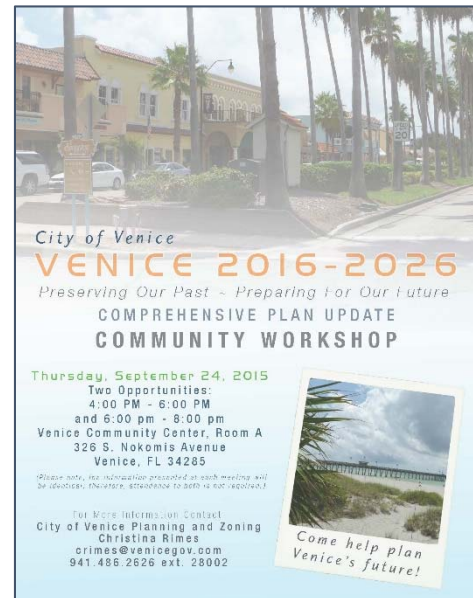


## Community Workshop and Comprehensive Plan Kick-Off

The City of Venice “kicked-off” the review and update of the Comprehensive Plan by hosting two Community Workshops on September 24, 2015. These workshops provided an initial opportunity for the public to provide their thoughts and ideas for consideration, and also provide the public with a broad approach on the Plan’s Next Steps. The Workshops began with an introduction about the Comprehensive Plan process, provided basic information about the existing Plan, and also upcoming opportunities for public input and comment, including an online survey. At the conclusion of the presentation, attendees were given the opportunity to provide comments at four (4) “Table Tops” including areas/items of interest and concern as well as providing general comments for the project team’s consideration. The “Table Tops” included:

- Community Character
- Transportation
- Economic Vitality
- Parks and Recreation Areas



In addition to the Topic Comment Cards, each Table Top asked attendees to identify specific items/areas of interest to them on a large scale map which provided a quick visual reference of these areas at the City-wide level. Specifically, attendees were asked:

- Community Character – where would you like to see new residential? or non-residential development? where should redevelopment occur? is there a cultural asset that should be preserved?
- Transportation – where are new bike lanes needed? where is a new (improved) traffic signal needed? where should parking be located? where should a new sidewalk be installed?
- Economic Vitality – where should there be new or enhanced employment centers/areas?
- Parks and Recreation Areas – where should a new park be provided? is there an existing park needing improvement? are there areas of recommended environmental protection?

Attendees at the Community Character Table Top were also asked to provide their thoughts on a Community Character Preference Survey. This survey asked individual preferences (building and uses) on four categories including: Residential, Non-Residential, Streets, and Miscellaneous. A summary of the Workshops, activities and comments received is provided below. Comments received after the Community Workshop are identified as “Responses Received 10/1 through 10/15” (Note: no comments have been received since 10/15).

Comments received as part of the respective Workshop are provided in Appendix 1 as follows:

- Appendix 1: Topic Cards/Comments (4-6 p.m.)
- Appendix 2: Map Exercise (4-6 p.m.)
- Appendix 3: Topic Cards/Comments (6-8 p.m.)
- Appendix 4: Map Exercise (6-8 p.m.)

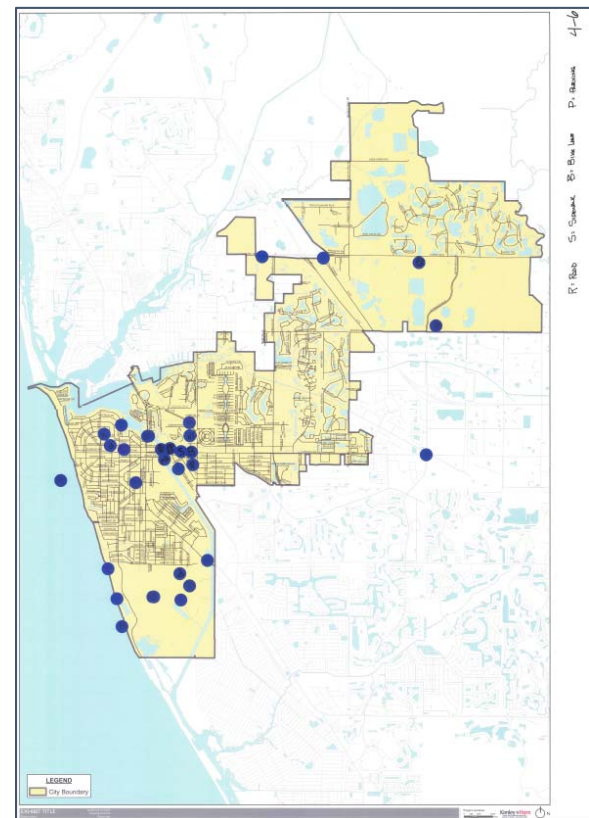
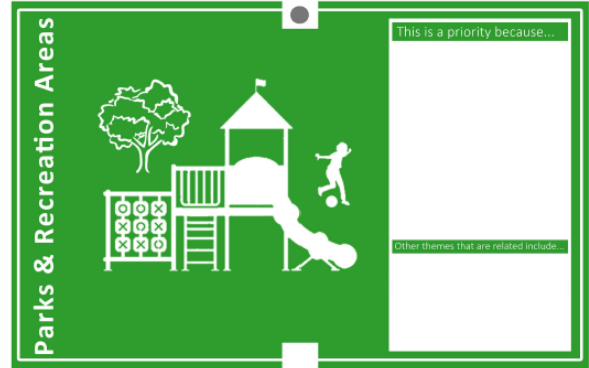
## Community Workshop 4-6 p.m.

Approximately 74 persons attended the Community Workshop, 4:00 p.m. – 6:00 p.m. session. City staff and the City's consultants provided a brief overview of the workshop format, the current Comprehensive Plan and also the next steps/Neighborhood Workshops.

At the conclusion of the presentation, attendees were given the opportunity to provide comments at the four (4) "Table Tops". Over 40 percent of the comments received during this session focused on Transportation related items with Community Character comprising approximately 30 percent. Parks and Recreation comments garnered 18 percent with the remaining 11 percent of comments received centered on Economic Vitality.

Comments received ranged from the need for more diversity in housing within the City, increased transportation choices, opportunities to limits on development and redevelopment on the Island. **Transportation** related issues garnered the most number of comments. Approximately one-half of the comments received during this workshop included some item specific to transportation (bike, ped, vehicular). Specific comments and recommendations included recommendations to provide parking "off-island" and provide a trolley service connecting the parking facilities to the downtown. Specific areas identified for multi-modal improvements included E. Venice Avenue between the bridge and US 41, increasing the number of sidewalks (and improving the existing sidewalk system). Additional transportation related comments recommended improvements to the City's streets providing for bike and walking oriented amenities. Additional transportation related comments included providing a bike program, making allowances for golf carts, and improvements to the Venice Avenue Bridge. Results were mixed on the airport and ranged from "support and enhance the airport" to "relocate the airport off of the island" and redevelop the area with hotel(s), marina, retail and a parking structure. Some "cross-over" comments (i.e., those which cross between both transportation and community character) included the provision for parking facilities (structures) either on or off the island; where off the island, it was noted a trolley or other downtown connector was needed.

Approximately one-third of all comments were received as part of the **Community Character** table. Comments received included recommendations for providing a diversity in housing, limiting business expansion and other development on the



island, and supporting, and enhancing the Seaboard business neighborhood. Additional comments included preserving the historical character of the island and ensuring home ownership out numbers rental units. Comments were also received about providing (allowing) a hotel on the island. Similar to the airport, there were diverse comments received on the redevelopment of the E. Venice Avenue corridor, primarily from the bridge to US 41. Comments varied from preserving the small businesses to providing a suitable business/industrial park elsewhere in the City and allowing the Seaboard area to redevelop as a mixed use neighborhood utilizing current development standards.

**Parks and Recreation Areas** provided less than one-fourth of the total comments; however, one comment, recommending improvements in the City's existing parks ranked as one of the highest individual comments. Specific parks identified as part of the comments included Venezia, Centennial Park and the park adjacent to the E. Venice Avenue Bridge. One comment received requested (identified) the need for additional parks facilities within the Knight's Trail area. Other comments centered on the preservation and enhancement of the beach facilities. One cross-over comment between Parks and Community Character included restricting high-rise development along the beach areas.

Comments received concerning **Economic Vitality** centered on tourism, providing a hotel on the island and also allowing for entertainment/festivals/events. Tourism comments were mixed between encouraging and supporting tourism whereas another comment recommended limiting tourism and its impacts. One comment received noted that the preservation of historical character on the island was a component of the City's economic vitality (refurbish rather than replace). This comment was also noted by a participant at the Community Character table.

Specific comments received are provided in the **Appendix 1** and **Appendix 2**.



## Community Workshop 6-8 p.m.

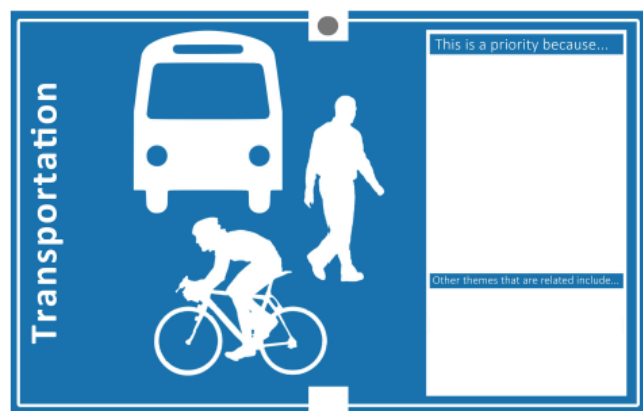
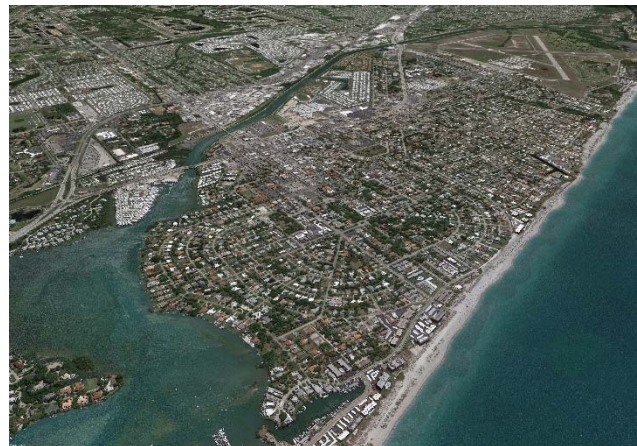
The second Community Workshop had approximately 22 persons attend and provide comments to the City staff and consultants. This Workshop used the same format as the previous Workshop including a brief overview of the workshop format, the current Comprehensive Plan and also the next steps/Neighborhood Workshops.

The Table Top topics from the first Workshop were used to gain community comments and input which provided for consistency in the topics and comments received. Although fewer persons attended the Workshop, almost an equal number of comments were received (89 versus 71). Approximately 32 percent of the comments received during this session focused on Community Character with Transportation related comments comprising almost 30 percent. Parks and Recreation and Economic Vitality comments garnered approximately 20 percent and 18 percent respectively.

Comments received as part of the **Community Character** table included recommendations for preserving the City's historic character, providing for affordable housing and providing for off-Island parking. Additional comments included providing additional sports fields, attracting new businesses (need to attract), Venice Avenue should be pedestrian oriented, providing a community garden, develop (create) town centers at the Jacaranda and Laurel Road interchanges, and providing an amphitheater on the Intercoastal Waterway (ICW).

**Transportation** related issues were similar to the previous Workshop in that the majority of comments focused in on bike lane improvements and off-island parking solutions. The bike lane improvements were specifically identified along U.S. 41 Bypass, Laurel Road and Pinebrook Road. Specific comments also identified traffic congestion as an issue along the Venice Bridge/Venice Avenue, Tampa Avenue, Miami Avenue including the request to remove on-street parking in these areas.

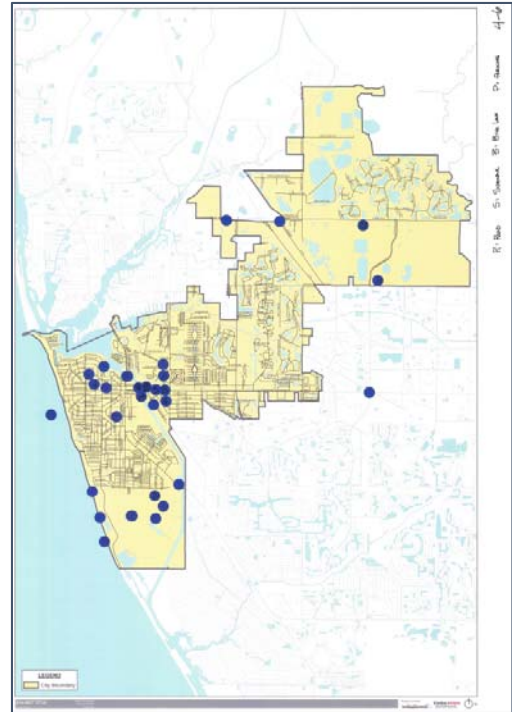
**Parks and Recreation Areas** provided twenty percent of the total comments most of which focused on the need for new parks and sports fields (Old Ringling Park and the Circus Property). There were a significant number of these Parks comments which identified the importance of preserving wildlife corridors, Curry Creek and protecting the



wetlands and rural areas off of Border Road. These comments also identified the need to provide a connection to the Myakka in this area and identified Border Road as the gateway to the preserves. The comments received specific to creating new parks and sports fields also were identified in the Community Character comments.

**Economic Vitality** received a variety of comments ranging from off-island parking, the need for affordable housing (providing housing for Venice's workers), improving current business while attracting new businesses and businesses were constrained on the island. Similar to the first workshop, comments were received, both pro and con, specific to the airport. The comment relative to the need for affordable housing and providing for off-island parking were also noted by participants at the Community Character table; off-island parking was also noted at the Transportation Topic Table.

Specific comments received as part of this Workshop are provided in **Appendix 3** and **Appendix 4**.



## Community Character Preference Survey

### Residential

	Community Workshop 4-6 p.m.	Community Workshop 6-8 p.m.	Post Community Workshop *	Total
a	9	2		11
b	4	2	1	7
c	4	2	1	7
d	2	3		5
e	2	3		5
f	7	5	2	14

### Non Residential

	Community Workshop 4-6 p.m.	Community Workshop 6-8 p.m.	Post Community Workshop *	Total
a	3	1		4
b	14	7	1	22
c	3	1		4
d	1			1
e	10	8	2	20
f	1		1	2

### Streets

	Community Workshop 4-6 p.m.	Community Workshop 6-8 p.m.	Post Community Workshop *	Total
a	2		1	3
b	4	4		8
c	3		1	4
d	9	1	1	11
e	5	4	1	10
f	3	4	1	8

### Miscellaneous

	Community Workshop 4-6 p.m.	Community Workshop 6-8 p.m.	Post Community Workshop *	Total
a	6	1	0	7
b	7	7	2	16
c	4	3	1	8
d	9	7	1	17
e	14	7	2	23
f	3	1	0	4

\* = Comments Received 10-1 through 10-15

Workshop Attendees were given the opportunity to share their thoughts on the type and look of development within the City through a "Community Character Preference Survey" (see page 8). Attendees were asked to pick up to three (3) images in each category of building types/look they would like to see more of within the City of Venice. Categories included Residential, Non-Residential, Streets and Miscellaneous. Each of the categories included different types of development ranging from types of residential housing (single family detached, townhouses and apartments) to non-residential buildings with different styles, height and type (commercial/strip center, downtown commercial, town center).

The results of each session, and comments received Post Community Workshop, are provided in the charts to the left. The Results are summarized below based on the respective session.

### Community Workshop 4-6 p.m.

Residential: The majority of respondents identified their preference for single family attached residential/townhomes (Image a) followed by single family detached residences (Image f). Duplexes/paired villas (Image e) and mid-rise/high-rise apartments (Image d) were the least desirable.

Non-Residential: Town Center (Image b) and Downtown type developments (Image e) received the greatest support of the six images provided. Conventional commercial centers (Image d) and single use buildings (Image f) ranked last.

Streets: Varying street designs were provided that included downtown oriented streets which included buildings closer to the street and on-street parking, streets with enhanced bike lanes and conventional neighborhood type streets. Downtown oriented street types with on-street parking (Image d) and conventional neighborhood streets (without sidewalks) (Image e) ranked highest based on the responses received. These street types were followed by gated/neighborhood type streets with increased landscaping (Image b) and existing downtown streets

with on-street parking and a landscape median (Image f).

Miscellaneous: Miscellaneous images represented existing parks and park type facilities found within the City. Neighborhood, urban-type parks (i.e., Ponce De-Leon Park) (Image e) ranked highest amongst the comments received followed by the Venice Train Depot/Venetian Waterway Park (Image d) and Centennial Park (Image b). Athletic fields (Image f) ranked last in the images provided.

### **Community Workshop 6-8 p.m.**

Rankings/preferences received as part of this Workshop were similar to the 4-6 p.m. Workshop for the most part; however, there were some subtle differences. Rankings from this Workshop are provided below.

Residential: The majority of respondents identified their preference for single family attached detached residences (Image f) followed by a tie for duplexes/paired villas (Image e) and mid-rise/high-rise apartments (Image d).

Non-Residential: Downtown type developments (Image e) received the greatest support followed closely by Town Center commercial building types (Image b) and of the six images provided. Conventional commercial centers with increased architectural design (Image c) and taller single use buildings (Image f) ranked last; conventional commercial centers and stand-alone commercial buildings did not receive any votes (Images d and f).

Streets: Varying street designs were provided that included downtown oriented streets which included buildings closer to the street and on-street parking, streets with enhanced bike lanes and conventional neighborhood type streets. Existing downtown streets with on-street parking and a landscape median (Image f), conventional neighborhood streets (without sidewalks) (Image e) and gated/neighborhood type streets with increased landscaping (Image b) received the highest number of votes. Downtown oriented street types with on-street parking (Image d) received one vote and more conventional residential streets did not receive any votes (Images a and c).

Miscellaneous: Miscellaneous images represented existing parks and park type facilities found within the City. The Venice Train Depot/Venetian Waterway Park (Image d), neighborhood, urban-type parks (i.e., Ponce De-Leon Park) (Image e) and Centennial Park (Image b) ranked highest amongst the comments received. Athletic fields and the Legacy Trail images (Images f and a) ranked last in the images provided.

### **Post Community Workshop**

Rankings received after the initial Community Workshop ranked the following Category/Images as their top preference:

Residential: Existing single family residential dwellings (Image f).

Non-Residential: Downtown type developments (Image e).

Streets: All images with the exception of gated neighborhoods received an equal number of votes; gated neighborhoods (Image b) did not receive any votes.

Miscellaneous: Neighborhood, urban-type parks (i.e., Ponce De-Leon Park) (Image e) and Centennial Park (Image b).

# COMMUNITY CHARACTER

## PREFERENCE SURVEY

INSTRUCTIONS: Pick **up to three** images in **each category** below based on what you would like to see more of in the City of Venice. (place a mark in the white circle for each image you choose)

RESIDENTIAL	 a	 b	 c
	 d	 e	 f
NON RESIDENTIAL	 a	 b	 c
	 d	 e	 f
STREETS	 a	 b	 c
	 d	 e	 f
MISCELLANEOUS	 a	 b	 c
	 d	 e	 f

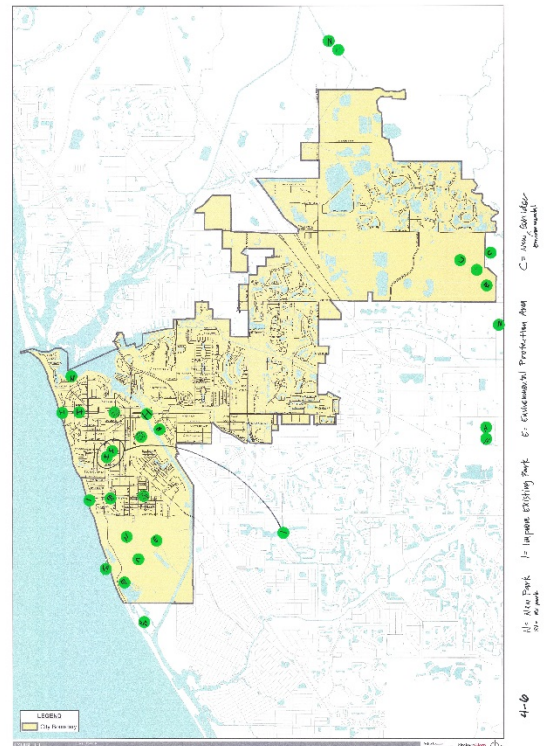
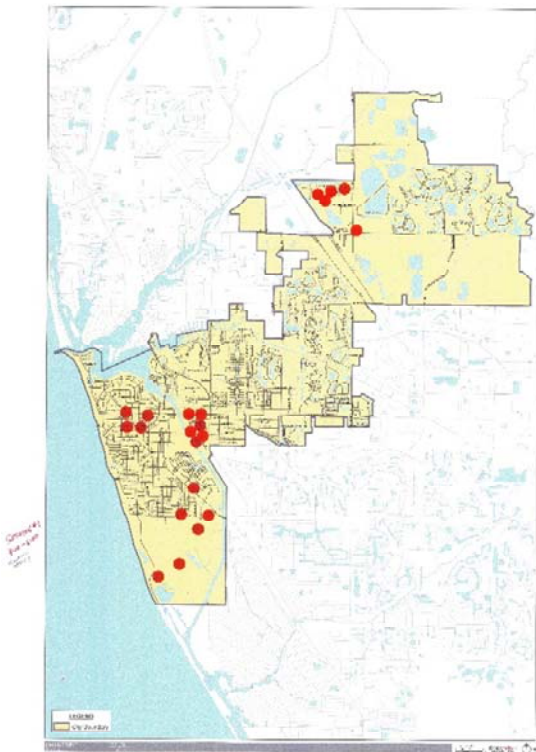
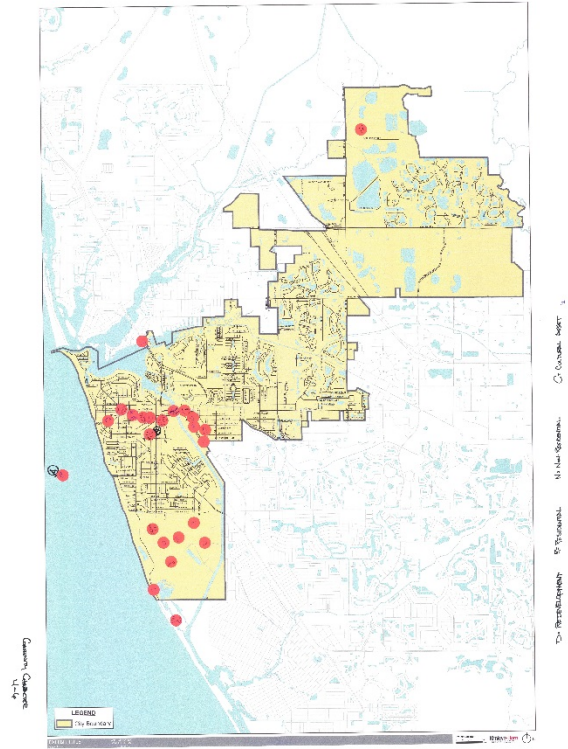
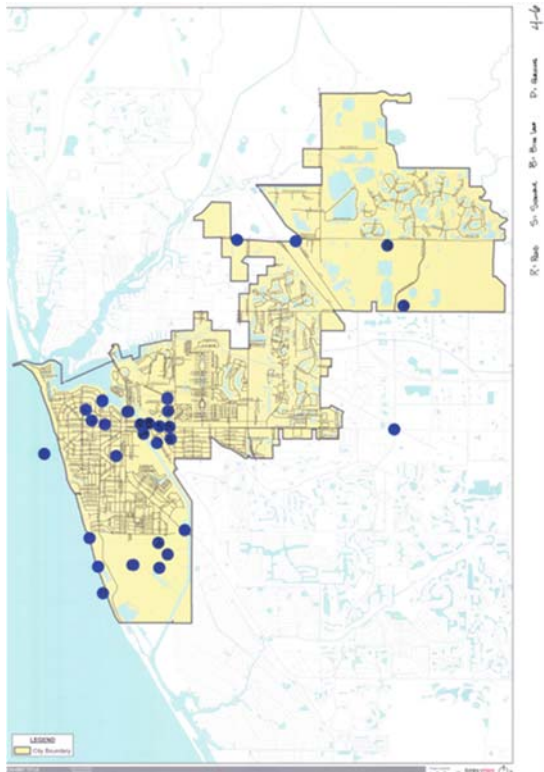
## Appendix 1

### Community Workshop 4 – 6 p.m. (comments received from attendees)

- Need to provide diversity in housing (affordable housing)
- Do not put major developments on Island
- Small businesses need to stay on the island
- More signage is needed
- No more increases in airport traffic
- Off island parking (with trolley/ferry service) is needed
- Develop a cultural center away from the island
- Do not want rentals to outnumber home owners
- The business footprint on island should be contained
- The Airport is an important part of the community
- The City should invest in additional resources for historic preservation
- Restrict heights
- Prefer to see Infill development
- The City should fix/repair the library
- Redevelopment on E Venice Ave should be a focus
- Move the airport
- Preserve the historical character of the island
- Keep high rise development away from the beach
- Seaboard is important
- Limit tourism on island; prefer the island remain residential
- Needs to be a sport complex/gym on island
- Hotel on island is needed
- Encourage tourism
- Allow for entertainment/festivals/events
- Improve Beach aesthetics (preservation, replenishing etc.)
- Currently there is an underutilization of tennis courts
- Improvements of existing parks is needed
- Put rv parking out at Caspersan
- Preserve open space
- Need more active recreation
- Venice Ave bridge needs to be updated
- Passenger/bike ferry wanted
- Concern with the existing parking
- Bike program needed
- Make accommodations for golf carts
- Develop east side of intercoastal with retail
- Continue with airport master plan
- Against downtown parking garage
- Wants bus stop improvements
- Wider bike paths
- Multi development of new areas for development should try for the village concept
- Bike/walking oriented development Streetscape improvements (bike paths, sidewalks etc.)

## Appendix 2

Community Workshop 4 – 6 p.m. (Mapping Exercise – clockwise (blue) Transportation, Community Character, Parks, Economic Vitality)



## Appendix 3

### Community Workshop 6 – 8 p.m. (comments received from attendees)

- There is a need for off island parking
- Preservation of corridors and natural areas
- Bike lane improvements are needed
- Provide for Affordable housing
- Additional sports fields/complex
- Build new parks
- Traffic congestion is an issue
- Preserve historic character
- Roadway improvements are needed
- Signage
- Continue Airport/Aviation Activities
- Attract new business
- Improve current ones (businesses)
- Transportation between off island and island
- Venice Ave. should be pedestrian oriented
- Build new hotels
- Border Rd is a gateway to the preserves
- Provide connection to Myakka
- Pedestrian walking cones, improve walking
- Walkability improvements
- Better enforcement on island to keep growth from obstructing sight
- Need More jobs
- Façade updating (of existing buildings)
- Move the airport
- Constrained business on island (issue/concern)
- Constrained growth
- Development of town centers (at Laurel Road and Jacaranda Boulevard; adjacent to I-75)
- Build an amphitheatre on the intercoastal
- Seaboard (clean up)
- Build a Community Garden
- New Library
- Marketing campaign (“Venice Isle” on I-75)

# Appendix 4

## Community Workshop 6 – 8 p.m. (Mapping Exercise – clockwise (blue) Transportation, Community Character, Parks, Economic Vitality)

