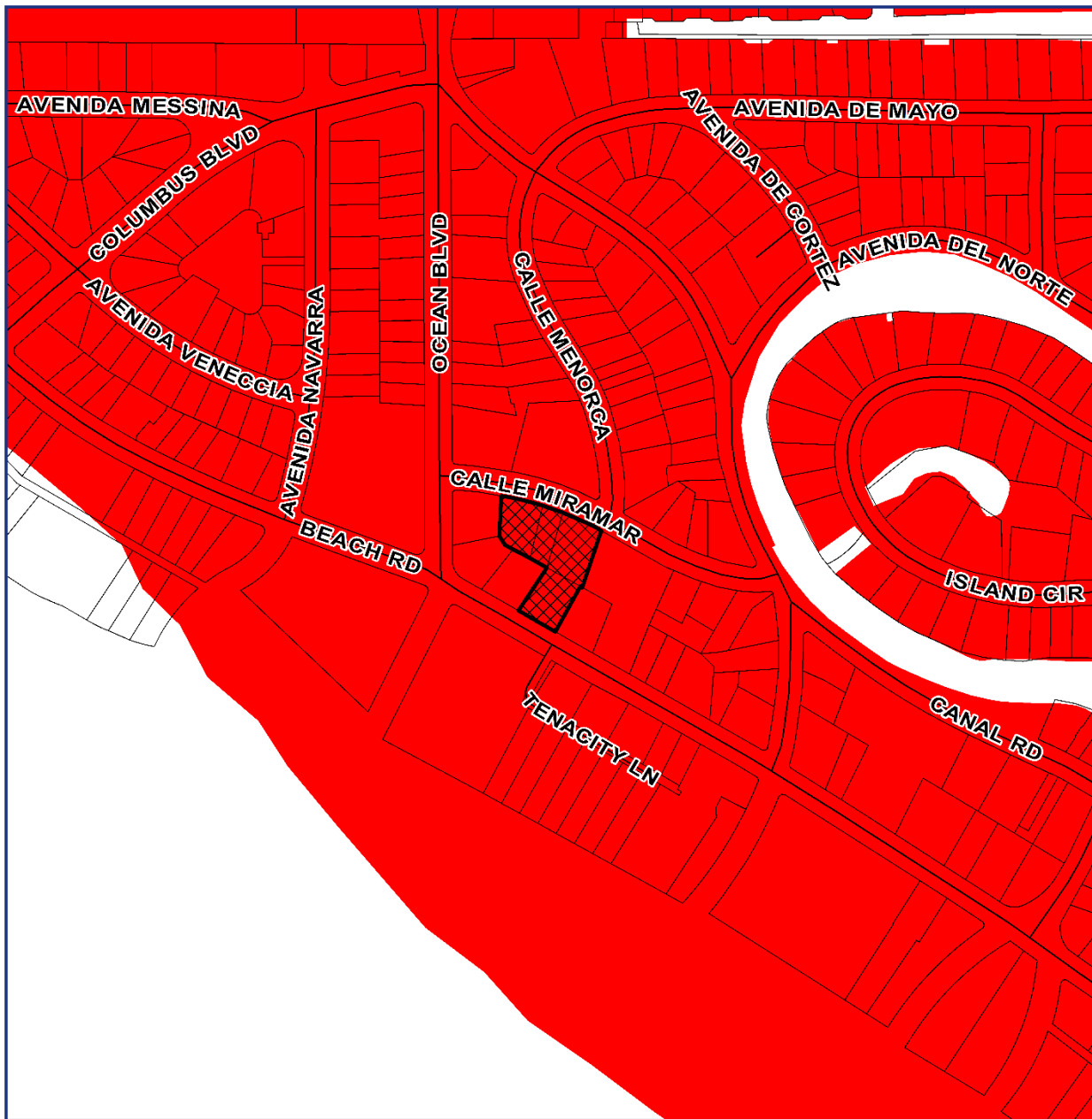
TRACKING DEVELOPMENT



UNIFIED DEVELOPMENT CODE TEXT AMENDMENT NO. 32 & SPECIAL EXCEPTION NO. 1824

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STORM EVACUATION ZONES

UNIFIED DEVELOPMENT CODE TEXT AMENDMENT NO. 32 & SPECIAL EXCEPTION NO. 1824



Evacuation Zone

- A
- B
- C
- D
- E



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RECOMMENDED SPECIAL EXCEPTION NO. 1824 STIPULATIONS

SPECIAL EXCEPTION PETITION NO. 1824

1. Development shall take place in substantial accordance with the Development Concept Plan, dated April 30, 2021, and attached hereto as Exhibit "A." This does not imply or confer any variances from applicable County regulations.
2. Prior to site and development approval and demolition of any structure on the Property, the two 1925 structures located at [214 Calle Miramar](#) (PID # 0080-24-0015) and the two 1948 structures located at 220 and [226 Calle Miramar](#) (PID #'s 0080-24-0013 and 0080-24-0014) shall be recorded on the Florida Master Site File (FMSF), and the FMSF for the recorded structure at [221 Beach Rd](#) (PID# 0080-24-0020) shall be updated. These existing structures may be part of the Miramar development, one of the earliest developments on Siesta Key.

APPLICANT-PROFFERED IMPROVEMENTS

The Applicant is proffering the following as stipulations. Staff has reviewed these proffers and believes that while they are enhancements to the proposed development and should be encouraged, they should not be made stipulations as they are either unnecessary, not enforceable, or may be considered exactions. Staff believes that the proffers should be encouraged as promises made by the Applicant but should not be made stipulations.

1. Access will be restricted at the eastern project driveway on Calle Miramar to not allow right-out (egress) turning movements.
2. Subject to approval by Sarasota County, the Applicant will design and install up to two (2) pedestrian flashing beacons for the existing crosswalk on Beach Road at the intersection of Ocean Boulevard & Beach Road as recommended in the Sarasota Manatee MPO report (Ocean Boulevard/Beach Road from Tenacity Lane to Hour Glass Way dated May 2018). Implementation of this stipulation shall not delay, nor be a condition of, development or operation of the project.
3. Along the eastern project boundary, the Applicant shall provide a 0.60 opacity code minimum project boundary buffer (Alternative 3, Large + Wall) including an 8 foot high masonry wall, as provided in UDC Sections 124-122(i)(3) and 124-122(l)(1)c. Portions of the wall may be constructed with a zero-foot (0') setback and may vary in setback dimension from the property line to allow for plantings between the wall and the property line.
4. The project will provide public parking for at least thirty-six (36) vehicles, subject to fees and restrictions required by the Owner, and subject to County Zoning Administrator approval of an alternative parking plan if necessary.

UDC TEXT AMENDMENT NO. 32

RECOMMENDED MOTION(S) OR ACTION(S):

(Public hearing) To consider Unified Development Code Amendment No. 32, a privately-initiated amendment relating to transient accommodations.

BACKGROUND:

Article 5, Section 124-38 of the Unified Development Code (UDC), states that all applications for a UDC Text Amendment shall be submitted in writing to the County, along with the appropriate fee established by the Board. The County shall conduct at least an annual cycle of amendments to the UDC each year, but no more than two cycles each year. The timeframe for the amendment cycle shall be established by the Administrator. Requests for changes initiated by the County shall not be subject to the annual cycle limitation. When amendments initiated by any resident or landowner in the County are not time sensitive and can be factored into the annual cycle, those amendments should be considered as part of the annual cycle. However, the Administrator will consider amendments initiated by any resident or landowner in the County on a case-by-case basis to determine whether the amendment proceeds as part of the annual cycle or on its own. When making a determination, the Administrator will consider factors such as timing constraints, context of the amendment, and whether the amendment can be reasonably accommodated from a workload perspective. A UDC Text Amendment may be proposed by:

- a. The Board;
- b. The Planning Commission with authorization from the Board;
- c. The Board of Zoning Appeals with authorization from the Board;
- d. Any County Department or other agency of the County with authorization from the Board; and
- e. Any resident or landowner in the County with authorization from the Board.

Amendment No. 32 was submitted by Attorney William Merrill and approved to move forward concurrently with a Special Exception application for transient accommodation within the Siesta Key Overlay District.

The proposed UDC amendment is applicable to the entire County and removes the density calculation (units per acre) set forth in all commercial and industrial zone districts. The amendment allows that transient accommodations shall meet all development standards (i.e., setbacks, height, parking requirements), and the number of rooms within the structure are commensurate to what fits within the building envelope. This will allow for additional development of transient accommodations throughout the County that are not subject to a density calculation per acre. The proposal has been found to be consistent with the Comprehensive Plan.

Approval of the subsequent Special Exception is reliant upon approval of the proposed amendment.

OUTREACH

Privately-initiated Zoning Ordinance Amendments do not require public workshops. The Notice of Public Hearing was advertised in the newspaper on July 30, 2021 for the Planning Commission and on October 1, 2021 for the Board of County Commissioners.

ANALYSIS/NEXT STEPS:

Currently, transient accommodations are subject to a density-per-acre calculation for determining the number rooms allowed within a structure based on the percentage of rooms having kitchens and those without. A Special Exception approval is required in the CG (Commercial General) and CM (Commercial Marine) zone districts, allowing

13 units per acre if over 25% of the units have kitchens, and 26 units per acre if only up to 25% of the units have kitchens. Transient accommodations are a permitted use by right in the CHI (Commercial Highway Interchange) zone district with 18 units per acre if over 25% of the units have kitchens, and 36 units per acre if only up to 25% of the units have kitchens. All transient accommodations within the CG/SKOD (Commercial General/Siesta Key Overlay District) must also have a Special Exception approval.

As previously stated, the proposed amendment removes the current density standards and allows the development of transient accommodations and room count to be commensurate with the allowable building footprint after all development standards have been met. The ordinance does not eliminate the requirement for the Special Exception approval within the CG, CM and CG/SKOD zone districts, and continues to allow for the additional height increase with approval of a Special Exception. All proposed development will be required to be in substantial conformance with the associated binding development concept plan as part of the approval process.

The proposed Ordinance has been deemed by Planning and Development Services staff to not inhibit or obstruct any goals, objectives, or policies contained within the Sarasota County Comprehensive Plan.

STAFF RECOMMENDATION:

Staff is in support of the proposed amendment as it will allow for greater development of transient accommodations within the County. The proposed amendment would still require an applicant to go through the Special Exception process, allowing examination of any compatibility issues that may need to be addressed.

A draft Ordinance showing the effect of the proposed Unified Development Code text amendment follows.

COMPREHENSIVE PLAN CONSISTENCY REVIEW

I. Comprehensive Plan Consistency

A. Project

The Applicant is proposing to develop an 8-story, 170-room, hotel with internal parking on a 0.96 acre parcel located on Calle Miramar, near the intersection of Ocean Boulevard and Beach Road in Siesta Key Village. There are three specific requests associated with this proposal. The first request is for an amendment to the Unified Development Code (UDC) to provide that Transient Accommodations are considered as a non-residential use throughout Sarasota County and are treated as such. The other two requests are for Special Exceptions to permit (a) Transient accommodations within the CG/SKOD zoning district pursuant to the Unified Development Code (UDC) requirements, and (b) a height increase within the CG/SKOD district to 80 feet above Base Flood Elevation (BFE), pursuant to UDC requirements.

This Long-Range Planning analysis will examine the three requests, as well as examine the overall hotel proposal at this location, for consistency with the adopted goals, objectives and policies contained in the Sarasota County Comprehensive Plan as well as the Siesta Key Community Plan.

B. Analysis of Requests for a UDC Text Amendment and Special Exceptions:

(1) UDC Text Amendment: The proposed text amendment will change the text of the UDC to recognize Transient Accommodations as a non-residential use to reflect the commercial nature of hotel facilities. Transient Accommodations are currently viewed by the UDC as residential in nature, with density calculations based upon the availability of kitchen facilities in individual rooms.

The proposal will make hotels a commercial use and would eliminate residential density and residential density calculations for Transient Accommodations, and would instead rely on existing height, bulk, setback and other commercial development standards in the UDC to determine intensity, none of which are being changed by this proposal.

The Comprehensive Plan does not specifically define transient accommodations (hotels) as residential or commercial in nature. However, the County Code has typically made calculations relating to the intensification of the transient uses by utilizing residential density as a basis. This could harken back to the days when hotels in the area were built to accommodate long-stay, typically winter season, guests that required full kitchen facilities in rooms to serve as the guests home away from home during their extended stay. Today, it is typical in many communities to determine transient accommodation intensity utilizing code-related standards such as Floor Area Ratio, or F.A.R. (example: Ft. Myers) or density calculations that allow upwards to 40 units per acre or more for this type of use (example: Daytona Beach).

The North American Industry Classification System (NAICS) description recognizes hotels as commercial businesses and defines the use as one comprised of establishments primarily engaged in providing short-term lodging facilities known as hotels, motor hotels, resort hotels, and motels. The establishments may offer food and beverage services, recreational services, conference rooms, convention services, laundry services, parking and other services. It is not recognized as a residential use.

Staff is in agreement that hotels should be considered as commercial uses, and that the proposed UDC changes are consistent with industry standards. When considering the proposed UDC changes it should be noted that the UDC change would be applicable to commercial districts county-wide. From a Siesta Key perspective that would mean

that all CG/SKOD-zoned properties have the possibility to be redeveloped as hotels. This is not likely to ever occur, but the opportunity for such utilization would exist if the UDC change is made.

Calculating Transient Accommodation Units – Examples from Florida Communities

Case Study Cities	Transient Accommodations as commercial	Transient Accommodations as residential	Dwelling Units per Acre	Floor Area Ratio	Method of Measurement:
City of Daytona Beach	✘		✘		40 units (rooms) per acre for visitor accommodations.
City of Destin	✘			✘	Different zoning districts have different maximum FARs, based on their intent within the Comprehensive Plan.
Ft. Myers	✘			✘	Based on Floor Area Ratio, and dependent on the zone district regulations determines the intensity of the Floor Area Ratio.
Ft. Myers Beach	✘				Guest unit is the actual square footage within each guest unit including balconies and private patios. Hotels/motels. Individual guest units in a hotel/motel must be at least 180 square feet in size, Bed-and-breakfast inns. Individual guest units in a bed-and-breakfast inn must be at least 120 square feet in size.
Manatee County	Not classified			✘	The number of rooms will be ultimately determined by the Traffic Analysis and the classification of roadway the hotel takes access from.

St. Pete Beach		X		X	The methodology used for Transient Accommodation is based on a per acre basis. We may allow 30 UPA (units per acre) as base density and require conditional approval to exceed 50 UPA. Other districts may allow Transient Accommodation as a conditional use permit, with any allocations being from a density pool that is cap.
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(1) Transient Accommodations: Transient Accommodations are allowed within the CG/SKOD district via the Special Exception Process per Section 124-76(c)(3)e.19 and Section 124-102(b)(4)e.3 of the UDC. This request would allow for the development of an 8-story, 170 room hotel facility on Calle Miramar in Siesta Key Village.

The Comprehensive Plan does not speak directly to the potential development of hotels on Siesta Key, and instead relies on the Unified Development to address the specific details and procedures necessary to develop a hotel facility. The Comprehensive Plan does, however, provide guidance to aid decision-making when addressing development on the barrier islands, including Siesta Key through a number of policies focused on public safety, environmental protection, and land use.

Coastal Policy 1.2.3 “encourages” hotel/motel development in the storm evacuation zones C, D, and E rather than evacuations zones A and B, but does not prohibit such development. The intent of the policy was to encourage hotel development away from the most susceptible areas for storm/flood damage and to lessen impacts on potential evacuations from natural events affecting those particular zones.

The applicant’s proposed hotel, as stated, will be designed and built to meet the latest local, state, and federal development and flood protection standards and should be able to withstand most nature-driven events.

In terms of evacuation, policy language seeks to guide the community to provide for the adequate evacuation and/or sheltering of residents and visitors. Increases in development of any kind on the Key means that more traffic will be generated. Every single vehicle that comes and goes to Siesta Key will have a potential impact upon evacuation if that becomes necessary because of a natural or man-made event. Evacuation traffic would come not only from this or other hotels, but also from Air B&B and other rental homes, private residences, daily visitors from Sarasota County and the region, and commercial operations. The Applicants traffic impact analysis notes that a minimal traffic impact is anticipated at peak PM hours (132 trips) as modeled for the proposed hotel, although the analysis does not take into account the proposed redevelopment and impacts of the adjacent Siesta Key Resort Hotel to a potential 170 rooms.

The Application also notes that modern forecasting technology along with various media sources, could allow for better preparation and more timely evacuation for natural events than has occurred in the past. Overall that statement is true, but occasionally a natural or man-made event could occur that leaves minimal preparation/evacuation time. To aid in providing important information, Coastal Policy 1.5.3 supports having an annual disaster planning guide that should be made available to hotel guests to better understand and plan for the possibility of an evacuation.

The Applicant has provided a detailed analysis of the hotel’s potential impacts upon hurricane evacuation and sheltering in Sarasota County. The results of this study indicate that any potential hotel impacts are, in fact, *de minimus* with an estimated 2.4 minute increase in clearance time in the event of an evacuation with the hotel at

70% occupancy. In terms of sheltering the study indicates that less than 5% of transient guests that evacuate the hotel would choose to utilize a public shelter in the County

(2) Height Increase: The Comprehensive Plan does not specifically speak to the subject of special exceptions for height increases for transient accommodations on the barrier islands or the mainland, leaving such guidance to the requirements contained within the Unified Development Code (UDC).

Future Land Use Policy 1.2.17 addresses how zoning standards are used to address potential incompatibilities between land uses due to density, intensity, character or type of use proposed. Mitigation techniques include but are not limited to the provision and location of open space, perimeter buffers, landscaping and berms; the location and screening of sources of light, noise, mechanical equipment, refuse areas, delivery areas; and the location of road access to minimize adverse impacts, increased building setbacks, and step downs in building height.

Due to the urban nature of Siesta Key Village and the location of the proposed hotel near existing commercial and residential structures, the Applicant is proposing the use of design methods allowed by County zoning such as building setbacks, indoor delivery and refuse areas, limited entry/exit points, and landscaping/walls to lessen the potential impact upon nearby properties.

While the granting of a Special Exception for a height increase is allowable by Code, consideration should be given to the overall scale of the proposed hotel and whether it is a fit with the surrounding land use pattern on this part of Siesta Key. An 8-story building on such a small piece of property could have impacts on adjacent residential condominiums and homes nearby this property, such as privacy issues with a multi-story hotel so close to and looking over existing residentially zoned properties. On the other hand, other high-rise facilities already exist across Ocean Boulevard in the form of residential condominiums that established a pattern for high rise facilities nearby in this part of the Village.

C. Comprehensive Plan Analysis by Chapter

Beyond looking at the particular UDC or Special Exception requests, this section of the report will analyze each chapter of the Comprehensive Plan for policies related to the development of a new hotel on Siesta Key, and will point out the Pro's and Con's as the proposal relates to each particular chapter of the Comprehensive Plan, where applicable.

1. Environment Chapter: The proposed 170-room hotel will be built on previously-developed acreage within Siesta Village, in a highly urbanized section of the Key. Because of that fact, environmental impacts to habitats, wildlife, and area waterways will be minimal at the project location. Rather, impacts in this area will likely be on a more human scale when considering the developed nature of this section of the Village. Stormwater facilities will be designed to meet the latest environmental standards, so impacts of runoff should be minimal. Air quality impacts will also likely be minimal, with the biggest impacts coming from traffic generated by general traffic on the Key.

Protection of beach and dune systems, and managing public access to the beaches, is not addressed to any major extent in the project application. The proposed hotel is not a beachfront facility and has no designated beach for use by transient visitors. The guests of the hotel will have to choose their beach options at several nearby beach access points as well as the public beach to the south.

Environmental Objective 4.2 and associated policies address the need for more beach acreage and managing visitor access to area beaches and dunes. As noted, this proposal does not have its own private beach and will instead direct users to the various beach access points on the Key. Managing the potential impacts of more users at beach accesses, congestion, environmental impacts, and privacy issues should be considerations as this project moves forward.

The proposed hotel may generally be found to be consistent with the following Goals, Objectives and Policies from this Chapter: Policy 4.2.2 (Provision of some vehicular parking within the hotel garage); Policy 4.2.3 (Encourage use of transit to access public beaches); Policy 4.3.1 (Increase beach access by addressing parking deficiencies through a variety of alternatives...garage parking).

The proposed hotel may generally be found to be inconsistent with the following Goals, Objectives and Policies from this Chapter: Policy 4.2.2 (Protection of beach and dune systems through management of vehicular and pedestrian traffic...transient guests have no specific beach to go to, leading to potential traffic, parking, and pedestrian traffic management issues including direct impacts to beaches and dunes); Policy 4.3.1 (the hotel has no specific beach access resulting in potential overcrowding at beach access points).

*Note: There may be instances where portions of a policy may be consistent and inconsistent with different aspects of a particular proposal.

General Considerations Related to the Environment Chapter:

- No major ecological/habitat impacts as hotel is being developed in an already urbanized area.
- New hotel facility will be built utilizing the latest building code and flood protection codes, and will meet all stormwater requirements, ensuring a more resilient and environmentally friendly facility.
- No habitat loss.
- Hotel will connect to County water and wastewater facilities.
- Offers new opportunities for visitors to enjoy area beaches and view unique birds and wildlife.
- Hotel is providing additional parking for the public to access area beaches and destinations.
- No designated beach area for the hotel. Guests will utilize public beach access points and public beaches island-wide, and more than likely those in closer proximity to the hotel.
- Potential for increased traffic, parking issues, and private property trespass.
- Transient guests utilizing public beach areas increase the chances for negative interactions with nesting shorebirds and sea turtles, without appropriate education.
- Unmanaged pedestrian traffic could negatively impact natural beach and dune processes.
- Unmanaged pedestrian traffic accessing beaches may impact private property owners and create unwanted human interactions.

2. Parks, Preserves and Recreation Chapter: As noted in the analysis of the Environment Chapter, protection, management, and public access to beach areas is also a central tenet of the Parks, Preserves and Recreation Chapter. Policy 1.1.6 and Objective 1.3 and its associated policies seek to expand existing beach access and increase the number of public access points for the general public to utilize.

The proposed 170-room hotel is not a waterfront hotel with a designated beach area and will not be creating any new or updating any existing beach access points. Instead, guests will be directed to utilize various beach access points on the Key, including the public beaches and nearby public access points.

The proposed hotel may generally be found to be consistent with the following Goals, Objectives and Policies from this Chapter: Policy 1.3.2 (some additional parking in garage for potential beach access).

The proposed hotel may generally be found to be inconsistent with the following Goals, Objectives and Policies from this Chapter: Objective 1.3 (Increased beach access for residents and visitors), Policy 1.3.2 (transient guests have no specific beach to go to which could exacerbate existing parking inadequacies at county beach accesses), Policy 1.3.4 (protect and enhance public access to wet sand beaches...hotel has no specific beach access and is not providing any beach-related enhancements for its guests).

*Note: There may be instances where portions of a policy may be consistent and inconsistent with different aspects of a particular proposal.

General Considerations Related to the Parks, Preserves and Recreation Chapter:

- Hotel is proposing some additional parking for the general public.
- Hotel offers new opportunities for visitors to enjoy area beaches and view unique birds and wildlife.
- No new beach access areas provided for transient guests.
- Although some parking is proposed to be provided in the garage, an additional 170+ guests desiring to access various beach access points may have trouble finding parking and create congestion if they do not walk, bike or use some form of transit to get to beach access points.
- Regarding pedestrian activity and beach access, the Ocean Boulevard/ Beach Road intersection has been identified by an MPO study as a dangerous intersection. More pedestrian activity generated by hotel(s) may lead to more pedestrian-related accidents at or near beach access points without improvements or enhanced safety features at this intersection, as well as the intersection at Calle Miramar and Ocean Boulevard.
- No new public amenities, such as bathrooms, will be provided at beach accesses to support additional visitors generated by the proposed hotel.
- Guests venturing beyond designated public beach property may negatively impact the private property rights of adjacent Siesta Key property owners.
- Potential impacts to wildlife and marine life such as nesting sea turtles and shorebirds due to an increase in the number of beach users at public beach areas.

3. Historic Preservation Chapter: The proposed hotel is being built in the highly urbanized area of Siesta Key Village and historic/preservation issues are not anticipated. There are local, state, and federal guidelines to follow if historic artifacts are identified during development of the site.

4. Libraries and Government Facilities Chapter: There may be a slight possibility that a hotel guest utilizes a local library, which would mean minimal impact. Otherwise, this chapter is not impacted pro or con by this proposal.

5. Schools Chapter: The hotel is for transient guests and will not have permanent residents with school-age children. Therefore, the proposal has no impact upon the Schools Chapter.

6. Coastal Disaster Management Chapter: The core principles of this chapter focus on limiting public expenditures and development in areas subject to natural disaster and protecting the health, safety and welfare of threatened County residents and visitors. There are a number of policies in this chapter that are applicable to this proposal as shown below.

Coastal Objective 1.2 and associated policies generally strive to encourage lower density land uses and population concentrations on the barrier islands, especially in designated coastal high hazard areas and hurricane evacuation zones. The policies do not prohibit the development of transient facilities or other commercial uses in appropriate areas, although they are encouraged to be located in less impactful hurricane evacuation zones.

In response to questions about Objective 1.2 and its policies, the Applicant's analysis notes that the proposal is not a land use change and emphasizes that hotels are commercial uses that provide for transient accommodations with no permanent residents or residential populations being generated by its development. The hotel will be built in full compliance with all current regulations including the Florida Building Code, FEMA, FDEP, and County Codes and will therefore be more resilient, which should aid in limiting public expenditures in the event of a storm.

With regard to location and impacts to evacuation, the Applicant's analysis notes that hotels are only encouraged to locate outside of the A/B Evacuation zones and are not prohibited, and that since the proposed hotel is consistent with the Comprehensive Plan and County Code, the impacts upon evacuation are minimal and within the parameters expressed by each policy, plus modern forecasting technologies will lead to early evacuations or cancellations. *The evacuation and sheltering analysis provided by the Applicant support these statements and indicate that impacts to both evacuation clearance time and sheltering is de minimus.*

Staff agrees that hotels are commercial transient uses and should be treated as such in calculations. There is no "permanent" residential population associated with hotels, generally, but consideration must be given to the fact that there will be a constantly rotating "population" of transient visitors coming and going from the proposed 170-room hotel on a daily basis.

Staff also generally agrees that the Applicants statements are correct regarding intensity, including the statement that there are other allowable CG uses (both today and in 1989) that are more intense uses by code definition. In terms of density, Sarasota County staff has historically used residential density as the basis for calculating the number of rooms for transient accommodations since at least 1989 and continues to be the standard utilized in Code today. For hurricane evacuation and sheltering, modern weather forecasting technologies may aid the community in identifying a threat and making preparations, but the fact remains that even with technology threats can emerge with little notice and threats may not always be tropical storm related. Ultimately, in terms of evacuation and sheltering, the hotel will be a transient accommodation on a barrier island and will, therefore, be requested to evacuate first according to Sarasota County evacuation procedures.

Coastal Objective 1.3 and associated policies address safe and timely evacuations and the provision of adequate shelter space if an evacuation event threatens our immediate area.

The analysis provided by Applicant for this section notes that hotels are commercial uses, not residential, and will have no residents to evacuate because hotels are customarily one of the first businesses to evacuate according to County emergency management procedures. Modern forecasting technology and communication will also aid in ensuring that guests are notified well in advance of a storm event. The hurricane evacuation and sheltering analysis provided by the Applicant has estimated that at 70% occupancy, there is a potential for up to 119 vehicles to evacuate, if necessary. The estimated impact to evacuation clearance time increases evacuation time by only 2.4 minutes in the event of a Category 5 storm, which is considered a *de minimus* impact. The analysis also indicated that impacts to sheltering would be *de minimus* with less than 5% of guests evacuating the hotel potentially utilizing County shelters

Staff is in agreement with the findings of the evacuation and sheltering analysis which finds that the impacts to evacuation and sheltering created by this one proposed hotel is minimal and is consistent with this objective and associated policies.

The proposed hotel may generally be found to be consistent with the following Goals, Objectives and Policies from this Chapter: Objective 1.2 (Encourage low-density land uses in CHHA – hotel is a commercial use. No residential density is being added); Policy 1.2.1 (use of regulations and infrastructure to limit population concentrations and added public expenditures in high hazard areas– no permanent residential population is being added by the hotel and adherence to the latest local, state and national codes makes the structure more resilient and less likely to require additional public expenditures); Policy 1.2.3 (encourage hotel/motel development in less impactful hurricane zones – Policy does not prohibit construction within these zones); Objective 1.3 (Public safety, evacuation, sheltering – analysis shows *de minimus* impacts to evacuation and sheltering); Policy 1.3.2 (Evacuation LOS to in-county shelter – *de minimus* impact with 5% or less of guests potentially using county shelter); Policy 1.3.3 (Evacuation LOS to County line – analysis shows *de minimus* impact with only a 2.4 minute increase estimated for clearance);_Policy 1.6.5 (Protect public health, safety and

welfare through enforcement of latest codes...the hotel will be built to the latest standard Florida Building Codes and flood protection regulations and will be more resilient).

The proposed hotel may generally be found to be inconsistent with the following Goals, Objectives and Policies from this Chapter: Policy 1.2.3 (encourage hotel/motel development in less impactful hurricane zones – although the policy does not discourage or prohibit hotel development, the hotel will be built in the high hazard area).

*Note: There may be instances where portions of a policy may be consistent and inconsistent with different aspects of a particular proposal.

General Considerations Related to the Coastal Disaster Management Chapter:

- New structures should be more resilient due to construction methods following the latest Building Codes and Flood Protection Regulations.
- Projected minimal impact to evacuation times and transient guest use of emergency shelters.
- Modern forecasting and communications technology could aid in early preparations and evacuations if an evacuation event threatens the area.
- No additional permanent residential population to evacuate.
- Sarasota County has an adequate, well-marked, evacuation network, and does also have [some](#) public shelter space available if, and when, necessary.
- Hotel would be built in the high hazard area.

7. Future Land Use Chapter: The Future Land Use Chapter focuses on providing for a diverse population and economy by balancing the needs of present and future generations of residents and visitors of Sarasota County. It promotes a sustainable community that focuses on quality of life, economic diversification, protection of natural systems, public safety and ensuring that an adequate supply of land and public facilities is available to support the County's continual growth.

There are a number of goals, objectives and policies in this chapter that are applicable to this proposal.

Future Land Use Objective 1.2 recognizes the interrelationship of all chapters of the comprehensive plan and how the Future Land Use Chapter and maps work to coordinate land use categories with the natural and historic environment, existing land use patterns and forms of development, and the availability and provision of public services. Associated policies 1.2.5, 1.2.6, and 1.2.17 provide guidance regarding development in designated floodplains and associated soils, discourages the intensification of land uses in A and B evacuation zones, and the mitigation of potential land use incompatibilities through the use of site and design techniques.

The Applicant discusses consistency with this objective and policies by noting that the proposed hotel is located in an urbanized section of the Key, within the County designated Urban Service Area, and is abutted by both commercial and residential uses, including multi-family uses in adjacent and nearby multi-story buildings. The hotel will be designed to utilize various mitigative techniques to lessen the impact upon neighbors, and it will be a new and more resilient building. Further, analysis shows that the development of a commercial hotel is allowed by special exception and does not represent an intensification of land uses within the A and B evacuation zones beyond what has been traditionally, and is currently, allowed. The 132 PM Peak hour trips indicated in the Transportation Analysis represents a minimal impact to the overall transportation network. Further, analysis indicates that hurricane evacuation impacts are minimal.

Staff concurs that the proposed hotel represents redevelopment of an already developed property located within the Urban Service Area Boundary. Its proposed location puts it in a busy area of Siesta Village proximate to both

commercial and residential properties and, by definition, other, more intense uses, could be allowed on the property by Code today. The new building will be more resilient and proposes site and design techniques to mitigate potential impacts to the neighboring area.

There is staff concern with the overall scale and compatibility of an 8-story, 170-room hotel at this location and its relationship to nearby residential structures and neighborhoods. Although not a residential structure, there will be up to and possibly beyond 170 transient guests at the hotel on any given day utilizing its facilities. Transient guests will be driving, walking, and biking to area businesses, beaches, and other attractions, or may simply hang out on their balconies enjoying the scenery and lifestyle of the area. Although this is what you may expect in a typical urban beach community, each of these activities can be impactful to existing property owners and their way of life.

Also, even though this is a stand-alone application, it should be noted that Calle Miramar is already the location of an older 55 room hotel that is also now proposing to redevelop their two sites on Calle Miramar into a second 170 room hotel complex, which would lie adjacent to and across the street from this new proposed hotel. A potential 340+/- rooms, transient guests, and traffic generated by these facilities, if both are approved, will have a distinct impact on the land use and transportation patterns on Calle Miramar and in the immediate area, an area already identified for traffic and public safety issues.

Along the same lines, Future Land Use Policy 2.3.7 discourages incompatible land uses if traffic generated on local residential streets would substantially and adversely affect traffic flow, traffic control and public safety. The proposed hotel indicates a PM peak hour number of trips at 132 trips utilizing the facility, and it is a given that there will be traffic to and from the hotel throughout the day. The two concerns would be minimizing the number of trips traversing the neighborhood streets to the east and northeast, and the changing status of Calle Miramar to a road that is more commercial in nature, especially if the existing Siesta Key Resort also expands to 170 rooms as proposed. As noted, the intersections of Ocean Boulevard and Beach Road and Calle Miramar at Ocean have also been identified as areas of concern by an MPO study due to the number of incidents that have occurred in the area over time.

Future Land Use Objective 2.9 and policies 2.9.1, 2.9.2, and 2.9.3 are specific to barrier island land uses and have worked together, along with zoning codes, as a guide for limiting residential density and the intensity of development-related activities on the barrier islands for many years, and read as follows:

FLU Policy 2.9.1: Barrier Islands are designated on the Future Land Use Map to recognize existing land use patterns and to provide a basis for hurricane evacuation planning and disaster mitigation efforts. The intensity and density of future development on the Barrier Islands of Sarasota shall not exceed that allowed by zoning ordinances and regulations existing as of March 13, 1989, except that with respect to lands zoned RMF as of that date and consistently so thereafter, a non-conforming duplex whose density exceeds the density restrictions of the zoning regulations and restrictions may be rebuilt within the footprint of the structure, or a non-conforming multi-family structure may be demolished and a duplex rebuilt in its place within the prior footprint of the multi-family structure without violating this policy.

FLU Policy 2.9.2: Barrier Island residential density shall be in accordance with FLU Policies 2.9.1, and 1.2.3, and shall not exceed the maximum gross density zoning requirements existing as of March 13, 1989.

FLU Policy 2.9.3: The rezoning of additional lands on the Barrier Islands for commercial or office uses shall be prohibited.

It is the Applicant's assertion that hotels are commercial uses by definition and are not residential, so determinations of residential density do not apply to this proposal. Further, using the statutory definition of intensity, their legal examination of today's Code compared to 1989 Code reflects that the proposed hotel is

consistent with and is no more intensive than uses allowed both today as well as in the 1989 Code. To strengthen their case, the Applicant has provided analysis showing that policies 2.9.1, 2.9.2, and 2.9.3 are barrier-island-wide policies in terms of density/intensity and in comparing maximum gross density and intensity allowed in 1989. The policies do not focus on one particular property, other than the barrier islands, and do not pertain to one particular zoning district, other than all zoning districts on the barrier islands. Sarasota County staff has historically used residential density as the basis for calculating the number of rooms for transient accommodations since at least 1989 and continues to be the standard utilized in Code today, which is applied to proposals on a parcel specific basis.

In terms of land use patterns, the Applicant response discusses that the patterns are not changing because there is no Future Land Use designation change; there is no proposed rezoning of the property due to its commercial nature; the proposal does not add any new permitted or special exception use to CG/SKOD zoning; there are no changes to existing commercial dimensional standards regarding transient accommodations allowed within CG/SKOD such as height, FAR, open space, etc.; the property is located within a long-established commercial enclave on the Key and is located among several of the tallest buildings on the Key.

Staff agrees that no major land use related designation changes are proposed for this project and that hotels are commercial uses in nature. However, in terms of land use patterns the development of a new 8-story, 170-room transient facility, does represent a new use above what is and has been traditionally located on the property over the years. Although not residential, the hotel will add a rotating daily transient population of up to 170 or more guests to the area. Also, in terms of land use patterns, consideration should be given to the fact that a facility of this size is of a large enough scale that it will impact not only the commercial district in which it will reside but will also potentially impact adjacent and nearby residential districts in terms of vehicular and pedestrian traffic, personal privacy, and public safety.

In addressing land use patterns, consideration must also be given to the fact that there is a second proposal, to redevelop the existing and adjacent 55-room Siesta Key Resort on Calle Miramar to a 170-room modern hotel providing the potential of up to 340 hotel rooms and associated facilities on what is now considered as a local road. Each application must stand on its own merits, but the potential for a major change to Calle Miramar does exist.

One final consideration regarding land use patterns is that the proposed UDC text amendment could allow for the eventual development of transient facilities on all CG/SKOD properties. Of course, much land assembly would be required for that situation and it is unlikely to ever occur. Given this additional information about two hotel proposals on the same local road, and the potential for additional transient facilities supported by the proposed UDC change, it can be assumed that at least from a human and planning perspective that the land use and traffic patterns in Siesta Key Village and the immediate vicinity of Calle Miramar will be changing to some degree in the future and should be considered moving forward.

In terms of evacuation, the Applicant notes that the new hotel may help evacuation because it will not create a permanent residential population to evacuate. The evacuation and sheltering analysis provided by the Applicant clearly shows that the overall impacts are *de minimus*, adding only an estimated 2.4 minutes to evacuation clearance times in a Category 5 storm and less than 5% of transient guests may utilize county shelters in an evacuation event.

Future Land Use Objective 3.2 seeks to encourage and incentivize redevelopment opportunities in order to transform underutilized properties and/or properties struggling with economic viability. Policy 3.2.5 encourages the use of smart growth principles in redevelopment.

The Applicant and Staff agree that this property is currently an underutilized property and should be encouraged to pursue redevelopment opportunities that further the Comprehensive Plan's overall goals for balanced growth, infill development and redevelopment within the Urban Service Area Boundary. Smart growth

opportunities such as walkability will be utilized and enhanced by the hotel's location in the urbanized Village, and it will foster a distinctive, attractive community through its use of the Sarasota School of Architecture design. Again, staff does have some concern with the project scale and associated neighborhood and transportation-related impacts.

The proposed hotel may generally be found to be consistent with the following Goals, Objectives and Policies from this Chapter: Policy 1.1.1 (general Intent of Comprehensive Plan); Policy 1.1.3 (Land Use categories intended to establish varying degrees of environmental protection and intensity of development); Objective 1.2 (coordinate land use categories with soil and topo characteristics, protection of historic and natural resources, existing land uses, forms of development and the availability of public facilities); Policy 1.2.5 (Mitigation for development within floodplains); Policy 1.2.6 (Discourage intensification of land uses in A & B evacuation zones – no permanent residential development with a hotel and the hotel does not represent an intensification of use beyond what was allowed in 1989); Policy 1.2.8 (development consistent with Basin Master Plans); Policy 1.2.17 (Use of mitigation to address incompatibilities); Policy 1.3.1 (hierarchy of zoning districts/development ratio standards); Policy 1.3.9 (Implementing Zoning Districts); Policy 2.9.1 (Barrier Island development...Proposed commercial hotel use will be located in an existing commercial district and is allowed via the Special Exception process. Evacuation impacts are de minimus); Policy 2.9.2 (barrier Island residential development...hotel is a commercial use and has no permanent residential density associated with it. Further, the Comprehensive Plan is not site/lot specific for determinations of density and intensity and, instead, looks at the issue with a barrier island-wide focus); Policy 2.9.3 (rezoning on barrier islands...there is no rezone associated with this proposal); Goal 3 (encourage development where public facilities are provided or are scheduled to be); Objective 3.1 (Development will be within the Urban Service Area Boundary where adequate public facilities are available); Objective 3.2 (encourage redevelopment opportunities); Policy 3.2.5 (use of smart growth principles); Policy 3.2.6 (Smart growth and redevelopment are guided by adopted regulations that are more flexible rather than specific, recognizing that the desired redevelopment outcomes can be met in multiple ways).

The proposed hotel may generally be found to be inconsistent with the following Goals, Objectives and Policies from this Chapter: Policy 2.9.1 (barrier island development...although the proposal does not add to permanent residential density and does not increase intensity beyond that allowed by Code in 1989, staff has a concern with overall scale of proposed facility on existing land use patterns. Also, without a Code change, the basis for calculating transient units in Code remains based on a residential unit calculation methodology); Policy 2.9.2 (barrier Island development...this commercial use is determined by residential unit calculations in Code at this point in time, allowing for up to 26 units per acre dependent upon availability of kitchen facilities. The Applicant has proposed a UDC amendment that would calculate commercial hotel room counts using a more modern and applicable methodology).

*Note: There may be instances where portions of a policy may be consistent and inconsistent with different General Considerations Related to the Future Land Use Chapter:

- Project represents redevelopment of an underutilized property within the Urban Service Area Boundary.
- New, architecturally-pleasing and resilient hotel for visitors to enjoy the amenities of Siesta Key and Sarasota County.
- Represents redevelopment within the County's Urban Service Area Boundary.
- Site already served by Sarasota County utilities.
- Does not impact significant native habitat.
- Built to meet latest Building and Flood Protection regulations/more resilient.

- The proposal is not an intensification of land uses above those allowed in 1989.
- Utilization of permitted design techniques to mitigate potential incompatibilities.
- Up to 36 additional parking spaces in garage for public usage.
- No change to the Future Land Use or Zoning designations.
- No “permanent” residents to evacuate/shelter.
- Concern with scale of an 8-story, 170-room hotel located adjacent to residentially-zoned areas to the east and northeast of the property.
- Concern with the ability to manage traffic and minimization of impacts to nearby residential areas.
- Concern over privacy issues for residential buildings adjacent to the proposed new hotel.
- The function of Calle Miramar, a local road, will become more commercial in nature with more traffic generated due to the new hotel, as well as traffic generated by the existing and potentially expanded 55-unit hotel that already exists on this street. Improvements may be required.
- Individual traffic modeling for a single proposed hotel at this location which does not reflect the proposed expansion of the existing adjacent hotel may not indicate all levels of service issues, or improvements necessary to mitigate impacts.
- Proposed UDC amendment could allow for the development of hotels on every CG/SKOD zoned property on Siesta Key.
- No designated beach area or access point forcing guests to choose their beach and form of transportation to get to the chosen beach area.

8. Sarasota 2050 RMA Chapter: The Sarasota 2050 RMA establishes an optional framework to enhance the livability of the County by preserving its natural, cultural, physical, and other resources with an incentive-based system for managing growth. The focus of the 2050 RMA Chapter is on other portions of the County, not on the barrier islands.

9. Housing Chapter: One of the central tenets of the Housing Chapter, as well as the Future Land Use Chapter, is the preservation and enhancement of the quality of life in existing neighborhoods as they experience infill or redevelopment. In particular, Housing Policy 1.5.6 strives to ensure that the character and design of infill development promotes, enhances and increases the vitality of existing neighborhoods.

The Applicant’s analysis discusses that the proposed hotel is located within the Village commercial area and boundaries and is immediately adjacent to CG/SKOD zoned and commercially used properties to the north and west sides. The Applicant has stated it will enhance and increase the vitality of the district. Further, the Sarasota School of Design architectural style that is proposed for the hotel, along with the required buffer provisions (especially along the eastern and southern boundaries) will blend with the existing character of the area.

Staff agrees that the proposed hotel lies within the designated CG/SKOD Village District and through its overall look and location should enhance the vitality and economy of the commercial Village.

The Applicant’s response fails to note that the proposed 170-room hotel will be located adjacent and proximate to an existing residential neighborhood to the east and northeast of the property. Understanding that some of these existing residences, including stand-alone homes and condominiums, do occasionally rent out units as vacation rentals, there are still a number of full and part time residents who live in these homes year-round or seasonally. The concerns for these existing neighborhoods would have to be (1) the overall scale of a 170-room, 8-floor facility on existing homes and adjacent condominiums. This has been a concern expressed by the adjacent property owners and citizens that participated in the Neighborhood Workshop and have submitted comments to the County; (2) Potential traffic and pedestrian impacts are also a concern with at least an additional 170 persons, and for many a personal vehicle, and other vehicles coming and going from the hotel on a daily basis; (3) Noise from guests, deliveries and garbage pick-ups, general hotel traffic, swimming pool, and activities on a proposed rooftop bar/view area could have impact upon the existing residential area, especially those units directly abutting the proposed multi-story hotel.

The proposed hotel may generally be found to be consistent with the following Goals, Objectives and Policies from this Chapter: Policy 1.5.6 (infill development promotes, enhances, and increases the vitality of existing neighborhoods...in this case it reflects positively on the Siesta Village Commercial District).

The proposed hotel may generally be found to be inconsistent with the following Goals, Objectives and Policies from this Chapter: Policy 1.5.6 (infill development promotes, enhances, and increases the vitality of existing neighborhoods...in this case there may be negative impacts to the adjacent residential development).

*Note: There may be instances where portions of a policy may be consistent and inconsistent with different aspects of a particular proposal.

General Considerations Related to the Housing Chapter:

- Hotel will enhance the vitality of the Siesta Key Village commercial zone.
- Architectural design and buffer features will fit with and enhance the existing commercial district.
- Walls and buffering incorporated in design to lessen impacts to adjacent residential building(s).
- Parking garage will have up to 36 public spaces, potentially working to reduce cars that illegally park on roadways and property in existing residential areas.
- The scale of a 170-room, 8-story facility, may negatively impact adjacent residential units/structures and personal privacy.
- Added hotel traffic and pedestrian activity's impact upon existing residential neighborhoods to the east and northeast.
- The function of Calle Miramar could change from a local road to a road more commercial in nature with the 170-room facility, along with the potential for an additional 170 rooms if the adjacent Siesta Key Resort Hotel redevelops into another 170-unit facility as proposed.
- Potential noise impacts to existing residential areas as a result of hotel-related activities.

10. Transportation Chapter: This chapter focuses on providing multiple modes and systems of transportation opportunities to residents and visitors in a safe and effective manner.

The Traffic Impact Analysis submitted for the project indicates that PM Peak Hour Traffic is estimated at 132 PM Peak Hour trips. No major transportation improvements are being driven by or are proposed as part of this proposal although the Applicant is proposing to provide up to 36 paid public parking spaces in the hotel parking garage.

Within this chapter, Policy 1.1.4 states that Sarasota County recognizes the interconnection between land use decisions and transportation needs and options and will work to ensure the transportation impacts are considered in land use decisions and vice versa. Also, Land use strategies and development patterns that reduce vehicle miles traveled will be encouraged.

The Applicant's response is that a hotel use located in the Siesta Key Village will, by its very nature and location, reduce vehicular trips and promote and capitalize on the walkability of the Village. Guests will also be able to avail themselves of the Siesta Trolley service to go further distances on Siesta Key, such as to the public beach.

Staff agrees that the location of the proposed hotel in the Village will promote pedestrian activity for visitors desiring to spend time enjoying the amenities that the Village has to offer during portions of their visit to Sarasota County. Many visitors will probably not be spending their entire vacation time on the Key, and there will likely be trips to other locations such as downtown Sarasota, Mote Marine Aquarium, Spring Training ball games, and other locations throughout the County and region. Some guests may take transit or other alternatives to get to locations when they can, but some will be using personal or rental vehicles, and will add to traffic coming to, going from, and driving on the island itself in those instances.

An important consideration when adding more pedestrians, bicycles and vehicles into the Village is the fact that the Village area can be quite congested at its busiest times, which has led to it being identified as a location prone to frequent accidents, with a number involving pedestrians and bicyclists. A 2017 Desktop Survey Report conducted by the Sarasota Manatee Metropolitan Planning Organization (MPO) examined the frequency of various types of accidents and their locations on Siesta Key that focused on Ocean Boulevard/Beach Road area from Tenacity Lane to Hour Glass Way. Frequent incidents included turn-lane related crashes, parking-related crashes, and bicycle/pedestrian crashes which were found to occur throughout the corridor. The intersection/curve at Ocean/Beach, as well as the intersection of Calle Miramar and Ocean were two areas of concern that were examined in the study. Potential opportunities to improve safety recommended by the study included channelized medians at unsignalized intersections, additional roadway lighting, enhanced pedestrian crossings with signs and rectangular rapid flashing beacons, elimination of some two-way left turn sections and the provision of raised medians as refuge islands for pedestrians.

Although this staff report only examines one project, it also needs to be taken into consideration that the existing Siesta Key Resort Hotel next door to this property is also seeking to redevelop and upgrade that hotel to a potential 170-room facility (currently 55 rooms). If that redevelopment is ultimately approved, there could be up to 340 transient rooms on Calle Miramar, with the additional guests seeking access to the nearby beach or walking the village. This would represent a significant increase in visitors to this section of the Village and nearby beach access points, which could increase chances for various types of accidents. Safety-related mitigation methods should be further explored.

As noted earlier when discussing neighborhoods under the Housing Chapter, there is some concern about cut-through traffic and pedestrian traffic that may intrude into existing residential areas (these issues can and do occur now even without a new hotel). The changing character of Calle Miramar with the proposed new 170-room hotel, and the potential for a redeveloped 170-room Siesta Key Resort Hotel on the same street, may hinder access to the units on Calle Miramar and nearby residential areas, as well.

The proposed hotel may generally be found to be consistent with the following Goals, Objectives and Policies from this Chapter: Policy 1.1.4 interconnection between land use decisions and transportation needs...walkability, biking).

The proposed hotel may generally be found to be inconsistent with the following Goals, Objectives and Policies from this Chapter: Policy 1.1.4 (interconnection between land use decisions and transportation needs...additional traffic with no roadway improvements proposed. Please note, however, that the Applicant does support creating a safety feature at the Beach/Ocean intersection. Staff supports the Applicant pursuing this enhancement but does not support it being memorialized as a formal stipulation).

*Note: There may be instances where portions of a policy may be consistent and inconsistent with different aspects of a particular proposal.

General Considerations Related to the Transportation Chapter:

- Area served by transit/trolley and other transportation services.
- Location directly in the village supports pedestrian walkability and biking activities.
- Hotel guests will utilize the parking garage.
- Some public parking may be made available in the garage.
- Potential for cut-through traffic into residential neighborhoods.
- Potential for added pedestrian activity and noise in the adjacent residential areas.
- Changing character of Calle Miramar may hinder local traffic flow into neighborhoods as the road becomes more commercial in nature near the hotel(s).
- Increased potential for accidents, including bicycle and pedestrian-related incidents.

11. Economic Development Chapter: This optional Comprehensive Plan chapter stresses the importance of the economy to the county's overall future and provides guidance and direction for the economy moving forward. Tourism and redevelopment are major components of this chapter.

The proposed hotel may generally be found to be consistent with the following Goals, Objectives and Policies from this Chapter: Goal 1 (diversify and grow the County's economic base); Goal 7 (Maintain the competitiveness of Sarasota's international legacy of economic development strengths of tourism, retirement and agriculture); Policy 7.1.1 (Develop and support initiatives that leverage tourism resources and strengths to promote Sarasota County's business assets); Policy 7.1.2 (Support and encourage sports tourism, cultural tourism, eco-tourism, and agri-tourism).

The proposed hotel may generally be found to be inconsistent with the following Goals, Objectives and Policies from this Chapter: None

*Note: There may be instances where portions of a policy may be consistent and inconsistent with different aspects of a particular proposal.

General Considerations Related to the Economy Chapter:

- Provides new hotel rooms and potential conference space on Siesta Key.
- Provides new opportunity for visitors to enjoy area beaches and other amenities.
- Enhances Sarasota County's standing as an international tourist destination.
- Provides job opportunities for local citizens.
- Enhances the County's economic base.
- Hotel is a higher and more economically positive use than what exists on the property today.
- Increases the number of visitors making purchases at area business establishments.
- Potential to increase traffic congestion.
- Potential for an increase in vehicular, bicycle and pedestrian accidents with more visitors on area sidewalks and roadways.
- No specifically designated beach or beach access for hotel visitors.

12. Watershed Management Chapter: This chapter strives to create integrated and sustainable water and resource-based management programs and is divided into sections addressing surface water and flood protection and sections addressing sanitary sewer services and water re-use. The proposed hotel is consistent with the primary goals of this chapter.

The proposed hotel will be located in a highly urbanized section of Siesta Key and will not directly impact native habitats or waterbodies given its location. Public water and sanitary sewer service are already provided to the area and will serve the hotel. Stormwater will be contained on-site and will meet all local, state and federal requirements as applicable. The new hotel would be built utilizing the latest adopted building codes and will adhere to all local, state and federal flood protection requirements increasing its overall resiliency.

The proposed hotel may generally be found to be consistent with the following Goals, Objectives and Policies from this Chapter: OBJ 1.3 (development provides adequate stormwater management); Water Policy 1.3.1 (no permit until stormwater system deficiencies are addressed); Water Policy 2.2.1 (new development to connect to central wastewater systems); Water Policy 2.5.1 (No permits until sewer deficiencies are addressed); water Policies 3.2.2 and 3.2.3 (hookup to central water systems);

Water Policy 3.5.1 (No permits until potable water deficiencies are addressed).

The proposed hotel and parking garage may generally be found to be inconsistent with the following Goals, Objectives and Policies from this Chapter: None.

*Note: There may be instances where portions of a policy may be consistent and inconsistent with different aspects of a particular proposal.

General Considerations Related to the Watershed Management Element:

- The new hotel will connect to available public potable water and sanitary sewer infrastructure on the Key.
- Latest Stormwater-requirements will be adhered to.
- New buildings will meet all adopted building and flood codes.
- Structures will be more resilient.
- A potential for increased sheet flow during rain events due to more impervious area on site.

13. **Solid Waste Chapter:** This chapter provides direction on the collection, landfilling, and the recycling of solid waste while striving to reduce toxicity and volume of waste entering the landfill.

The proposed hotel will be utilizing the services provided by Sarasota County to collect and dispose the solid waste generated by the facility. As proposed, all solid waste facilities in the hotel will be enclosed and will have one or two doors for access and pick-up.

The proposed hotel may generally be found to be consistent with the following Goals, Objectives and Policies from this Chapter: Policy 1.1.4 (issuance of permits conditioned upon adequate solid waste capacity).

The proposed hotel may generally be found to be inconsistent with the following Goals, Objectives and Policies from this Chapter: None

*Note: There may be instances where portions of a policy may be consistent and inconsistent with different aspects of a particular proposal.

General Considerations Related to the Solid Waste Chapter:

- County solid waste pick-up and disposal is available.
- Solid Waste facilities will be fully enclosed.
- Additional solid waste to go into the expanded Sarasota County landfill.
- Depending on the location of the solid waste enclosure there is a potential for foul smells and noise to impact the immediate area.
- Additional commercial traffic on Calle Miramar serving the new hotel facility.

14. **Capital Improvements Chapter:** No specific Sarasota County capital improvements have been identified as being generated by this proposed new hotel at this time.

15. **Intergovernmental Coordination Chapter:** This chapter is not impacted by this proposed hotel.

II. CONSISTENCY WITH THE SIESTA KEY COMMUNITY PLAN

In 1998/1999 Sarasota County and Siesta Key property owners worked together to create the Siesta Key Community Plan to help guide aspects of future development on the Key in order to maintain and enhance the community while preserving the attributes that make Siesta Key a special place.

A number of projects were identified which touched on the subjects of design, transportation, natural resources, recreation, and finance. This analysis will address the components of design, transportation, and recreation as addressed in the Community Plan and their relationship to the proposed new hotel.

1. Design: The Community Plan promoted creation of a new zoning overlay district specific to Siesta Key to promote pedestrian life; reduce the size and height of signage; establish standards for parking lots; establish standards for walls; limit height and bulk of residential structures; establish standards for short-term rentals; and the protection of landmark trees. This overall goal was met with the adoption of the CG/SKOD Overlay District.

In terms of height and bulk of residential buildings and how it applies to this hotel proposal, it must be recognized that in 1999 the Code listed transient accommodations (hotel) as a residential use and used density calculations based on the presence of kitchen facilities to determine maximum residential density. The Code as well as the Community Plan did not specifically define hotels as commercial uses. This could have been a remnant method of calculation that recognized the longer-term seasonal accommodations that were so common in previous decades in Florida. Of course, there are still months-long seasonal visitors and there are facilities in Sarasota County where lengthy stays occur but, in general, hotels today on beaches and on the mainland are designed for shorter stays and do not typically have major kitchen amenities. More typical in communities today are calculations based on Floor Area Ratio, a ¼ unit room size, or other business-related standards.

While the proposed UDC text change to recognize hotels as commercial uses with a different form for calculating intensity of use will bring the Code more up to date with current regional and national standards, it must be recognized that there will also be a constantly rotating population of visitors to this and other hotels on the Key. This is not a permanent residential population, but one which will be impactful, both pro and con, to the day-to-day activities and lifestyles on Siesta Key as was originally examined in the Siesta Key Community Plan.

Another aspect of design is the architectural style that is recognized in the Siesta Key Community Plan. The Community Plan recognizes the Sarasota School of Architecture style as a theme that would be supported for new buildings on Siesta Key. As proposed, the new hotel at this location will be utilizing aspects of this historic architectural style to help it fit into the mosaic of the community

2. Transportation: The Community Plan recognizes that Siesta Key is more than an automobile-dominated community but, rather, it is also one that is heavily pedestrian and bicycle-oriented. The Community Plan also recognized the constrained nature of the major roads on Siesta Key and the level of service impacts on moving about the island during different times of the year. Much of the focus of the Community Plan was on island-wide bicycle facilities and overall public safety related to all forms of transportation, as well as a major focus on the South Bridge area.

Staff analysis of the Transportation Impact Study submitted for the proposed hotel notes a minor number of additional trips during the PM peak hours. There will obviously be an impact with visitors coming and going from the hotel in personal vehicles or utilizing other forms of transportation. There are no roadway or pedestrian improvements identified as part of this proposal, although some public parking may be available in the parking garage. Please note, however, that the Applicant does support creating a safety feature at the Beach/Ocean intersection. Staff supports the Applicant pursuing this enhancement but does not support it being memorialized as a formal stipulation).

3. Recreation: The Siesta Key Community Plan recognizes the natural and financial importance of the beach areas on Siesta Key. The Community Plan notes that Siesta's beaches are not only a treat for residents, but that they are also the way many visitors experience Sarasota. Maintaining the beaches, access areas, parking areas, and other amenities in excellent condition is one of the Community Plan priorities.

Staff analysis shows that the proposed hotel is not located on the beachfront and has no specifically-designated beach area for guests. Beachgoing guests will likely use the closest beach access if possible, but it is also likely that visitors will utilize other public beaches on the Key. To help with parking issues, whether to go to the beach or otherwise, the proposed hotel is proposing up to 36 paid public parking spaces in their garage. No other improvements related to beach recreation are proposed in association with this project.

REVIEW AGENCY COMMENTS – SE 1824

Section 3.16.1.a. of the Zoning Ordinance states, in part:

“A special exception is a use that would not be appropriate generally or without restriction throughout a zoning division or district but which if controlled as to number, area, location, or relation to the neighborhood, would promote the public health, safety, welfare, morals, order, comfort, convenience, appearance, prosperity, or the general welfare. Such use may be permissible in a zoning district as a special exception if specifically provided in these zoning regulations. However, such uses are not deemed to be appropriate within a zoning district without demonstration by the applicant that the special exception use complies with this Section.”

*In addition, the Board of County Commissioners, in the exercise of its sound discretion, may determine that special exceptions should be limited and controlled as to number, area, location, duration, or relation to the neighborhood, in order to safeguard and promote the public health, safety, welfare, morals, order, comfort, convenience, appearance, prosperity, or the general welfare. The Board specifically adopts and endorses the interpretation of these regulations as set forth in *Sarasota County v. Purser*, 476 So.2d 1359 (Fla. 2d DCA 1985). All petitions for special exceptions shall be considered first by the Planning Commission in the manner herein set out.”*



PLANNING REPORT

This is a three-part application. First is to amend the Unified Development Code (UDC) to consider Transient Accommodations are a non-residential use for the purpose of density calculation within zone districts. Second is a Special Exception to allow Transient Accommodations in the existing CG/SKOD zone district. Third is a Special Exception to allow a height increase up to 80 feet in the CG/SKOD zone district. The Special Exception requests are contingent upon approval of the UDC text amendment in order to meet the density requirement of the zone district.

Future Land Use and Existing Zoning and Land Uses

The subject property is designated Barrier Island on the Future Land Use Map (FLUM). All adjoining properties also have the Barrier Island FLUM designation.

There are four parcels included in the subject request. The property is zoned CG/SKOD (Commercial, General/Siesta Key Overlay District) and are developed with three single-family residences that will be removed. The properties are part of the Miramar development, one of the earliest developments on Siesta Key

Adjoining properties to the north, across Calle Miramar are also zoned CG/SKOD and are developed commercial uses. Adjoining properties to the east are zoned RMF-1/SKOD (Residential, Multi-Family, 6 units/acre/Siesta Key Overlay District) and are developed with condominiums in the Beach Villas developments. Adjoining property to the south, across Beach Road, is also zoned RMF-1/SKOD and is developed with multi-family residential known as 0222 Beach Road. Adjoining properties to the west are zoned CG/SKOD and are developed commercial properties along Beach Road and Ocean Boulevard.

Proposed Development

The Applicant is proposing to remove the existing structures on the property and to redevelop the property with a 170-room hotel, consisting of five stories of rooms over three stories of parking, and a maximum height of 80 feet.

Transient accommodations for the hotel require Special Exception approval in the CG/SKOD zoning district per UDC Section 124-76(c)(3)e.19 and Section 124-102(b)(4)e.3. Special exception approval is also required to exceed the maximum 35-foot height allowed in the CG/SKOD zoning district. The height can be approved per UDC, Section 124-76(c)(3)f. for up to a height of 85 feet. The Applicant is proposing a maximum height of 80 feet for the proposed hotel.

The Binding Development Concept Plan shows a building footprint for an approximately 125,000 square foot proposed building on the property. The footprint and site data show that the building will be approximately 125,000 square feet in size with five stories of habitable hotel building containing approximately 170 rooms over 3 stories of parking area.



Building area setbacks are proposed as 2 feet along Calle Miramar and 40 feet for floor areas above 35 feet in height with a podium cover to within 2 feet for up to the 35 feet high. Along the east side adjoining condominiums, a 20-foot setback is proposed within which will be a 15-foot-wide landscaped buffer. Along Beach Road to the south, a two-foot street setback is shown within the 11 feet 3 inches to be provided for the height increase above 35 feet for a total of 11 feet 3 inches setback from Beach Road. Within that setback is a proposed 1-foot-wide non-ingress/egress easement so that there will be no vehicular access directly to or from Beach Road. Along the west property line adjoining commercially developed office and hotel properties, no setback is proposed up to 35 feet and 11 feet 3 inches for the area above 35 feet in height.

The Applicant is proposing to provide 223 parking spaces which will be located on the first three floors of the proposed eight-story building. The required parking is 187 spaces, and the Applicant is providing an additional 36 spaces which will be open to the public.

The open space on the property is shown as 15,000 square feet.

The Applicant is proposing a restaurant within the hotel which will also be open to the public. A rooftop bar will be located on the top floor and will also be open to the public.

Compatibility and Buffering

The Applicant is proposing a two-foot-wide setback along Calle Miramar and along Beach Road which will include an expansion of the sidewalk.

A 15-foot wide 0.6 opacity buffer within a 20-foot-wide side yard setback is proposed along the east side of the property adjoining condominiums. A 10-foot-wide street buffer is proposed along Beach Road to the south. No other landscaping is required or proposed.

The proposed development is not required to comply with the Daylight Plane requirement of UDC, Section 124-72. The site, while in a V-Zone on the Flood Insurance Rate Map (FIRM), is zoned CG/SKOD and is not a district which requires implementation of the Daylight Plane. The Daylight Plane UDC section states the following:

- **Daylight Plane. Sec. 124-72**
 - Within the RE, RSF and RMF Districts, all structures located in A-Zones or V-Zones as depicted on the Flood Insurance Rate Maps (FIRMs), except within Planned Unit Developments, shall not be of such a height or size that they penetrate the daylight plane, which is an angle of 45 degrees (a 12:12 slope) measured vertical from the minimum required side yard setback lines, and beginning at 25 feet above the greater of the predevelopment grade of the parcel or the FEMA or State-mandated elevation of the structure, said plane projecting upward toward the center of the parcel. However, in the Casey and Manasota Key Conservation Districts, the 45 degree daylight plane shall begin at 20 feet above the greater of the predevelopment grade of the parcel or the FEMA or State-mandated elevation of the structure.

Access

Access is proposed to Calle Miramar to the north by a driveway to the parking levels. While the Applicant is proposing a left-turn out egress, staff does not support this proposal as full egress access to Calle Miramar, a local street, is better for traffic safety and traffic accessibility. No access is proposed to Beach Road to the south and a one-foot non ingress/egress easement is proposed along Beach Road.

The Applicant is also proposing to provide up to two flashing beacons for the existing crosswalk at the intersection of Ocean Boulevard and Beach Road as recommended by the Sarasota Manatee Metropolitan Planning Organization (MPO). Staff strongly supports this effort, however, the proposal cannot be enforced and should not be a stipulation for approval of the proposed development.

Stipulations

1. Development shall take place in substantial accordance with the Development Concept Plan, dated April 30, 2021, and attached hereto as Exhibit "A." This does not imply or confer any variances from applicable County regulations.
2. Prior to site and development approval and demolition of any structure on the Property, the two 1925 structures located at [214 Calle Miramar](#) (PID # 0080-24-0015) and the two 1948 structures located at [220 and 226 Calle Miramar](#) (PID #'s 0080-24-0013 and 0080-24-0014) shall be recorded on the Florida Master Site File (FMSF), and the FMSF for the recorded structure at [221 Beach Rd](#) (PID# 0080-24-0020) shall be updated. All of these structures may be part of the Miramar development, one of the earliest developments on Siesta Key.

APPLICANT-PROFFERED IMPROVEMENTS

The Applicant is proffering the following as stipulations. Staff has reviewed these proffers and believes that while they are enhancements to the proposed development and should be encouraged, they should not be made stipulations as they are either unnecessary, not enforceable, or may be considered exactions. Staff believes that the proffers should be encouraged as promises made by the Applicant, but should not be made stipulations.

1. Access will be restricted at the eastern project driveway on Calle Miramar to not allow right-out (egress) turning movements.
2. Subject to approval by Sarasota County, the Applicant will design and install up to two (2) pedestrian flashing beacons for the existing crosswalk on Beach Road at the intersection of Ocean Boulevard & Beach Road as recommended in the Sarasota Manatee MPO report (Ocean Boulevard/Beach Road from Tenacity Lane to Hour Glass Way dated May 2018). Implementation of this stipulation shall not delay, nor be a condition of, development or operation of the project.
3. Along the eastern project boundary, the Applicant shall provide a 0.60 opacity code minimum project boundary buffer (Alternative 3, Large + Wall) including an 8 foot high masonry wall, as provided in UDC Sections 124-122(i)(3) and 124-122(l)(1)c. Portions of the wall may be constructed with a zero-foot (0') setback and may vary in setback dimension from the property line to allow for plantings between the wall and the property line.
4. The project will provide public parking for at least thirty-six (36) vehicles, subject to fees and restrictions required by the Owner, and subject to County Zoning Administrator approval of an alternative parking plan if necessary.

Zoning:

Development must be in compliance with binding development concept plan.

Special Exception is dependent upon adoption of proposed UDC Text Amendment relating to transient accommodations and calculation of rooms.

Landscape:

Development shall comply with binding development concept plan.

Health:

After review, no comments.

Transportation:

OVERVIEW

The Special Exception is to permit the future development of: (1) transient accommodations; (2) a building height increase to ± 80 feet above Base Flood Elevation (BFE); and (3) a UDC text amendment.

SUBJECT AREA ROADWAY CONDITIONS

The subject area has frontage to Calle Miramar and Beach Road. There is access to Ocean Boulevard to the west of the parcels from Calle Miramar. Ocean Boulevard is a two-lane road and designated as a two-lane minor collector in the Future Thoroughfare Plan from Treasure Boat Way to Beach Road. Ocean Boulevard has an Overall Condition Index (OCI) of 68.28 and resurfacing by the County is currently unscheduled. Beach Road is a two-lane road and designated as a two-lane minor collector in the Future Thoroughfare Plan from Ocean Boulevard to Midnight Pass Road. Beach Road has an OCI of 67.14 and resurfacing by the County is currently unscheduled. County roads become candidates for the resurfacing program when their OCI drops below 60. Resurfacing scheduling is dependent on the available budget and the Pavement Resurfacing Capital Improvement Program schedule.

ROADWAY	SEGMENT	Right-of-Way (feet)	Surface Type	Pavement Width (feet)	# Lanes	Lane Width (feet)	Condition	Last Resurfaced	Drainage (open/closed)	Posted Speed Limit
Ocean Boulevard	Treasure Boat Way to Beach Road	60-99	Asphalt	34	2	12	Satisfactory	2009	Closed	20
Beach Road	Ocean Boulevard to Midnight Pass Road	60	Asphalt	32	2	12	Satisfactory	2008	Closed	30

SOURCE: Sarasota County Roadway Inventory, aerial photos with half section overlays, and/or site visit.

ACCESS TO SUBJECT PARCEL

Roadway	Access Type	Comment
Calle Miramar	Unrestricted	Existing access.
Ocean Boulevard	Unrestricted	Existing access.

RIGHT-OF-WAY NEEDS

None.

TRIP GENERATION

Zoning	Reference Key	Trip Generation Scenario	Land Use	ITE LUC	Number of Units	Unit Type	Gross Trips		Primary Trips		
							Daily	PM Peak	Percent Primary	Daily	PM Peak
Existing CG	Line 1	Current Use	Multi-family	220	6	du	5	5	100%	5	5
	Line 1	Current Use	Commercial	710	1,570	sf	19	2	79%	15	2
	Line 1	Current Use	Single-family	210	1	du	15	1	100%	15	1
	Line 2	Current Zoning	Multi-family	220	6	du	5	5	100%	5	5
	Line 2	Current Zoning	Commercial	710	1,921	sf	23	3	79%	18	2
Proposed CG	Line 3	Proposed Use	Hotel	310	170	room	1,492	101	35%	522	35
	Line 4	Proposed Zoning	Not Applicable								

	Line 5	Zoning Impact (Line 4 minus Line 2)	Not Applicable	
	Line 6	Concurrency Impact (Line 4 minus Line 1)	Not Applicable	
	Line 7	Impact of Proposed Use (Line 3 minus Line 1)	487	27

Based on the Institute of Transportation Engineers (ITE), Trip Generation, 10th Ed.

For Informational Purposes Only

LEVEL OF SERVICE ANALYSIS

Per the 2011 Community Planning Act (HB 7207) developments are not responsible for correcting existing roadway deficiencies. Per Transportation Policy 1.3.12, The County will review the proposed special exception application for safety, adequate ingress and egress, computability, operational issues at impacted intersection and circulation, but will not apply traffic concurrency standards to rezoning.

Roadway	Segment	Existing		Vested Trips ²	Existing + Vested		Project Trips ³	Existing+Vested+Project		A D O L P O T S E D
		PM Peak Trips	LOS ¹		PM Peak Trips	LOS		PM Peak Trips	LOS	
Ocean Boulevard	Higel Avenue to Beach Road	818	D	25	843	D	27	870	D	D

1. Based on 2019 generalized level of service analysis.
2. Based on a 1% growth rate plus any known vested trips for projected build-out year 2022.
3. Based on a distribution of Line 7 PM Peak trips from the Trip Generation Table above.

RECOMMENDED STIPULATIONS

None.

SCAT:

Access to the SCAT Siesta Key Breeze trolley bus service is available within walking distance to the proposed hotel.

Stormwater:

Stipulations

None

Stormwater and Drainage

The site is located within the Roberts Bay North Basin – Coastal Fringe Watershed. Based on the Roberts Bay North Basin Master Plan (Coastal Fringe Watershed), and the Southwest Florida Water Management District (SWFWMD) topographic aerials, sheet flow generally goes north to road collectors along Calle Miramar. Discharge is sent east to a canal, which eventually connects to Roberts Bay; ultimately into the Gulf of Mexico.

Soils

The soil information is based on data obtained from the United States Department of Agriculture (USDA) Soil Conservation Service. It should be noted that this information pertains to ‘natural’ conditions and that the presence of adjacent man-made drainage works can affect wet season water table depth and duration.

Drainage Classification	Soil	Percent of Soil on Site (±)	Depth of WSWT¹ Below Existing Ground Surface (feet)	Months for Wet Season Water Table
Somewhat Poorly Drained or Moderately Well Drained	Canaveral (6) – fine sand, 0 to 5 percent slopes	100	1.0 to 3.0	June to November

1. WSWT – Wet Season Water Table
2. The (+) indicates that the water is above the ground surface and these soils are generally located in depressional areas and poorly defined drainageways.

Floodplain Information

The table below describes floodplain information for the subject property:

Federal Emergency Management Agency’s (FEMA) Flood Insurance Rate Map (FIRM) Panel 12115C0139F	Percent (%) of Property (±)
Zone AE, areas inundated by the one percent annual chance (100-Year) flood with base flood elevations determined (Elevation 10 feet NAVD88)	2.49
Zone AE, areas inundated by the one percent annual chance (100-Year) flood with base flood elevations determined (Elevation 11 feet NAVD88)	74.71
Zone VE, coastal areas subject to inundation by the one percent annual chance (100-Year) flood event with additional hazards due to storm-induced velocity wave action. Base flood elevations derived from detailed hydraulic analyses.	22.80
Roberts Bay North Basin Master Plans (Coastal Fringe Watershed), and SWFWMD Aerial Topography	Percent (%) of Property

Future Land Use Policy 1.2.5 from the Sarasota County Comprehensive Plan allows development within the 100-year floodplain as long as the function of the floodplain is protected through floodplain compensation. Floodplain compensation must meet the requirements of the Unified Development Code (UDC) and will be examined at the time of Site and Development Plan/Construction Plan Approval.

Flooding History for the Area

A review of the Public Works Business Center Neighborhood Response Team (NRT) database and Staff reports indicates a few reports of flooding incidents within the 750 feet of the property site.

In September 1999, east of the subject sites, flooding was noted at 400 Canal Road. No additional information in the NRT database was provided regarding how this issue was resolved.

In September 1999, northeast of the subject sites, flooding was noted at 296 Island Circle. No additional information in the NRT database was provided regarding how this issue was resolved.

In August 2014, northeast of the subject sites, flooding was noted at the intersection of Avenida Del Norte and Avenida Madera. Storm drain clogged up at Avenida Del Norte and Canal Road, as well as Avenida Madera municipal parking lot entrance. No additional information in the NRT database was provided regarding how this issue was resolved.

It is noted that there were several requests for general maintenance not related to flooding (i.e., potholes, repairs in pavement, mowing, sidewalk repair, traffic sign repair, etc.) within the 750-foot buffer area surrounding the subject site that were addressed by Sarasota County Operations and Maintenance crews.

Site Stormwater Management Plan

The applicant has submitted a Binding Development Concept Plan and application dated December 22, 2020 which illustrated a proposed stormwater management system. The Stormwater Narrative within the application states, "the system will provide for required treatment and flood control volume." On the concept plan notes, the implementation of an underground stormwater vault system is proposed, with anticipated connection to County storm sewer systems along Calle Miramar and Beach Road.

The project site is located within the FEMA Flood Zone VE. No fill is allowed within Flood Zone VE. Please see an excerpt from Sarasota County's Flood Damage Protection Ordinance, Chapter 54, Article XVI, Section 54-516 (b):

Fill. In Zones V1 through V30, and VE, as designated on the adopted Flood Insurance Rate Maps (FIRM) the use of fill for structural support is prohibited. Limited non-compacted fill may be used around the perimeter of the Structure for landscape and aesthetic purposes provided the fill will wash out by storm surge thereby rendering the Structure Free of Obstruction prior to generating excessive loading forces, ramping effects, or wave deflection. The Floodplain Administrator shall approve design plans for landscape and aesthetic fill only after the applicant has provided an engineering analysis by a professional engineer or architect which demonstrates the following:

- a. Particle composition of fill material does not have a tendency for excessive natural compaction,
- b. Volume and distribution of fill will not cause wave deflection to adjacent properties, and
- c. Slope of fill will not cause wave run-up or ramping.

The final engineering plans pertaining to this special exception will provide additional information demonstrating stormwater compliance regarding the Sarasota County Unified Development Code and will be reviewed at the time of site development and construction plan approval.

Stormwater Concurrency Analysis

Stormwater drainage concurrency for new development is based in part on provisions of a new on-site stormwater management system designed to meet current level of service requirements of the Sarasota County Comprehensive Plan and Unified Development Code (Ordinance No. 2018-047). Final determination of stormwater drainage concurrency is deferred to the time of the Site Development Plan / Construction Plan Approval.

At the time of Site Development Plan / Construction Plan Approval, the applicant must demonstrate that the proposed project shall not cause any adverse impacts to off-site property and shall not worsen any existing off-site drainage problems in order to obtain Construction Authorization.

At the of site development, the applicant must also demonstrate consistency with the following stormwater policies in the comprehensive plan.

- **Future Land Use Policy 1.2.5** – No development order shall be issued which would permit unmitigated development in 100-year floodplains, as designated on Federal Emergency Management Agency Flood Insurance Rate Maps or adopted County flood studies, or on floodplain associated soils, defined as Soils of Coastal Islands, Soils of the Hammocks, Soils of Depressions and Sloughs, and Soils of the Floodplains and shown in Map 1-2 of the Future Land Use Map Series, that would adversely affect the function of the floodplains or that would degrade the water quality of water bodies associated with said floodplains in violation of any local, State, or federal regulation, including water quality regulations.
- **Water Policy 1.2.2** - The county shall require that the treatment of stormwater discharge meet standards which will ensure that there will not be adverse impacts on the quality of natural surface waters.
- **Water Policy 1.3.1** - No permit shall be issued for new development which will result in an increase in demand upon deficient stormwater facilities prior to the completion of improvements needed to bring the facility up to adopted level of service standards.
- **Water Policy 1.3.2** – Stormwater Level of Service:
 1. Stormwater Quality: no discharge from any stormwater facility shall cause or contribute to a violation of water quality standards in waters of the State s provided for in County Ordinances, Federal Laws and State Statutes. Water quality levels of service shall be set consistent with the protection of public health, safety, and welfare and natural resources functions and values.

To protect water quality and maintain stormwater quality level of service standards:

- a. The county shall implement Watershed Management Plans consistent with the deferral NPDES requirements.
- b. New and existing industrial activities (as defined in the National Pollutant Discharge Elimination System regulations for stormwater) shall develop and implement a Storm Water Pollution Prevention Plan (SW3P) for such activity.
- c. No discharge from any stormwater facility shall cause or contribute to a violation of water quality standards in waters of the State as provided for in County Ordinances, Federal Laws and State Statutes. To meet this requirement:
 - i. All stormwater management systems for new development and re-development shall include features to minimize pollution from oil, suspended solids, and other objectionable materials. Such features shall be designed to treat the runoff resulting from the first one (1”) inch of rainfall. Stormwater systems shall include additional measures designed to reduce floating and suspended solids to a minimum. Higher

design criteria for water treatment shall apply if such criteria are necessary to meet and maintain the level of service or to protect water bodies (such as potable surface waters or Outstanding Florida Waters) which require higher levels of protection. The higher design criteria shall be based on a treatment system that treats 1.5 times the volume required for the selected treatment system or equivalent.

- ii. New development and re-development shall provide mitigation measures and best management practices to control pollutants specific to the pollutant characteristics of the proposed land use consisting of Best Management Practices shown to be effective in controlling the specific pollutants characteristic of the type of new development.
- iii. All development shall meet and be consistent with requirements in the Basin Master Plan.
- iv. Mitigation measures and best management practices relating to drainage shall be used during construction activities to ensure that water quality is not degraded during the land clearing and construction of development. No cutting, clearing, grading, or filling shall be accomplished on any site under development unless appropriate devices have been installed to minimize pollution from objectionable materials, to control erosion, and to remove sediment from surface water runoff. Appropriate techniques shall also be utilized to stabilize and revegetate disturbed areas as soon as possible.
- d. Best management practices shall be encouraged for intense agricultural land use practices that negatively impact water quality.
- e. The county's Basin Master Plans shall include an evaluation of pollutant loading.

2. Stormwater Quantity: Stormwater management systems shall provide for adequate control of stormwater runoff. The Stormwater Quantity Level of Service shall be:

STORMWATER LEVEL OF SERVICE AND DESIGN CRITERIA

Florida Reference (buildings, roads, and sites)	Level of Service (flood interval in years)
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I. Buildings

A. Emergency shelters and essential services	>100
B. Habitable	100
C. Employment/Service Centers	100

II. Road Access: roads shall be passable during flooding. Roadway flooding <6" depth at the outside edge of pavement is considered passable.

A. Evacuation	>100
B. Arterials	100
C. Collectors	25

D. Neighborhood	10
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III. Sites: flooding refers to standing water in agricultural land, developed open or green space (yards and parking lots, etc.) and undeveloped lands designated for future development. This does not include areas incorporated into the stormwater or Basin Master Plans as flow ways, floodplain, or flood storage areas.

A. Urban (>1 unit/acre)	5
B. Rural	2

IV. The water quantity level of service can be adjusted to allow for greater amounts of flooding of roads and sites if the flooding is provided for in a Basin Master Plan or as part of a stormwater management system design and does not adversely impact public health and safety, natural resources or property. The level of service for existing development and for improvements to existing roadways may be adjusted based on existing conditions such as adjacent topography, and economic and social impacts.

2. The requirements to maintain stormwater quantity level of service standards are stated below:
 - a. New developments shall be designed to maintain the water quantity level of service standard and to minimize adverse stormwater impacts. Stormwater runoff shall not be diverted or discharged in such a way as to cause an adverse increase in off-site flood stages or have an adverse impact upon natural system values and functions. Stormwater management plan designs shall provide for the attenuation/retention of stormwater from the site. Water released from the site shall be in such a manner as to ensure that no adverse increases in off-site flood stages will result for up to and including a 100-year, 24-hour storm. The County shall pursue opportunities for off-site public or private regional stormwater attenuation/retention facilities to be used to accomplish stormwater attenuation requirements.
 - b. Until drainage improvements are made to upgrade the level of service, developments in basins identified through Basin Master Plans as not meeting the Level of Service shall limit the rate of runoff after development to the drainage system capacity by limiting the 100-Year, 24-Hour post-development runoff rates to the apportioned downstream flow capacities which do not cause flooding of residential structures.
 - c. Best management practices shall be encouraged for intensive agricultural land use practices which substantially increase runoff rates.
 - d. All new development and stormwater management systems shall meet and be consistent with the requirements in the Basin Master Plans, and Watershed Management Plans.
 - e. Sarasota County shall provide design standards for Low impact development (LID) measures to mitigate the effect of impervious surfaces and stormwater pollutants on increased runoff volumes, LID design measures may include, but are not limited to, bio-retention, detention with biofiltration, pervious pavement systems, green roofs, rainwater/stormwater harvesting, etc.

Water Policy 1.3.5 - Development shall provide for easy maintenance of outfalls for discharge of drainage.

Resource Protection:

Overview:

The applicant request two Special Exceptions on multiple parcels for a transient accommodation (hotel) and to increase the height of a hotel in the CI/SKOD above 35ft. During review of the subject petition, Sarasota County's Environmental Protection Division inspected the subject properties (220 Calle Miramar, Sarasota County, FL 34242 PID: 0080240013). The parcels are currently being utilized as on-ground parking, multi-family apartments and office uses. The sites have no native habitats.

Project Analysis:

Native Habitat

The parcels have no native habitats on site.

Grand Trees and Other Trees

During a staff inspection of the property no Grand Trees were identified.

During the site and development plan process, the applicant will be required to meet the requirements of the Tree Protection Ordinance. As part of this review, the applicant will be required to implement the principles of avoidance and minimization in addressing impacts to trees. In addition, if tree removal is proposed, the applicant must demonstrate that the Tree Removal criteria have been met. The applicant will also be required to implement Best Management Practices (e.g. tree barricades) to minimize impacts to trees during development.

Wildlife Protection

During the above-mentioned site inspection, Environmental Protection Division staff did not identify any endangered, threatened or species of special concern on site.

Policy 2.1.3. of the Environment Chapter of the Comprehensive Plan requires that development order applicants consult with appropriate agencies and use recognized sampling techniques to identify endangered, threatened, and species of special concern. A professional wildlife survey will be required during the site and development plan or preliminary plan approval process to identify any listed wildlife species occupying the subject property.

Comprehensive Plan Analysis:

Staff of Sarasota County's Environmental Protection Division (EPD) office finds the subject petition consistent with relevant elements of Volume 1, Chapter 1, The Environment, of the Comprehensive Plan.

- **Principles for Evaluating Development Proposals in Native Habitats.**
- **ENV Policy 1.1.1.** - Review all development proposals for consistency with the "Principles fro Evaluating Development Proposals in Native Habitats."
- **ENV Policy 1.3.1.** - When land development involves the conversion of native habitats, the county's open space requirements shall be fulfilled first with habitats required to be preserved, then with habitats that should be conserved then with other allowable types of open space. Open space shall be determined by applying the "Principles for Evaluating Development Proposals in Native Habitats," and shall focus on maintaining a network of connectivity throughout the landscape, favoring higher functioning habitat areas. Planted and maintained littoral zones may be credited toward the open space requirement as permitted by the county zoning regulations. The county may consider alternatives to conserved habitats or other allowable open space that clearly demonstrate, through planned development designs and environmental management plans, greater native habitat function and value and connectivity.

- **ENV Policy 1.3.2.** - Development and infrastructure shall be configured or designed to optimize habitat connectivity, minimize habitat fragmentation, and minimize barriers to wildlife movement. Where deemed necessary by the County, configuration shall include artificial corridor components.
- **ENV Policy 2.1.3.** - Require development order applicants to use recognized sampling techniques to identify listed species. Prior to conducting any activities that could disturb listed species or their habitat, require development order applicants to consult with the appropriate wildlife agencies and provide documentation of such coordination to the County.

Recommended Stipulations:

N/A

Air and Water Quality:

Background:

The applicant is seeking a Special exception to allow for a hotel in a CG/SKOD zone district. This site is currently developed with an office, multi-family apartments and commercial parking uses.

Analysis:

Staff reviewed available records and found nothing to imply the presence of pollution-related environmental issues. Potential sources of pollution generated during development will be addressed through the review of subsequent building / Site Development permits.

Comprehensive Plan Analysis:

- **ENV Policy 1.4.1** – The county shall work to reduce pollution entering the environment and to restore contaminated sites.
- **ENV Policy 3.1.1** – The air quality standards in county ordinances shall be enforced.
- **ENV Policy 3.2.1** – Protect and conserve surface and groundwater resources.
- **ENV Policy 3.2.2** – Coordinate with other governmental and private entities to protect and conserve water resources.
- **ENV Policy 3.2.5** – Monitor the surface and ground water during the development to monitor the cumulative impacts of the development on the stormwater runoff and water quality.
- **FLU Policy 1.2.2** – All development must be consistent with the Environment Chapter.
- **FLU Policy 1.2.2(A)** – Protect environmentally sensitive lands, conserve natural resources, protect floodplains, maintain or improve water quality, and open space.
- **FLU Policy 1.2.5** – No development order shall be issued which would permit unmitigated development in 100 year floodplains, as designated on Federal Emergency Management Agency Flood Insurance Rate maps or adopted County flood studies, or on floodplain associated soils, defined as Soils of Coastal Islands, Soils of the Hammocks, Soils of Depressions and Sloughs, and Soils of the Floodplains and shown in Map 1-2 of the Future Land Use Map Series, that would adversely affect the function of the floodplains or that would degrade the water quality of water bodies associated with said floodplains in violation of any local, State, or federal regulation, including water quality regulations.

- **Water Policy 1.2.1** – The county shall implement its Watershed Management Plan consistent with the National Pollutant Discharge Elimination System (NPDES) permit issued by FDEP.
- **Water Policy 1.2.2** – The County shall require that the treatment of stormwater discharge meet standards which will ensure that there will not be adverse impacts on the quality of natural surface waters.

Recommended Stipulation(s):

None

Findings of Fact:

Staff of Sarasota County’s Environmental Protection and Air and Water Quality Division finds the subject special exception petition consistent with relevant elements of Volume 1, Chapters 1, 7, and 12 of the Comprehensive Plan. Final determination of Environmental Protection and Air and Water Quality concurrency is deferred to the time of Site Development Plan / Construction Plan Approval.

Utilities:

Stipulations

None

Utilities Planning:

The proposed Calle Miramar & Beach- Siesta Key Hotel will be served by Sarasota County potable water and wastewater service. The project will extend the adjacent systems to serve the project. Reclaimed water is not currently available to the site. DEP water and wastewater permits are required, as are Right-of-Way Use and Sarasota County Utilities Construction permits. The development is responsible for providing all additional on-site and off-site infrastructure that will be needed to serve the project.

Utilities	Franchise or Utility
Potable Water	Sarasota County
Wastewater Disposal	Sarasota County
Reclaimed Water	Not Available

Zoning Use	Number of EDUs**	Water Flows (GPD)	Wastewater Flows (GPD)
Current Use	??	0	0
Proposed Use	90	22,500	18,000

All flows are shown in Gallons per Day (GPD) / Water = 250 GPD per Unit / Sewer = 200 GPD per Unit

****Equivalent Dwelling Unit – The utilization of capacity that represents the potential of creating a system demand equal to that of a single-family residence.**

Potable Water

Potable water service will be provided by Sarasota County Public Utilities which has adequate capacity to serve the proposed development. The potable water system shall be extended and improved in accordance with Sarasota County's Water Supply Master Plan, and Unified Development Code. Potable water booster pumps will be required in order to provide adequate fire flows to the hotel. Upgrades and improvements to the existing potable water system may be required in order to serve the proposed hotel.

Wastewater

The wastewater collection system shall be extended and improved in accordance with Sarasota County's Wastewater Management Plan, as well as its Unified Development Code. Wastewater collection will be accomplished through the extension(s) of existing gravity service in a manner that accommodates the further extension of wastewater service to adjoining areas. The sanitary sewer system will need to be modeled to the Siesta Key Master pump station (LS-108-0726) in order to verify capacity in the system. Upgrades and improvements to the existing sanitary sewer system may be required in order to serve the proposed hotel.

Non-Potable Irrigation

Reclaimed water is not available to this parcel. Irrigation infrastructure shall be designed to accept reclaimed water when it becomes available to the area. Non-potable irrigation demands shall be met through a hierarchy of (1) demand management strategies, (2) reclaimed water, (3) rainwater or stormwater. Only after a Development demonstrates to Sarasota County that these measures are insufficient can community ground water wells be considered as a supplement to these other strategies.

Historical Resources:

The two 1925 structures located at 214 Calle Miramar (PID # 0080-24-0015), and the 1948 structures located at 220 and 226 Calle Miramar (PID #'s 0080-24-0013 and 0080-24-0014), will need to be recorded on the Florida Master Site File (FMSF) prior to demolition and development approval. In addition, the FMSF for the recorded structure at 221 Beach Rd (PID# 0080-24-0020) will need to be updated. All are part of the Miramar development, one of the earliest developments on Siesta Key.

Fire Marshal:

The following will be required as part of the PS/DS submittals:

- 1) Proposed placement of fire hydrants and fire department connections (FDC) shall be shown on the Master Utility plan. Fire hydrant placement and requirements must comply with NFPA 1, 18.5.2. Care shall be taken to locate hydrants at intersections or property corners. Fire hydrants shall be conspicuous and accessible.
- 2) The FDC shall be freestanding and make connection on the system side of the riser above the main control valve. There shall be a fire hydrant no closer than 20 feet or further than 100 feet from the FDC as measured by hard surface travel; NFPA 14 (6.4.5.4).
- 3) Provide turning templates showing traffic flow for fire apparatus having an overall length of 47' (including platform overhang), a 21' wheelbase, a 38 degree inside cramp angle, a bumper swing clearance of 45', a platform swing clearance of 46' and an SAE turning radius of 39½'.
- 4) NFPA 241- 7.5.5.1 - Every building shall be accessible by fire department apparatus by means of roadways having an all-weather driving surface of not less than 20 ft. of unobstructed width, having the ability to withstand the live loads of fire apparatus (32 tons), and having a minimum of 13 feet 6 inches of vertical clearance.

The following will be required on the cover page and Master Utility plan:

- 1) ALL projects & work shall comply with the currently adopted edition of the Florida Fire Prevention Code (FFPC) and applicable codes and standards. NFPA 1 Chapters 16 & 18 and NFPA 241 compliance required. Lack of comment from reviewer does not relieve design professionals and/or builder/contractors from complying with these codes and standards.
- 2) Per NFPA 1 and NFPA 241 for building construction sites, underground water mains and hydrants shall be installed, completed, and in service prior to bringing combustible materials on site and/or commencement of building construction.
- 3) NFPA 241- 7.5.5.2 - Access for use of fire department apparatus shall be provided to the immediate job site at the start of the project and maintained until completion.
- 4) 7.5.5.5 - The required width of access roadways shall not be obstructed in any manner, including obstruction by parked vehicles.
- 5) NFPA1- 16.4.3.3.2 Where required by the AHJ, in buildings under construction, a standpipe system, either temporary or permanent in nature, shall be installed in accordance with NFPA 1-16.4.3.3.2.1 through 16.4.3.3.2.10. Temporary standpipes shall remain in service until the permanent standpipe installation is complete (NFPA 241- 8.7.4.2.9.)
- 6) NFPA 1- 16.3.4.5: In all buildings over one story in height, at least one stairway shall be provided during construction that is in usable condition and that meet the requirements of NFPA 101. This stairway shall be extended upward as each floor is installed in new construction.
- 7) NFPA 1- 11.10.1: In all new and existing buildings, minimum radio signal strength for Fire Department communications shall be maintained at a level determined by the AHJ. A Radio Communication Enhancement System (RCES) drawing and narrative identifying all critical and non-critical areas shall be submitted with building permit application.
- 8) Installations of fire sprinkler, fire alarm, underground fire main, RCES and pre-engineered suppression systems all require separate permits by Florida certified fire system contractors.
- 9) Fire Sprinkler and Fire Alarm system design criteria in a narrative form and/or lay-out drawings shall be signed and sealed by a Professional Engineer per FAC 61G15-32.004 (sprinkler) and FAC 61G15-32.008 (alarm) and shall accompany the Building Construction Plans.

School Board:

N/A

CONCURRENCY SUMMARY REPORT

Project Name: Unified Development Code Text Amendment No. 32/Special Exception Petition No. 1824

Report Date: October 27, 2021

Facility Type	Concurrent	Not Concurrent	Concurrent with Conditions	Not Applicable
Parks	✓			
Stormwater				Deferred
Solid Waste	✓			
Mass Transit	✓			
Potable Water	✓			
Sanitary Sewer	✓			
Schools				✓

Compliance with the following stipulations (if any) represents the circumstances under which this project may be deemed concurrent:

Approval of this development permit application is not a final development order as specified in Sarasota County's Concurrency Management System Regulations. Concurrency findings regarding the availability of adequate public facilities and services made at this stage in the concurrency review process do not guarantee that adequate public facilities or services will be available at subsequent stages in the concurrency review process for this development.

PLANNING COMMISSION FINDINGS OF FACT

1. The proposed use **is** consistent with the intent, goals, objectives, policies, guiding principles, and programs of the Comprehensive Plan;
2. The proposed use **is** compatible with the existing land use pattern and designated future uses;
3. There **are** adequate public facilities available consistent with the level of service standards adopted in the Comprehensive Plan and as defined and implemented through the Sarasota County Concurrency Management System Regulations, Chapter 94, Article VII of Exhibit A, of the Sarasota County Code;
4. The proposed use, singularly or in combination with other special exceptions, **will not** be detrimental to the health, safety, morals, order, comfort, convenience, or appearance of the neighborhood or other adjacent uses by reason of any one or more of the following: the number, area, location, height, orientation, intensity, or relation to the neighborhood or other adjacent uses;
5. The proposed use **will** be adequately buffered to effectively separate traffic, visual impact, and noise from existing or intended nearby uses;
6. The subject parcel **is** adequate in shape and size to accommodate the proposed use; and
7. The ingress and egress to the subject parcel and internal circulation **will not** adversely affect traffic flow, safety, or control.
8. The subject parcel **is** adequate to accommodate the height and mass of any proposed structure(s).

PREVIOUS PETITIONS FILED / OTHER APPLICABLE REGULATIONS

None