

## Color Coded Summary

The following represents a color-coded analysis of the existing Comprehensive Plan regarding whether the individual Goal, Objective, and Policy has been retained (no highlight), modified/relocated (yellow highlight), or removed entirely (red highlight).

# Future Land Use & Design Element

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**GOAL**      **PROVIDE AN EXCEPTIONAL PLACE TO LIVE, WORK, AND PLAY THROUGH LIVABLE COMMUNITY PRACTICES.**

**Objective 1**      **Livable Community Principles and Practices. Utilize the Venice planning framework's livable community principles and practices as the basis for future development.**

**Policy 1.1**      **Unified Community Character. Promote a positive community image and quality sense of place by establishing a unified community character based on the design, architecture, master planning, and building standards reflected in John Nolen's 1926 General Plan for the City of Venice and Principles of Smart Growth.**

**Policy 1.2**      **Sustainable Development Practices. Provide for the needs of present and future populations by:**

- A. Focusing future growth toward existing development and designated planning areas.**
- B. Promoting green building practices.**
- C. Promoting alternative transportation methods and pedestrian connectivity.**
- D. Minimizing impacts to the natural environment.**

**Policy 1.3**      **Human Scale Design. Design the built environment proportional to human dimensions in terms of the size, height, bulk, and massing of buildings, structures, and landscaping of the built and natural environment.**

**Policy 1.4**      **Live, Work, and Play Choices. Establish mixed use development practices that provide community members opportunities to live, work, and play within close proximity to the City's activity centers.**

**Policy 1.5**      **Compact Development Patterns. Promote sustainable growth and discourage sprawl by utilizing the following land use practices to foster compact development patterns:**

- A. Promote a variety of densities appropriate to geographic areas.**
- B. Promote mixed use developments.**
- C. Establish a grid-pattern street network.**
- D. Identify building height in targeted areas and neighborhood height overlay restrictions.**
- E. Establish build-to lines as appropriate and compatible with the immediate area.**
- F. Establish building set-back requirements as appropriate and compatible with the**

immediate area.

G. Integrate urban trails, transit resources, and sidewalks throughout the community.

Policy 1.6 Traditional Planning. Establish traditional planning practices based on John Nolen's 1926 General Plan for the City of Venice such as mixed land uses, grid street patterns, pedestrian circulation, varied common areas (i.e. courtyards, parks, and public spaces), architectural character, central open spaces, and a sense of community.

Policy 1.7 Distinct Neighborhood Identities. Promote the distinct identities of the City's neighborhoods through the use of neighborhood, sector, and corridor area plans, design districts, overlay districts, entry features, and pedestrian connectivity improvements.

Policy 1.8 Create Parks and Public Spaces. Create parks and public spaces throughout the community by:

A. Locating small neighborhood parks and pocket parks within ¼ mile of residential areas.

B. Encouraging public plazas, courtyards, and other public spaces that interface with and complement private commercial activities.

C. Providing a range of park and recreational activities for the community.

Policy 1.9 Natural Beauty and Habitat Preservation. Protect Venice's natural beauty, preserve its native habitats and conserve its environmental resources by focusing community growth toward existing development and designated planning areas.

Policy 1.10 Transportation Alternatives. Provide transportation alternatives by requiring that developments within activity centers provide opportunities to walk, bike, ride transit, and drive.

Policy 1.11 Neighborhood Character Preservation. Protect the unique character of residential neighborhoods by eliminating incompatible uses and prohibiting the relocation of such incompatible uses if the relocation would result in negative impacts to other existing or proposed residential neighborhoods.

Policy 1.12 Nonconforming Uses. In order to enhance compatibility, promote modern development standards, and preserve the health, safety, and welfare of the residents and property owners of the City, the City will consider options for the elimination of nonconforming uses consistent with the protection of property values, enhancement of neighborhoods, and overall welfare of the community at large.

**Objective 2** Community Design Features. Utilize community design features to address the specific aesthetic, land use, architectural, and character needs of the community. Such standards should consider: community gateways, viewsheds and focal points, public art, streetscape design, landscape design, and façade design.

Policy 2.1 Community Gateways.

*Definition:* Gateways are an architectural feature, hardscape, or landscaping that signifies

a transition between one space and another.

*Policy:* The City shall utilize community gateways to create a memorable and positive first impression of the City, reinforce Venice's unique image and character, and serve as neighborhood entrances.

Policy 2.2 Viewsheds and Focal Points.

*Definition:* A viewshed is an area of land, water, or other environmental element that is visible from a fixed vantage point. Focal points are natural features or built structures (building, statue, public art, fountain, etc.) that attract the viewer's attention. Contrast, location, isolation, convergence and the unusual are used to create viewsheds and focal points.

*Policy:* The establishment of viewsheds and focal points are desired design features for built environments, open space areas, green belts, and community separators. The City shall utilize the site and development process to:

- A. Protect critical viewsheds including the Gulf of Mexico, Intracoastal Waterway, Myakka River, wetland, and other natural areas by ensuring that buildings are sited in a configuration that minimizes obstructions to such views from the community.
- B. Establish terminating vistas, street vistas, and focal points.

Policy 2.3 Public Art.

*Definition:* Public Art includes artistic works created for, or located in, a public space such as parks, street areas, courtyards, plazas, or community buildings.

*Policy:* Promote the quality, visual appearance, and use of Venice's public areas and streetscapes by creating public art projects which reflect the community's character, identity, and heritage (e.g. murals, sculptures, paintings, mosaics, etc.).

Policy 2.4 Public Art Committee. Continue to support the Public Art Task Force Committee, its involvement in the review and evaluation of development proposals, and its role of making recommendations regarding professional standards for artistic quality.

Policy 2.5 Streetscape Design.

*Definition:* Streetscape is the space between the buildings on either side of a street that defines its character. The space is created by the relationship between and composition of the street's buildings, sidewalks, signs, parking areas, and public furnishings.

*Policy:* Utilize the City's planning processes to form a welcoming, safe, and active environment for people by developing a unified streetscape design for each neighborhood and activity center. Each site and development plan should include a streetscape design

that features:

- A. Building setbacks and entrances.
- B. Sidewalk and crosswalk design.
- C. Transit facilities and parking areas.
- D. Public areas such as courtyards, plazas, and pocket parks.
- E. Street furniture such as lighting fixtures, benches, bike racks, bus stop shelters, kiosks, and trash receptacles.
- F. Building, street, and wayfinding signage.
- G. Shade trees and human-scale landscaping.
- H. Pedestrian friendly streets that are easy to navigate or cross and are protected from the elements by shade trees.
- I. Lower speed limits and narrower streets as methods to enhance pedestrian activity.
- J. Pedestrian crosswalk lights.

Policy 2.6 Landscape Design.

*Definition:* A landscape design is a plan that blends the built and natural environment together by incorporating landscape materials into the design and planning of the built environment.

*Policy:* Development projects shall promote community character and resource conservation by incorporating a landscape plan that addresses the development's visual appearance, neighborhood compatibility, and maintenance needs of the development.

**Criteria to consider when developing landscape design plans include:**

- A. Overall visual appeal of landscape design.
- B. Use of drought tolerant native species and plant materials, including low-maintenance groundcovers and perennials to offset carbon emissions and reduce irrigation demand.
- C. Provision of shade and sitting areas.
- D. Buffering of incompatible uses and structures with walls, fencing, and landscaping.
- E. Use of reclaimed water and ability to minimize irrigation schedules.
- F. Suitability of landscaping materials to the site based on the future health and maintenance of the plants, streetscape, and other structures.
- G. Compatibility with abutting and/or adjacent properties.

Policy 2.7 Facade Design.

*Definition:* Façade is a term used to refer to the front exterior of a building or other exterior sides when they are emphasized.

*Policy:* The City shall ensure that building façades are compatible with the surrounding neighborhood and consistent with the architectural character of the Venice community. Façade designs should:

- A. Establish a visually pleasing overall building appearance.
- B. Utilize a hierarchy of vertical and horizontal expressions.
- C. Respond to the lines and forms of adjacent buildings to create a unified street-oriented environment.
- D. Provide a clear and inviting building entrance.
- E. Feature architectural details.
- F. Avoid uninterrupted blank walls.
- G. Encourage the use of recessed doorways and windows.

**Objective 3**      **Community Level Development Standards.** Implement the City's livable community planning framework through the future development of the City's neighborhoods, sectors, and corridors.

**Policy 3.1**      **Land Development Regulations.** Establish land development regulations and development practices based upon the livable community development standards and site plan standards for:

- A. Interconnected transportation design.
- B. Service facilities and infrastructure systems.
- C. Building structures.
- D. Parks and public spaces.
- E. Design and architectural character.

**Policy 3.2**      **Balance of Land Uses.** Ensure that the City has a balance of commercial, residential, green space, and community public space areas by requiring that site and development plans:

- A. Provide appropriate space for commercial, office, and professional uses based upon the needs of the surrounding community.
- B. Address the need for a variety of community housing options for all age groups including rental and owner-occupied multi-family residences, special needs housing, and single-family homes.
- C. Create open green space areas that benefit all community members.
- D. Provide a variety of active and passive community spaces including parks, courtyards, plazas, fountains, playgrounds, beaches, and fields.

**Policy 3.3**      **Natural Environment.** Protect the City's native environment by ensuring that future development mitigates impact on the natural environment by:

- A. Setting aside natural protective upland and wetland areas from development areas where appropriate.
- B. Protecting natural viewsheds, vistas, green spaces, and focal points.
- C. Ensuring development projects only utilize natural areas for low-impact natural activities such as open space, walking trails, picnic areas, and canoe areas.
- D. Preventing sprawl by protecting undeveloped natural habitats and promoting and directing new development, redevelopment, and infill of established areas.
- E. Preserving and maintaining upland and wetland habitats.

**Policy 3.4**      **Pedestrian-Friendly Multi-Modal Transportation Networks.** Provide a variety of transportation alternatives that meet the needs of the City's multi-generational residents, workforce, and visitors by:

- A. Establishing integrated street networks which include walkable short block streets, sidewalks, crosswalks, traffic calming devices, and urban trails network.

- B. Providing bicycle and pedestrian infrastructure and facilities.
- C. Incorporating reduced street width standards.
- D. Providing transit resources and facilities.

Policy 3.5 Public Facility and Services Planning. Provide for the community's public service needs by coordinating future development projects with public service and facility planning by:

- A. Coordinating land development practices with public facility and service planning and budgeting.
- B. Implementing established level of service standards for parks, utilities, schools, and transportation systems.
- C. Ensuring future development pays for its impacts.
- D. Coordinating development practices with the Capital Improvement Schedule.

Policy 3.6 Active Streets. Protect Venice's quality of life and small town character by fostering active streets that feature:

- A. Buildings oriented to the street, civic areas, and other public spaces.
- B. Buildings that define street public space and create sense of enclosure.
- C. Active street-oriented uses such as outdoor cafes, seating areas, public art features, arcades, colonnades, entry porches, and front stoops.
- D. Harmonious design, architectural interest, and unified design character, including wayfinding, lighting, and landscaping.
- E. Lower traffic speeds and volumes.
- F. Incorporation of Crime Prevention through Environmental Design (CPTED) features to promote safety.
- G. On-street parking to buffer pedestrians from traffic.

Policy 3.7 Community Parks and Public Places. Promote livability and social interaction through the development of active, functional, and well-designed community parks and public places by:

- A. Providing a variety of community spaces that meet the multi-generation needs of the Venice community such as picnic and seating areas, gazebos, fountains, playgrounds, sport courts and fields, and beaches.
- B. Incorporating community outdoor spaces within all development projects; locating and sizing these spaces so they are functional and support public interaction and use.
- C. Siting community places that are centrally located, accessible to all community members, and vary in size, composition, and purpose.
- D. Locating parks and public spaces within a ¼ mile of residential areas or mixed use developments.
- E. Incorporating outdoor furnishings, recreational facilities, and other community amenities.
- F. Utilizing landscape and hardscape features to help provide community spaces definition and character.

- G. Establishing a convenient, safe, and accessible urban trail system which connects community places with neighborhoods, activity centers, and other community spaces.
- H. Utilizing shade features such as canopy trees to regulate temperature and improve comfort of outdoor spaces.
- I. Landscaping medians, etc.

**Objective 4** **Block Level Standards for Mixed Use Development.** Promote integrated, mixed use developments by ensuring each site and development plan provides for a variety of uses and design features.

**Policy 4.1** **Active Public Realm and Mixed Use Developments.** Promote engaged communities that foster an active public realm and mixed use developments by encouraging:

- A. Multi-purpose, mixed use developments which seamlessly blend residential, business, and civic uses together.
- B. Building exteriors that face the public street and civic spaces.
- C. Outdoor seating areas, arcades not supporting habitable space, and colonnades.
- D. Integrated natural and built environmental features.

**Policy 4.2** **Human Scale Buildings and Streetscapes.** Promote human scale buildings and streetscapes in which people feel comfortable interacting with the public realm. Human scale buildings and streetscapes are defined as buildings and streetscapes that are compatible with human dimensions and acceptable to public perception and comprehension in terms of the size, height, bulk, and/or massing of buildings, streetscape features, and other components of the built environment. Development features that promote human scale include:

- A. Tiered building heights that define street public space, tapered massing of structures, and creation of a sense of enclosure.
- B. Upper floor balconies.
- C. Eroded building corners on buildings with corner lots.
- D. Entry porches, stoops, and upper floor balconies and windows.
- E. Recessed entrances, entry plazas, and courtyards.
- F. Multiple building entrances oriented to, and interacting, with the street.

**Policy 4.3** **Design Features.** Promote community character by encouraging development projects to include district architectural and landscape design features including:

- A. Varied building designs, colors, facades, and rooflines; within the architectural style.
- B. Landscaping and hardscaping designs that include a street level tree canopy, variety of low plants and landscape materials, coordinated street furnishings, and a wide palette of colors and textures.
- C. Well-designed street windows along business corridors and main streets.

**Objective 5** **Interconnected Transportation Design.** Provide for the needs of pedestrians, bikers, transit riders, and motorists by ensuring each site and development project supports the City's integrated multi-modal transportation network.



**Policy 5.1**      **Multi-modal Accessibility.** Provide varied opportunities for accessing the surrounding community by ensuring that each development proposal addresses the needs of pedestrians, bikers, transit riders, and motorists **by providing:**

- A. Sidewalks and entranceways which allow pedestrians and cyclists to enter the building without crossing auto-oriented driveways, parking lots, and turn lanes.
- B. Bike and pedestrian facilities (i.e., bicycle racks, benches, street lighting, trails, boardwalks, etc.).
- C. Landscape and hardscape features to provide a pedestrian-friendly streetscape and to buffer auto-oriented facilities, public infrastructure, and other incompatible land uses.
- D. Alley-oriented driveways or reduced driveway widths.
- E. Well-defined street cuts, turn lanes, and driveways.
- F. Parking appropriate to the building use and surrounding land areas.

**Policy 5.2**      **Parking Structures and Facilities.** Provide parking facilities compatible with surrounding land uses to meet the auto-oriented needs of the surrounding community **by:**

- A. Designing parking structures and facilities that are compatible with the community's form, architecture, scale, massing, and building materials.
- B. Developing multi-use parking structures with active uses along the street front.
- C. Placing parking areas behind other neighborhood properties to reduce their visibility from the public realm.
- D. Disguising parking structures within well-designed facades to maintain an uninterrupted street block.
- E. Allowing pedestrian access to parking structures from well-defined and lighted gateways.
- F. Utilizing alleys for parking access, as feasible to the site design.

**Objective 6**      **Block Level Standards for Service Facility and Infrastructure Systems.** Provide for the community's public service and utility needs by coordinating the City's land use, public facility, and utility infrastructure planning efforts.

**Policy 6.1**      **Public Service and Infrastructure Systems.** Minimize impact on public services and infrastructure systems by supporting and encouraging **the following** energy and resource efficient building practices:

- A. Green building and sustainable design practices.
- B. Co-location of community service and infrastructure systems, facilities, and operations.
- C. Renewable and alternative energy resources.
- D. Green, recycled, or energy efficient products.
- E. Waste reduction and recycling.
- F. Water conservation and the use of native and Florida Friendly landscaping materials.

- and planting techniques.
- G. Integrated pest management practices.
- H. Implementation of the U.S. Conference of Mayors Climate Protection Agreement.

**Policy 6.2** Service Facilities and Infrastructure Placement. Contribute to the overall design and character of the site plan by buffering the view of incompatible uses and public infrastructure facilities from public areas and viewpoints. Site plan petitions shall consider the:

- A. Location and screening of service areas and mechanical/electrical equipment to reduce their visibility.
- B. Landscape and hardscape design infrastructure buffers that complement the area's architectural features.
- C. Types, styles, and design of trash and recycling enclosures, street furnishings, signs, and lighting systems.

**Policy 6.3** Alternative Energy Overlay. Alternative energy facilities that utilize renewable sources of energy, such as solar or wind, are preferred and shall be encouraged. The City shall develop an "alternative energy overlay" as part of the Land Development Regulations (LDRs) that shall include standards for the development of alternative energy facilities.

- A. Areas particularly suitable for alternative energy facilities shall be those locations that take advantage of the City's renewable resources, existing infrastructure, and when sensitively sited, will likely result in less than significant adverse environmental or aesthetic impacts.
- B. Alternative energy activities providing primarily for on-site use in areas not included in the "alternative energy overlay" shall be subject to review through a conditional use process.

**Objective 7** Block Level Standards for Parks and Public Spaces. Contribute to the City's sense of place, livability and recreational opportunities by incorporating parks and public spaces within new development projects.

**Policy 7.1** Welcoming Outdoor Spaces, Parks, and Public Spaces. Future development shall provide welcoming places for outdoor activities including on-site plazas, interior courtyards, patios, terraces, and gardens by:

- A. Siting outdoor spaces compatible with the location and scale of adjacent streets, buildings, and uses.
- B. Utilizing outdoor spaces to establish seamless transitions between the interior and exterior of buildings.
- C. Locating park and public spaces in the public realm to promote the visual and physical connections to the street.
- D. Designating the use of outdoor spaces through a mixture of landscape and hardscape materials.

- E. Proportioning outdoor spaces to the public through well-defined sizes, locations, and materials.
- F. Creating a network of spaces by linking adjoining areas together with sidewalks, paths, and walkways.

**Policy 7.2**     Outdoor Rooms and Gathering Places. Create comfortable, attractive, and purposeful outdoor rooms and/or gathering places by ensuring that site plans:

- A. Provide ample space and facilities for human activities such as sitting, relaxing, socializing, and dining.
- B. Create comfort by providing shade through landscape materials and structural shadows.
- C. Use gardens, plant boxes, furniture, and lighting to give the space shape, visual appeal, life, and purpose.
- D. Promote activity by locating cafes, shops, and water features around the edge of the street and public realm.
- E. Incorporation of Crime Prevention through Environmental Design (CPTED) features to promote safety.
- F. Establish focal points through use of public art, fountains, and civic buildings.

**Policy 7.3**     Functional Open Spaces. Allow all community members to benefit from development's open spaces by utilizing them as community assets and incorporating such areas into the project. Potential uses for open space areas include:

- A. Passive recreation parks (i.e., dog walk areas, urban trails, picnic areas, and exercise trails).
- B. Stormwater facilities or retention ponds.
- C. Integrated greenway areas that connect adjacent neighborhoods, villages, and activity centers together.
- D. Transitional areas by locating open spaces and parks at the edge, between, and adjacent to adjoining neighborhoods, villages, and activity centers.
- E. Special event facilities and festival areas.

**Policy 7.4**     Neighborhood Parks. Require new development to provide neighborhood parks as part of the project if the project triggers the need for additional parks based on the City's level of service for parks provision.

**Objective 8**     Petition Review Criteria. Implement the City's livable community planning framework and development standards consistent with the City's Venice Strategic Plan 2030, Envision Venice Evaluation and Appraisal Report (EAR), Chapter 163, Part II, F.S., and Rule 9J-5, F.A.C. by utilizing the following planning practices, standards, review procedures, and criteria to evaluate annexation, rezoning, conditional use, special exception, and site and development plan petitions.

**Policy 8.1**     Smart Growth and Sustainable Development Practices. Ensure that all development projects utilize best practices for smart growth and sustainability by implementing the

following sustainable development standards:

- A. Provide a balance of land use and infrastructure capacity in developed areas through a focus on infill and redevelopment projects consistent with the character of the City.
- B. Foster compact forms of development within designated infill, redevelopment, and new growth corridors.
- C. Protect natural habitats and environmental areas through conservation practices.
- D. Minimize sprawl by discouraging growth and development in undeveloped areas where infrastructure does not exist and where inconsistent with the environmental character of the area.
- E. Include transitioning and buffering between different heights, densities, and intensities.

**Policy 8.2** Land Use Compatibility Review Procedures. Ensure that the character and design of infill and new development are compatible with existing neighborhoods.

Compatibility review shall include the evaluation of:

- A. Land use density and intensity.
- B. Building heights and setbacks.
- C. Character or type of use proposed.
- D. Site and architectural mitigation design techniques.

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

- E. Protection of single-family neighborhoods from the intrusion of incompatible uses.
- F. Prevention of the location of commercial or industrial uses in areas where such uses are incompatible with existing uses.
- G. The degree to which the development phases out nonconforming uses in order to resolve incompatibilities resulting from development inconsistent with the current Comprehensive Plan.
- H. Densities and intensities of proposed uses as compared to the densities and intensities of existing uses.

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

- I. Providing open space, perimeter buffers, landscaping and berms.
- J. Screening of sources of light, noise, mechanical equipment, refuse areas, delivery and storage areas.
- K. Locating road access to minimize adverse impacts.
- L. Adjusting building setbacks to transition between different uses.
- M. Applying step-down or tiered building heights to transition between different uses.
- N. Lowering density or intensity of land uses to transition between different uses.

- Policy 8.3      Architectural Standards. Ensure that all development projects meet the City's established design and architectural standards for new development, redevelopment, and infill development.
- Policy 8.4      Large-Scale Retail Structure Standards. Ensure that large-scale retail structures are sized in a manner which is architecturally, aesthetically, and operationally harmonious with the surrounding area. Large, freestanding retail structures shall be:
- A. Designed in individual or small groupings generally not to exceed 60,000 square feet per structure.
  - B. Reviewed and approved by City Council to ensure compatibility with adjacent uses, as described in Policy 8.2 of this Element, and to determine economic, social, and environmental impacts, including impacts to infrastructure and public services.
- Policy 8.5      Site Plan Design and Architectural Review Procedures. Implement the City's architectural and design standards by working with the applicant to ensure that community architectural standards have been addressed. The site plans are required to include:
- A. A narrative about how the project is compatible with the surrounding area and addresses the architectural, design, and development criteria for established design districts, neighborhoods, and activity centers.
  - B. Line drawings and colored architectural elevations of each side of the building.
  - C. Colored boards with material samples (i.e., paint samples, roof tiles, and decorative and architectural features).
  - D. Elevation drawings, colored architectural renderings, and sample materials of any additional decorative features or structures. Such features include, but are not limited to, signage, fountains, fences, shade structures, and other public amenities.
  - E. Landscape plan that addresses overall site design, screening, and buffering, and provides for Florida Friendly landscaping.
  - F. Upon completion of the project, on-site inspection is required to confirm compliance with approved plans.
- Policy 8.6      Integrated Site Planning Criteria. Ensure future developments integrate buildings, community spaces, and public services and infrastructure systems together by evaluating development petitions according to the following criteria:
- A. Relationship between buildings, public spaces, facilities and services, vehicular infrastructure, and street.
  - B. Integration of buildings, transportation systems, service infrastructure and facilities, accessory structures, and landscaping and hardscaping features.
  - C. Level of compatibility and interconnectivity between adjacent land uses.
  - D. Location of building facades and entry ways.
  - E. Extent that private activities are oriented to the public realm.
  - F. Proximity of community places and public spaces to neighborhoods and commercial centers.

- G. Placement, buffering, and access to service facilities and infrastructure systems.
- H. Support of the City's cultural and architectural character.

**Policy 8.7** Transportation and Access Management Criteria. Ensure that future developments provide an interconnected network of sidewalks, urban trails, neighborhood streets, roadways, and mass transit services by evaluating development petitions according to the following criteria:

- A. Relationship between buildings, streets, neighboring developments, and regional roadways.
- B. Degree of internal and external connectivity.
- C. Extent of multi-modal access within the development.
- D. Extent of multi-modal access to surrounding neighborhoods, activity centers, and regional transportation systems.
- E. Provision of amenities that support multi-modal access, including, but not limited to, covered bus shelters, shade trees, and benches, along streets and medians where deemed appropriate.
- F. Placement, buffering, and access to parking facilities.

**Policy 8.8** Conditional Use Process for Residential Uses. By December 2011, the City shall amend the conditional use process in the Land Development Regulations to provide criteria for the review and consideration of additional residential density as provided for in applicable land use designations.

**Objective 9** Building Height Controls. Consistent with the public input expressed through Envision Venice Evaluation and Appraisal Report (EAR), and the direction provided by the City Council in the Venice Strategic Plan 2030, the City desires to manage building height of new development. The purpose of utilizing height controls is to ensure land use compatibility with lower intensity adjacent properties, preserving public and private views throughout the City, fostering architectural compatibility within the City's diverse neighborhood and activity centers, and towards preserving the overall small town, charming ambience of the City.

**Policy 9.1** Building Height Standards. The City shall evaluate and develop area specific building height standards by amending the Land Development Regulations by December 2012.

- A. The City shall establish building height standards for all existing zoning districts designated on the Zoning Atlas Map which have not been included in designated Planning Areas.
- B. Base height standards for a specific zoning district shall reflect the predominant built height and massing of existing development most common to the area.
- C. Amendments to zoning districts shall be established for the purpose of reducing existing Conditional Use allowances currently provided in certain zoning districts which permit excessive building heights clearly at variance with existing neighboring

building structures.

- D. Building height overlay districts may be utilized to promote economic development, environmental sustainability, affordable housing, or compatibility needs by delineation of block or lot specific locations in designated Planning Areas and zoning districts where higher or lower building heights may be appropriate which differ from overall base height standards.

**Policy 9.2 Building Height Measurement.**

- A. Building height shall be measured from the greater of the following:
  - 1. FEMA first habitable floor height requirement.
  - 2. 18 inches above the Florida Department of Environmental Protection requirement for the first habitable floor structural support.
  - 3. 18 inches above the elevation of the average crown of the adjacent roads.
  - 4. Average natural grade unaltered by human intervention.
- B. Building height shall be measured to the peak of the roof or the highest point of any non-exempt appurtenance attached to the roof.
- C. Maximum building height shall be limited to the vertical distance between the baseline established in subsection A and the extent established in subsection B.

**Policy 9.3 Limited Exclusions from Building Height Standards.** In an effort to foster architectural symmetry and improved aesthetic design, the City shall include limited exclusions from certain building height standards for non-habitable building appurtenances in the updated Land Development Regulations. Exclusions shall include, but not be limited to, building structural elements including spires, belfries, cupolas, antennas in all districts except RSF, water tanks, ventilators, chimneys, elevator shaft enclosures or other appurtenances usually required to be placed above the roof level and not intended for human occupancy.

**Policy 9.4 Variances from Building Height Standards.** The City shall include a building height variance process in the updated Land Development Regulations for minor deviations from established base height standards.

- A. The purpose of the variance process is to ensure that justifiable hardships that may be encountered in the design process can be facilitated in a fair and predictable manner.
- B. Variances shall be considered to permit only the minimum additional height allowance needed to accomplish the design challenge.
- C. Review criteria shall be established to provide guidance by the permitting authority for such minor deviations from established base standards; however, in no instance shall a variance be permitted to add an additional floor or story to the building structure.

**Policy 9.5 Conditional Use for Building Height Allowances.** The City shall evaluate and amend the existing Conditional Use process in the updated Land Development Regulations for consideration of height allowances for deviations from established base height standards.

- A. Major deviations are for those height allowances which seek to add one or more additional floors or stories from established base building height standards

- established for a Planning Area or zoning district.
- B. The City shall utilize building height overlay districts to determine where higher building heights which differ from overall base height standards within a Planning Area may be appropriate to promote economic, environmental, and affordable housing goals.
- C. Review criteria shall be established to provide guidance by the permitting authority for such major deviations from established base standards.

**Objective 10**     **Building Structure Development Standards.** Support Venice's distinct community identity by ensuring the form and function of building structures are compatible with surrounding land uses and with the community's established character.

**Policy 10.1**     **Building to Block Compatibility.** Future development shall promote its connection to surrounding buildings and support the quality of the street block by:

- A. Designing the building according to established sector area and city design and development standards.
- B. Ensuring that the property use is compatible with and supportive of the surrounding land uses.
- C. Establishing compatible massing and height standards based on the surrounding land uses, building designs, and block architectural features.
- D. Transitioning building intensities, development densities, and land uses between and within residential, commercial, and industrial areas.

**Policy 10.2**     **Unified Community Character.** Establish a unified community character by ensuring that new development addresses the relationship with surrounding buildings, structures, and land uses. Site plan petitions shall consider the following qualities of adjacent properties and developments:

- A. Roof lines, building heights, and architectural features.
- B. Building envelope (i.e., massing, scale, and footprint).
- C. Location of environmental lands, transportation facilities, public services, and infrastructure systems.
- D. Placement of community places (i.e., parks, courtyards, plazas, green space, and other public spaces).
- E. Surrounding development standards.
- F. Compatibility with adjacent uses, as described in Objective 8, Policy 8.2 of this Element.

**Policy 10.3**     **Building Facades.** Contribute to a cohesive street character and promote architectural unity through its façade design by:

- A. Establishing a building's overall appearance on a defined set of proportions and design features.
- B. Utilizing vertical and horizontal lines to establish a sense of order and consistent form.
- C. Mirroring design elements, lines, and features from the surrounding neighborhood.
- D. Proving a clear pattern of building openings that unify a block.
- E. Avoiding uninterrupted street walls.



- Policy 10.4**     **Rooflines.** Create a unique building silhouette and establish visual interest by varying the style, form, and color of a development's rooflines. Building rooflines shall:
- A. Complement the composition of the building and the surrounding area.
  - B. Utilize high quality roof materials visible from the street and other public spaces.
  - C. Feature well placed, designed, and detailed cornices and parapets in conjunction with a flat roof.
  - D. Locate or screen rooftop equipment so that it is not visible from the street and other public spaces.
  - E. Give consideration to potential views of the rooftop from adjacent buildings.
- Policy 10.5**     **Building Entranceways and Access Points.** Establish easily distinguished, welcoming building entrances and access points that add character, identity, and interest by:
- A. Providing well-marked, articulated entrance features.
  - B. Orienting main entrances to the street; buildings with multiple street fronts should have multiple entrances.
  - C. Relating the size and scale of a main entrance to the scale of the street.
  - D. Accentuating the entrance and building lobby with prominent design features and architectural components.
  - E. Encouraging the use of public art, architectural features, and landscape materials to accentuate building entrances.
  - F. Limiting breaks in the street wall to pedestrian access points, vehicular entrances, public spaces, and terminating vistas.
  - G. Building at, or near, the edge of the sidewalk and restrict grade separations in mixed use buildings.
- Policy 10.6**     **General Massing and Bulk Standards.** Establish human scale buildings and structures by ensuring new development is proportional to the scale, massing, and bulk of surrounding land uses and buildings. Site plans shall:
- A. Maintain a unified building scale, based on development characteristics and standards of the surrounding area.
  - B. Orient the building placement to the street and other public spaces.
  - C. Employ strong building forms to demarcate gateways, focal points, vistas, intersections, and corners.
  - D. Utilize articulated sub-volumes as a transition in size to adjacent historic or residential structures.
  - E. Establish a three dimensional character as a building rises skyward, differentiating between building levels.
  - F. Emphasize horizontal dimensions to promote the buildings connection to the street.
  - G. Create entry porches and stoops by allowing shallow setbacks and a minor grade

separation between the first floor and sidewalk where residential uses occupy the first floor.

**Policy 10.7**     **Landscape and Shade Areas.** Enhance visual interest, promote Venice's character, and conserve natural resources by landscaping buildings and structures according to neighborhood development standards. Criteria to consider when evaluating development plans include:

- A. Use of native plants that have adapted to local climate and watering conditions.
- B. Materials that reflect the scale, texture, and colors of the surrounding areas.
- C. Sustainability of landscaping materials based on its size, location, and relationship to the built environment.
- D. Maintenance needs of hardscape materials, streetscape furnishings, and lighting fixtures based on the effects of Venice's tropical environment.
- E. Use of public art and water features, vistas, and focal points.
- F. Buffering of incompatible uses and structures such as parking facilities and infrastructure systems.

**Policy 10.8**     **Nonconforming Multi-family Structures.** By December 2012, the City shall amend its Land Development Regulations to allow conforming and non-conforming multi-family structures that are destroyed by any means, including voluntary removal, to rebuild to the minimum height required to replace the same number of dwelling units at no less size per unit by square footage.

**Objective 11**   **Future Development Practices.** Ensure the City's future development practices are sustainable and pay for the impact they cause; provide for the needs of current and future populations; coordinate with the City infrastructure systems and public services; and protect natural habitats and species.

**Policy 11.1**     **Development Capacity and Resources.** Coordinate the expansion of public services, infrastructure and facilities with the development of land to ensure:

- A. Future development patterns are compatible with the City's historic and small town character, built and natural environment, physical infrastructure, and public services and facilities.
- B. There are sufficient infrastructure and fiscal resources available to meet the demands of the City's Comprehensive Plan.
- C. The capacity of existing facilities and infrastructure is utilized efficiently.

**Policy 11.2**     **Development Pay As You Grow.** Ensure that growth pays for its impacts to the City's public facilities and infrastructure systems by preventing development from taking place until the funding has been programmed through the adopted Capital Improvements Schedule, private financing, or independent special purpose units of government including Community Development Districts. Such public facilities, infrastructure, and services include:

- A. Transportation (roads, bicycle lanes, and related infrastructure).

B. Utilities (potable water, wastewater, stormwater, reclaimed water and solid waste).

C. Emergency services (fire and police).

D. Parks and recreation.

E. Tree replacement, air quality mitigation, and other environmental measures.

F. Other city services.

Policy 11.3 Concurrency Management. Utilize the City's building and development processes to require all development orders to comply with the City's established concurrency management system regulations.

Policy 11.4 Parks and Public Spaces Development. Utilize the site and development process to ensure that all new residential and mixed use developments have appropriate park, recreation, and public space resources based on the project size and community needs.

Policy 11.5 Coastal High Hazard Area Development. By December 2012, the City shall adopt Land Development Regulations which would restrict development that would damage or destroy coastal resources.

Policy 11.6 Natural Open Space Preservation and Restoration. Utilize the site and development process to ensure development projects plan for natural open spaces, both upland and wetland, in all new and redevelopment projects. Such open space plans should consider, but not be limited to, the utilization of:

A. Preservation of existing native vegetation on site for use as natural open spaces after project completion.

B. Existing natural areas and native vegetation as open space areas and conservation areas.

C. Connection to adjacent neighborhood open spaces and natural areas.

D. Neighborhood buffers as connected greenways.

E. Stormwater systems built to include features of wetland areas.

Policy 11.7 Environmental Best Management Practices. Incorporate best management practices for environmental protection into the City's land development processes. These practices include:

A. Maximizing existing public facilities and infrastructure systems prior to expanding the system.

B. Preventing wastewater infiltration during a stormwater event.

C. Minimizing stormwater system overflow during storm events and reducing water quality impacts to receiving waters.

D. Protecting natural water sources and environmentally sensitive land areas from the impact of development.

E. Coordinating water quality monitoring, waste disposal, and stormwater management practices with partner entities.

- F. Minimizing the impact of wastewater facilities on the environment.
- G. Managing new development within the coastal planning areas as defined in the Coastal and Waterfront Management Element.
- H. Limiting fertilizer use to minimize the impact on environmental resources.

**Policy 11.8** Green Design. Significantly reduce or eliminate the negative impact of buildings on the environment and on building occupants by utilizing the City's site and development processes to support and encourage the following site and green building design and construction practices:

- A. Sustainable site planning.
- B. Minimizing lawns and utilizing low maintenance ground covers.
- C. Safeguarding water and water efficiency.
- D. Energy efficiency.
- E. Conservation of materials and resources.
- F. Indoor environmental quality through nontoxic materials and adequate ventilation.
- G. Florida Green Building Coalition (FGBC) or Leadership in Energy and Environmental Design (LEED) certification criteria.

**Policy 11.9** Public Facility and School Siting. Locate public facilities and schools based upon the needs of local neighborhoods and activity centers. Place prominent civic buildings and facilities in locations that maximize their visual exposure and physical connectivity. Siting criteria include:

- A. Surrounding land uses.
- B. Transportation network.
- C. Neighborhood demographics (i.e. families with young children, active adults, and seniors).
- D. Proximity of similar facilities and properties.
- E. Future development impacts.
- F. City demands and needs.
- G. Neighborhood design standards.
- H. Adequacy of essential services and infrastructure (i.e. fire, police, solid waste, utility, etc.).
- I. Cost effectiveness of service delivery to site.

**Policy 11.10** Facility Partnerships. Identify opportunities for co-locating programs, sharing public systems, and creating multi-use facilities with other private and public partner entities including Sarasota County, Sarasota County School Board, YMCA, Gulf Coast Community Foundation of Venice, and Boys and Girls Club. Potential facility partnerships include:

- A. Parking, stormwater, potable water, and refuse systems.
- B. Schools, parks, concert stages, and physical fitness facilities.
- C. Meeting rooms and conference space.
- D. Schools and performing arts centers.

**E. Multi-use facilities.**

**Objective 12**     **Regional Development Coordination.**     Support a unified community character by coordinating land use and development practices with the other governments, non-profits, and development organizations.

Policy 12.1     Planning Coordination. Coordinate the planning and development of land, transportation, public facilities, and infrastructure systems with Sarasota County and other applicable local, regional, state, and federal private and public agencies. Development practices shall be sensitive to the City's design and architectural standards and environmental, historical, and cultural resources.

Policy 12.2     Regulation Compliance. Continue to utilize the technical review process to ensure that development and redevelopment activities within the City of Venice adhere to all local, regional, state, and federal laws.

Policy 12.3     Resource Co-location. Coordinate with local, regional, and state organizations on the use, co-location, siting, and design of public facilities and buildings.

Policy 12.4     Joint Planning Areas and Extrajurisdictional Planning Areas. Coordinate planning, development practices, land use, infrastructure, public services, and facility planning in the JPA/ILSBA Planning Areas and Extrajurisdictional Planning Areas with Sarasota County and private property owners in accordance with the JPA/ILSBA.

Policy 12.5     Master Planning Consistency. Coordinate with local, regional, and state agencies to ensure master plans are consistent from within and between government entities. Special considerations shall be given to:

- A. Comprehensive Plans.
- B. Master Plans.

Policy 12.6     Regional Economic Development. Coordinate the development of the City's economic base, workforce resources, and job market with local, regional, and state economic development organizations including the Venice Chamber of Commerce, Venice MainStreet, Sarasota County Economic Development Corporation, and Sarasota County Convention and Visitor's Bureau.

Policy 12.7     Resource Funding. Pursue grant funding from county, regional, state, federal, and other sources for community quality of life enhancements.

**Objective 13**     **Future Land Use Designations.** Foster the City's future development by designating land uses consistent with Venice's livable community planning framework as depicted on the Future Land Use Map (Map FLUM-1).

Policy 13.1     Residential Future Land Uses. The term "residential" describes a place of temporary or permanent habitation. Residential land uses do not include transient or resort rentals defined as the rental or lease of any residential units for a period of less than three (3) months.

Residential land uses are intended to support existing and future neighborhoods. The City's neighborhoods are designed to provide the community with safe, vibrant places to live and share life with family, friends, and neighbors. A variety of transportation alternatives (walk, bike, vehicle, and transit) should interconnect residential land uses with adjacent neighborhoods and activity centers. In order to foster neighborhood livability, civic spaces including places of worship, civic buildings, and public facilities, are encouraged to be located within residential areas.

Each of the Future Land Use Map categories that allow residential uses set forth the allowable density range for that category. The exact density appropriate for each land tract will be determined at the time of rezoning. A proposed rezoning will be reviewed for consistency with the compatibility criteria set forth in Policy 8.2 of the Future Land Use & Design Element and is not entitled to the maximum allowable density for its Future Land Use Map category absent an affirmative finding of the City Council on each consideration set forth in Policy 8.2 E through H which is relevant to the rezoning. A proposed rezoning must also comply with all other policies applicable to a determination of density.

Appropriate densities within each density range shall be determined, in part, by the land uses and land use designations surrounding the parcel. Generally, densities at the higher end of the range will be most appropriate next to residential development or designations of comparable or higher density and intensive non-residential land uses or land use designations such as commercial, office, professional and institutional uses. Densities at the lower end of the range will be more appropriate adjacent to lower density residential uses or designations.

In all residential land use areas in which the existing, predominant use (defined as more than 50% of the properties adjoining the subject parcel under consideration) is single-family residential, all rental or leasing activities offering lodging to the public for periods of less than thirty (30) days, other than an existing fully licensed and locally approved "Bed and Breakfast" facility, are determined to be commercial uses, and further deemed to be incompatible with single-family residential activities.

"Bed and Breakfast" uses are deemed not to be commercial uses, but rather transient uses, even if offering rentals for less than thirty (30) days. "Bed and Breakfast" uses are deemed to be incompatible with single-family residential activities, with the exception of historic structures that have been converted to "Bed and Breakfast" facilities to support architectural preservation. "Bed and Breakfast" uses are allowed in multi-family residential areas so long as the owner/operator of the facility is a full-time resident of that facility, the facility is fully licensed and approved in accordance with the Land Development Regulations, and a determination has been made that all performance standards necessary to insure compatibility with adjoining and proximate uses have been met.

Where a mix of residential and non-residential uses is allowed, such mix is denoted as an allocation ratio based on gross acreage. This allocation ratio is to be applied using the maximum allowable density for the designation and a conversion factor for determination of maximum allowable non-residential square footage. Residential units and non-residential square footage may be mixed within the same structure so long as the allowable number of residential units and non-residential square footage is not exceeded. An example of how this is calculated is shown below:

**EXAMPLE:**

1. Determine maximum allowable number of units.

Example:

$100 \text{ (gross acreage)} \times 18 \text{ (maximum number of units per acre)} = 1,800$   
(maximum allowable number of units)

2. Apply allocation ratio to maximum allowable number of units.

Example:

Allocation ratio = 50 : 50 (residential to non-residential)

$0.50 \times 1,800 = 900$  (units allowable for residential use)

$0.50 \times 1,800 = 900$  (units allowable for conversion to non-residential use)

3. Apply conversion factor to determine maximum non-residential square footage.

Example:

$2,000 \text{ (conversion factor, square footage per unit)} \times 900 = 1,800,000$   
square feet (maximum non-residential square footage)

Residential land use categories are:

**Low Density.** Residential areas consisting of up to five (5) dwelling units per acre or less. These areas are intended to accommodate single-family and other similar residential uses. High intensity and auto-centric uses are prohibited in areas designated for low-density residential land uses. This land use type is sensitive to the encroachment of incompatible uses and protective strategies, such as those described in Objective 8, Policy 8.2 of this Element, may be required to ensure the compatibility of adjacent uses.

**Medium Density.** Residential areas consisting of 5.1 to 13 dwelling units per acre. These areas are intended to accommodate a variety of single and multi-family residential uses. High intensity and auto-centric uses are prohibited.

**High Density.** Residential areas consisting of 13.1 to 18 dwelling units per acre. These areas are intended to accommodate multi-family residential uses. As non-residential uses are integral to the overall livability of residential areas, non-residential uses are allowed

in the high density residential designation. Non-residential uses may include restaurants, commercial shops and services, office space, professional and medical services, and hotel/motel, places of worship, civic buildings, and public facilities. The ratio of residential to non-residential uses shall be a minimum of eighty-five (85) percent residential and up to fifteen (15) percent non-residential. The total square footage of non-residential uses shall not exceed a floor area ratio (FAR) of 2.0. Conversion between residential and non-residential land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 4,000 square feet of non-residential space, gross acreage. Auto-centric uses are discouraged.

**Mixed Use Residential.** Multi-purpose areas that provide a mixture of non-residential and residential uses in order to promote an urban form. Non-residential land uses include but are not limited to restaurants, commercial shops and services, office space, professional and medical services, and hotel/motel lodging activities. Places of worship, community centers, government buildings and facilities are also allowed. These areas are intended to accommodate multi-family residential density from 13.1 to 18 dwelling units per acre. The mixed use residential designation shall contain a mix of residential and non-residential land uses. The ratio of residential to non-residential uses shall be a minimum of sixty-five (65) percent residential and a minimum of twenty-five (25) percent non-residential. The total square footage of non-residential uses shall not exceed a floor area ratio (FAR) of 2.0. Conversion between residential and non-residential land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 4,000 square feet non-residential space, gross acreage.

Lower intensity non-residential uses are intended to provide a transition between lower density residential neighborhoods and higher intensity non-residential areas so as to create a seamless transition between uses. Higher intensity non-residential areas shall create a vibrant public realm by establishing land uses that create activity such as outdoor cafes, courtyards, and public spaces. Auto-centric uses are discouraged in order to promote a multi-modal, pedestrian-friendly area. The overall effect of the mixed use residential designation is that the built environment becomes an active vibrant place that attracts residents, economic activity, and tourism.

**Policy 13.2 Commercial Future Land Uses.** Commercial land uses are intended to support existing and future commercial activity centers. The City's commercial activity centers are designed to provide the community vibrant places to work, shop, receive services, and conduct business. These areas are intended to be accessible via a variety of transportation alternatives and should not be isolated from surrounding residential uses.

Where a mix of residential and non-residential uses is allowed, such mix is denoted as an allocation ratio based on gross acreage. This allocation ratio is to be applied using the maximum allowable density for the designation and a conversion factor for determination of maximum allowable non-residential square footage. Residential units and non-residential square footage may be mixed within the same structure so long as the allowable



number of residential units and non-residential square footage is not exceeded. An example of how this is calculated is shown below.

**EXAMPLE:**

1. Determine maximum allowable number of units.

Example:

$$100 \text{ (gross acreage)} \times 18 \text{ (maximum number of units per acre)} = 1,800 \text{ (maximum allowable number of units)}$$

2. Apply allocation ratio to maximum allowable number of units.

Example:

$$\text{Allocation ratio} = 50 : 50 \text{ (residential to non-residential)}$$

$$0.50 \times 1,800 = 900 \text{ (units allowable for residential use)}$$

$$0.50 \times 1,800 = 900 \text{ (units allowable for conversion to non-residential use)}$$

3. Apply conversion factor to determine maximum non-residential square footage.

Example:

$$2,000 \text{ (conversion factor, square footage per unit)} \times 900 = 1,800,000 \text{ square feet (maximum non-residential square footage)}$$

Commercial land use categories are:

**Commercial.** Multi-purpose activity centers, such as downtowns or central business districts, commercial corridors, and shopping centers that include commercial uses such as retail, office, professional, service, and hotel/motel lodging activities. Total square footage of commercial uses shall not exceed a floor area ratio (FAR) of 1.0.

As residential and civic/public uses increase the viability of commercial activity centers, such uses are permitted in commercial designations if protective strategies, such as those described in Objective 8, Policy 8.2 of this Element, are utilized to ensure the compatibility of such uses. Maximum residential density shall not exceed 13 dwelling units per acre by right or 18 dwelling units per acre by conditional use. The ratio of residential to non-residential uses shall be a minimum of seventy-five (75) percent non-residential and up to twenty-five (25) percent residential. Conversion between residential and non-residential land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 2,000 square feet non-residential space, gross acreage.

It is expressly noted that all rental or leasing activities offering lodging to the public for

periods of less than thirty (30) days, other than a fully licensed and locally approved "Bed and Breakfast" facility, are determined to be commercial uses, and further deemed to be incompatible with single-family residential activities.

"Bed and Breakfast" uses are deemed not to be commercial uses, but rather transient uses, even if offering rentals for less than thirty (30) days. "Bed and Breakfast" uses are deemed to be incompatible with single-family residential activities, with the exception of historic structures that have been converted to "Bed and Breakfast" facilities to support architectural preservation. "Bed and Breakfast" uses are allowed in multi-family residential areas so long as the owner/operator of the facility is a full-time resident of that facility, the facility is fully licensed and approved in accordance with the Land Development Regulations, and a determination has been made that all performance standards necessary to insure compatibility with adjoining and proximate uses have been met.

**Institutional-Professional.** Activity centers that include business and professional offices, educational, governmental, religious, and health facilities and other non-residential uses. Institutional-Professional land uses are typically clustered around a predominant institution or feature a number of common business uses such as a medical facilities, schools, or professional businesses. The total square footage of institutional-professional uses shall not exceed a floor area ratio (FAR) of 0.5.

As residential uses increase the viability of institutional-professional activity centers, such uses are permitted in the institutional-professional designation if protective strategies, such as those described in Objective 8, Policy 8.2 of this Element, are utilized to ensure the compatibility of such uses. Maximum residential density shall not exceed 9 dwelling units per acre by right or 13 dwelling units per acre by conditional use. The ratio of residential to non-residential uses shall be a minimum of seventy-five (75) percent non-residential and up to twenty-five (25) percent residential. Conversion between residential and non-residential land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 2,000 square feet non-residential space, gross acreage.

**Policy 13.3**      **Industrial Future Land Uses.** Industrial future land uses are intended to support existing and future industrial areas. The City's industrial areas are designed to provide community members sustainable employment centers and necessary services. These areas are intended to be accessible via a variety of transportation alternatives. Industrial land use categories are:

**Industrial.** Activity centers that include manufacturing, wholesaling, storage, and distribution/shipping facilities. The total square footage of industrial uses allowed shall not exceed a floor area ratio (FAR) of 2.0.

As residential uses are generally incompatible with industrial activities, residential uses shall not be permitted in industrial activity centers.

**Industrial-Commercial.** Activity centers that include a mix of commercial businesses, retail operations, offices, manufacturing, wholesaling, storage, and distribution/shipping facilities, and workforce housing by conditional use. The total square footage of industrial-commercial uses shall not exceed a floor area ratio (FAR) of 2.0.

In support of workforce housing initiatives, residential dwelling units that meet the definition of workforce housing as defined in the Housing & Neighborhood Development Element may be considered in industrial-commercial areas through conditional use review by City Council. The density range for workforce housing units in the industrial-commercial designation shall be up to 13 units per acre.

**Policy 13.4**      **Government Land Use.** Government land uses are intended to support existing and future government facilities and services. The City's government land uses are designed to provide necessary civic services, community resources, and facilities, in a manner easily accessible to residents. The government land use category includes government-owned properties that provide government-assisted housing, public or semi-public facilities (museums, cultural facilities, golf courses, piers, etc.), airports, natural resource areas, government operation buildings, schools, and infrastructure (utility stations, treatment plants, sidewalks, and roads).

**Policy 13.5**      **Public Space and Environmental Land Uses.** Public space and environmental land uses are intended to support existing and future public spaces and environmental lands. The City's public spaces and environmental lands are designed to provide necessary environmental protection, open space, park lands, public common areas, and recreational resources. No residential, commercial, or industrial uses are allowed in public spaces and environmental lands. These areas are intended to be accessible via a variety of transportation alternatives and should not be isolated from surrounding uses if protective strategies, such as those described in Objective 8, Policy 8.2 of this Element, are utilized to ensure the compatibility of such uses.

**Recreation and Open Space.** Public and private lands in direct use as active recreation facilities and passive open spaces. Includes parks, public spaces, playgrounds, sport fields, municipal beaches, waterways, public yacht clubs, marinas, and golf courses.

**Conservation.** Public and private lands intended for preservation of natural habitats and protection of environmentally sensitive lands including wetlands and upland forests. Passive uses that facilitate public access and environmental education of conservation properties may be allowed based upon an evaluation of environmental impacts. Active land uses are discouraged and may only proceed after the environmental impacts are determined. Any use that negatively impacts the area's natural ecosystems shall be prohibited.

**Marine Park.** Public lands at the City's shoreline. Shoreline lands include coastal strand vegetation/dune systems, mangroves, and tidal marshes. Passive or active uses may only proceed after an evaluation of the impact of such uses on natural ecosystems. Every effort should be made to ensure that any impacts are mitigated. Areas deemed undevelopable by state or federal agencies, legislation, or regulation may not be built upon unless deemed necessary for environmental education purposes.

**Greenway/River Buffer.** Public and private conservation lands and easements along the Myakka River established and intended to protect the river from impacts of human development. The Greenway/River Buffer shall be consistent with the Myakka River Wild and Scenic Designation and Preservation Act, the Myakka Wild and Scenic River Management Plan, and Sarasota County's Consolidated Myakka River Protection Code, which recommend a minimum upland buffer of 220 feet on each side of the Myakka River, measured from the maximum extent of wetlands vegetation landward of the river. The Greenway/River Buffer shall expand upon the 220 foot buffer to include an additional 580 feet if significant upland communities are present, including but not limited to oak hammock, cabbage palm hammock, pine flatwoods, or scrub vegetation. Uses allowed within the Greenway/River Buffer are restricted to passive and environmentally sensitive recreational activities including walking trails, boardwalks, nature walks, observation, and other similar uses. Use of lands in this area must 1) meet best management practices for environmentally sensitive lands and 2) minimize impact on the area's natural habitats and native environment. Motorized boat access is prohibited.

**Waterway.** Submerged lands comprising the City's marine waterways including the Intracoastal Waterway, Roberts Bay, and Dona Bay. Passive or active uses in such areas are discouraged and may only proceed after the environmental impacts are carefully evaluated. Any use that would negatively impact the area's natural ecosystems shall be prohibited.

**Objective 14**     **Redevelopment Areas.** Provide direction for the future redevelopment of areas within the City that are not located within a planning area, but are deserving of further consideration due to their location and historic or cultural value.

**Policy 14.1**     **Redevelopment Area Master Plans.** By 2014, the City shall consider developing master plans for areas deserving of further consideration due to their location and historic or cultural value. Each master plan shall be developed consistent with Policy 15.3 pertaining

to the content of Planning Area Master Plans. The limits of such Redevelopment Master Plans shall be further defined during the master planning process. Redevelopment Master Plans shall be considered for the following general areas:

- A. The neighborhood directly north of Airport Avenue, west of Avenida del Circo, east of Cockrill Street, and generally south of Tamiami Trail (U.S. 41 Business South), locally referred to as the "North Airport Neighborhood".
- B. The "Circus Building" and surrounding properties.
- C. The Historic Apartment District.

**Objective 15 Planning Area Designations.** Foster the City's unique character and sense of place by designating specific planning areas that represent the City's neighborhoods, sectors and corridors and by developing standards for their future development and/or redevelopment.

**Policy 15.1 Planning Area Practices.** The City shall protect the unique character of the City's neighborhoods, sectors and corridors and promote compatibility with adjacent neighborhoods through planning area practices. The City's planning area practices shall ensure:

- A. Each planning area has a unified planning intent established through the Future Land Use and Design Element.
- B. The land use policies shall create a uniform development scenario for the planning area including: maximum density and intensity, transportation network form and function, building envelope, parking standards, park and public space needs, and architectural design style.
- C. Each development proposal supports the planning area's established planning intent and development scenario.

**Policy 15.2 Planning Area Land Development Regulations.** By December 2012, the City shall update its Land Development Regulations based upon the designated planning areas. Each planning area's development regulations shall confirm the planning intent and development scenarios established in the comprehensive plan. Additionally, the regulations shall also address community, block, and site level development standards established through the Future Land Use and Design Element.

**Policy 15.3 Planning Area Master Plans.** By December 2014, the City shall consider developing master plans for the following planning areas that are deserving of further consideration due to their location and historic, economic and/or cultural value:

- A. Island Professional Planning Area D
- B. Seaboard Planning Area G
- C. Heritage Park Planning Area B
- D. Tarpon Center Esplanade Planning Area A
- E. Gene Green Planning Area L

By December 2017, the City shall consider developing master plans for the following planning areas:

- F. Southern Gateway Planning Area C
- G. City Center Planning Area E
- H. Northern Gateway Planning Area F
- I. Eastern Gateway Planning Area H
- J. South Laurel Planning Area I
- K. Shakett Creek Planning Area J
- L. Knights Trail Planning Area K

**Policy 15.4** Master Plans. The scope of each planning area master plan shall be determined prior to commencement of the applicable master plan. At minimum, master plans shall consider and address the following:

- A. Evaluate current conditions to determine form and function of existing development, quality of buildings/structures, compatibility with adjacent areas, and environmental conditions.
- B. Assess the provision of infrastructure and public services.
- C. Review current land development regulations and standards to determine whether they support planning area practices.
- D. Consider how development pressures are impacting the planning area.
- E. Identify strategies to protect environmental, historical, cultural, or architectural features specific to the planning area.
- F. Determine the economic role of the planning area and identify public investment strategies based on market demand, and/or public benefit.
- G. Determine the appropriate mix of uses to support a compact and pedestrian-oriented development scenario.

**Policy 15.5** Combined Planning Area Master Plans. The City shall have the option to develop master plans for planning areas that may require more extensive consideration or broader integration of two or more planning areas.

**Policy 15.6** Architectural Control Districts. Continue to regulate new development within the City's applicable architectural control regulations to preserve and expand the City's architectural heritage.

**Policy 15.7** Previously Established Architectural Styles. Where the architectural style of a development has been established and approved prior to the effective date of this comprehensive plan, said development shall be allowed to renovate or expand without having to comply with the required architectural style of the planning area. A determination of compliance shall be made by the General Manager of Development Services or his or her designee.

**Policy 15.8** Energy Conservation Areas. To promote energy conservation and reduce greenhouse gas emissions, the following areas have been identified on the Future Land Use Map as Energy Conservation Areas where respective planning intents and development scenarios support a compact arrangement of higher density and intensity and complimentary land uses that encourage infill and redevelopment, multi-modal transportation, and accessibility to live, work, shop, and play opportunities:

- A. Tarpon Center/Esplanade Neighborhood (Planning Area A)
- B. Heritage Park Neighborhood (Planning Area B)
- C. Island Professional Neighborhood (Planning Area D)
- D. City Center Sector (Planning Area E)
- E. Northern Gateway Corridor (Planning Area F)
- F. Seaboard Sector (Planning Area G)
- G. South Laurel (Planning Area I)

**Policy 15.9** Energy Conservation Areas. If a Planning Area is identified as an Energy Conservation Area, the following strategies and actions to promote energy conservation and reduce greenhouse gas emissions shall be supported during the master planning, development and/or redevelopment process:

- A. Redevelopment of energy inefficient land use patterns to provide for energy efficient, compact development supported by multi-modal transportation;
- B. Urban design and urban form standards which support the development of places, neighborhoods, and transportation corridors which are safe and attractive;
- C. Increased emphasis on existing green infrastructure that naturally sequesters carbon dioxide and reduces the heat island effect;
- D. Removal of regulatory barriers and establishment of incentives to promote energy efficiency and reduce greenhouse gas emissions.

**Objective 16** Standards for Planning Areas. Guide the growth and development of the City's planning areas by establishing standards that address the planning area's intent and development scenario. The City's planning areas include:

- A. Tarpon Center/Esplanade Neighborhood (Planning Area A)
- B. Heritage Park Neighborhood (Planning Area B)
- C. Southern Gateway Corridor (Planning Area C)
- D. Island Professional Neighborhood (Planning Area D)
- E. City Center Sector (Planning Area E)
- F. Northern Gateway Corridor (Planning Area F)
- G. Seaboard Sector (Planning Area G)
- H. Eastern Gateway Corridor (Planning Area H)
- I. South Laurel Neighborhood (Planning Area I)
- J. Shakett Creek Neighborhood (Planning Area J)
- K. Knights Trail Neighborhood (Planning Area K)
- L. Gene Green Sector (Planning Area L)

*For the map sheet that depicts these planning areas, see Map FLUM-1.*





Insert map.



**Policy 16.1**     The Tarpon Center/Esplanade Neighborhood.  
*Planning Intent:* The intent of this planning area is to provide multi-family residential as a transition between the existing mid-rise condominium structures and the lower density residential housing areas adjacent to the planning area. Included in the allocation of land uses are supporting uses such as parks and public spaces, hotels, and limited existing commercial, restaurants, and shops. New low intensity mixed-uses are encouraged which are supportive of the residential district and compatible with adjacent lower intensity residential neighborhoods. Auto-centric uses would be discouraged in order to improve the district's pedestrian access, bikeability, and transit opportunities. For planning purposes, this neighborhood shall be divided into two subareas:  
A. Subarea No. 1: The area west of Tarpon Center Drive and The Esplanade.  
B. Subarea No. 2: The area east of Tarpon Center Drive and The Esplanade.  
*For the detailed map sheet that depicts this planning area, see Map FLUM-2.*

**Policy 16.2**     Tarpon Center/Esplanade Neighborhood Standards. Development and redevelopment in the Tarpon Center/Esplanade Neighborhood shall be constructed according to the following development scenario:  
A. The density range for the neighborhood shall be up to 18 units per acre.  
B. The maximum residential density average in this district shall not exceed 18 units per acre or the lawful density of existing legal non-conforming building sites, calculated on a gross acreage basis.  
1. Tarpon Center/Esplanade Neighborhood public lands shall not be developed for residential, commercial, office, or industrial purposes.  
C. Up to 10% of the acreage in this neighborhood will be allowable for commercial (retail, hotel, and office space) uses. The total square footage of commercial uses allowed in this neighborhood shall not exceed a floor area ratio (FAR) of 2.0.  
1. The multi-family residential and neighborhood commercial uses are intended to provide convenient access and bike/walkability for the area's residents, businesses, and visitors.  
2. The amount of residential, commercial, and retail use may be adjusted according to the needs of the community.  
3. Conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 4,000 square feet commercial space, gross acreage.  
D. Integrated transportation network:  
1. Provide transportation alternatives including transit, pedestrian access, and bikeways.  
2. Expand established pedestrian linkages between the surrounding Island neighborhoods.

3. Connect the area to the Island's interconnected grid roadway and sidewalk network.
- E. Building envelope:
1. Subarea No. 1: Maximum height shall be limited to 4 stories, up to 45' over one story of parking, not to exceed 5 stories.
  2. Subarea No. 2: Maximum height shall be limited to 3 stories, up to 42' over one story of parking, not to exceed 4 stories.
  3. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.
  4. Buildings shall be sited in a configuration that minimizes obstructions to views of the Gulf of Mexico from The Esplanade and Tarpon Center Drive.
- F. Parking:
1. Permitted as part of a mixed use building either above active first level uses or on the first floor.
  2. On-street parking where permitted.
  3. Alternative parking standards that allow for reduced parking lot size and shared parking spaces shall be encouraged.
- G. Parks and public space shall address the following considerations:
1. Include a variety of community places and public spaces including but not limited to pocket parks, courtyards, plazas, open air sitting areas, urban trails, and playgrounds.
  2. Urban trails and sidewalks shall be utilized as connectors between commercial and residential areas.
- H. Architectural design style:
1. Northern Italian Renaissance and Mediterranean Revival architectural design standards are to be applied to new and redevelopment projects.

Insert map.



**Policy 16.3**     Heritage Park Neighborhood.

*Planning Intent:* The intent of this planning area is to promote John Nolen's original design and support Venice's traditional downtown district through proximate multi-family housing opportunities. This is accomplished by implementing an integrated mixed use area that includes multi-family housing opportunities, and offices. Protection of the Heritage Park linear park system and nearby neighborhood parks adjacent to the multi-family apartment districts shall be accomplished through compatible land use and design standard considerations. Linkages from these parks to the adjacent neighborhoods and commercial areas is encouraged. Due to the proximity and prevalence of neighborhood parks and public spaces, compact forms of development are encouraged. *For the detailed map sheet that depicts this planning area, see Map FLUM-3.*

**Policy 16.4**     Heritage Park Neighborhood Standards. Development and redevelopment in the Heritage Park Neighborhood shall be constructed according to the following development scenario:

- A. The density range for the neighborhood shall be 3.5 to 18 units per acre.
- B. The maximum residential density average in this neighborhood will not exceed 18 units per acre, calculated on a gross acreage basis.
  - 1. The density of single-family residential uses shall not exceed 3.5 units per acre.
  - 2. Public lands within the Heritage Park Neighborhood shall not be developed for residential, commercial, office, or industrial purposes.
- C. Up to 10% of the acreage in this neighborhood will be allowable for commercial (retail and office space) uses. The total square footage of commercial uses allowed in this neighborhood shall not exceed a floor area ratio (FAR) of 2.0.
  - 1. The residential, office, and commercial uses are intended to provide convenient access and bike/walkability for the area's residents, businesses, and visitors.
  - 2. The amount of residential, office, and retail use may be adjusted according to the needs of the community.
  - 3. Conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 4,000 square feet commercial space, gross acreage.
- D. Integrated transportation network:
  - 1. Provide transportation alternatives including transit, pedestrian access, and bikeways.
  - 2. Expand established pedestrian linkages between the surrounding Island neighborhoods.
  - 3. Connect the area to the Island's interconnected grid roadway and sidewalk network through Venice Avenue.
- E. Building envelope:

1. Height standards: as permitted according to adopted Neighborhood Height Overlays; all other areas, maximum height shall be limited to 3 stories, up to 42' including parking.
  2. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.
- F. Parking:
1. Permitted as part of a mixed use building either above active first level uses or on the first floor.
  2. Rear parking lots permitted in mixed use, multi-family, and commercial areas.
  3. Front driveways and garages allowed in single-family areas.
  4. On-street parking allowed throughout.
  5. Alternative parking standards that allow for reduced parking lot size and shared parking spaces shall be encouraged.
- G. Parks and public space shall address the following considerations:
1. Include a variety of community places and public spaces including but not limited to pocket parks, courtyards, plazas, open air sitting areas, urban trails, and playgrounds.
  2. Urban trails and sidewalks shall be utilized as connectors between commercial and residential areas.
- H. Architectural design style:
1. Northern Italian Renaissance architectural design standards are to be applied to new and redevelopment projects.



Insert map.



**Policy 16.5      Southern Gateway Corridor.**

*Planning Intent:* Establish a welcoming “front door” to Venice by creating a pedestrian-oriented streetscape and mixed use corridor. The corridor shall support existing residential uses, promote redevelopment of underutilized office and commercial properties, and establish new infill developments that support the corridor’s purpose. The intent of this corridor is to develop a mixed use area with medical facilities, professional and medical office space, multi-family residences, mixed-use commercial areas, retail shops, entertainment, marine services, hotels, and restaurants. Auto-centric uses would be discouraged in order to improve the corridor’s pedestrian access, bikeability, and transit opportunities. *For the detailed map sheet that depicts this planning area, see Map FLUM-4.*

**ORDINANCE 2014-01**

**Policy 16.6      Southern Gateway Corridor Standards.** Development in the Southern Gateway Corridor shall be according to the following development scenario:

- A. The density range for the corridor shall be up to 13 dwelling units per acre.
- B. The maximum residential density average in this corridor will not exceed 13 units per acre, calculated on a gross acreage basis.
  1. ~~Southern Gateway Corridor public lands shall not be developed for residential, commercial, office, or industrial purposes.~~
- C. Up to 75% of the acreage in this corridor will be allowable for commercial (retail, marine, hotel, entertainment, and office space) uses. The total square footage of commercial uses allowed in this corridor shall not exceed a floor area ratio (FAR) of 1.0.
  1. The residential and commercial uses are intended to provide convenient access and bike/walkability for the area’s residents, businesses, and visitors.
  2. Residential, office, and retail use may be adjusted according to the needs of the community.
  3. Conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 2,000 square feet commercial space, gross acreage.
- D. Integrated transportation network:
  1. Provide transportation alternatives including transit, pedestrian access, and bikeways.
  2. Expand established pedestrian linkages between the surrounding Island neighborhoods.
  3. Connect the area to the Venetian Waterway Trail.
  4. Ensure appropriate access to the Venice Municipal Airport.
  5. Limit traffic speeds to encourage pedestrian movement along the corridor.

E. Building envelope:

1. Maximum height shall be limited to 3 stories, up to 42' including parking.
2. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.
3. Building heights, where applicable, shall consider air safety zones for the Venice Municipal Airport.

F. Parking standards:

1. Permitted as part of a mixed-use building either above active first level uses or on the first floor.
2. Not allowed in front of buildings along Tamiami Trail and mixed use areas.
3. Rear parking lots permitted in mixed use and commercial areas.
4. Front driveways and garages are allowed in single-family areas.
5. On-street parking allowed as designated by site and development plan except along Tamiami Trail where on-street parking is not permitted.
6. Alternative parking standards that allow for reduced parking lot size and shared parking spaces shall be allowed throughout.

G. Parks and public space shall address the following considerations:

1. Include a variety of community places and public spaces including but not limited to pocket parks, courtyards, plazas, open air sitting areas, urban trails, and playgrounds.
2. Urban trails and sidewalks shall be utilized as connectors between commercial and residential areas.

H. Architectural design style:

1. Northern Italian Renaissance architectural design standards are to be applied to new and redevelopment projects.

Insert map.



**Policy 16.7 Island Professional Neighborhood**

*Planning Intent:* Expand upon established professional and medical uses by encouraging the redevelopment of underutilized properties and promote the development of mixed use residential/commercial buildings and construction of affordable community housing. This concept builds upon the area's close proximity to the hospital, downtown business district, civic area, and schools and provides professional and medical staff places to live near their work. The intent of this planning concept is to develop a mixed use area with medical facilities, professional and medical office space, multi-family residential areas, mixed use commercial areas, retail shops and services, and restaurants. Auto-centric uses would be discouraged in order to improve the neighborhood's pedestrian access, bikeability, and transit opportunities. *For the detailed map sheet that depicts this planning area, see Map FLUM-5.*

**Policy 16.8 Island Professional Neighborhood Standards.** Development in the Island Professional Neighborhood shall be according to the following development scenario:

- A. The maximum residential density average in this neighborhood will not exceed 18 units per acre, calculated on a gross acreage basis.
  1. Island Professional Neighborhood public lands shall not be developed for residential, commercial, office, or industrial purposes.
- B. Up to 80% of the acreage in this neighborhood will be allowable for commercial (retail and office space) uses. The total square footage of commercial uses allowed in this neighborhood shall not exceed a floor area ratio (FAR) of 2.0.
  1. The residential, office, and commercial uses are intended to provide convenient access and bike/walkability for the area.
  2. Residential, office, and retail use may be adjusted according to the needs of the community and demands of the development.
  3. Conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 4,000 square feet commercial space, gross acreage.
- C. Integrated transportation network:
  1. Provide transportation alternatives including transit, pedestrian access, and bikeways.
  2. Expand established pedestrian linkages between the surrounding Island neighborhoods.
  3. Connect the area to the Venetian Waterway Trail.
- D. Building envelope:
  1. Maximum height shall be limited to 3 stories, up to 42' including parking.
  2. An exception for the hospital shall be provided through conditional height allowance for renovation or expansion of medical facilities.
  3. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.
- E. Parking standards:
  1. Permitted as part of a mixed use building either above active first level uses or

- on the first floor.
- 2. Rear parking lots permitted in mixed use, multi-family, and commercial areas.
- 3. Front driveways and garages allowed in single-family areas.
- 4. On-street parking allowed as designated by site and development plan.
- 5. Alternative parking standards that allow for reduced parking lot size and shared parking spaces shall be allowed throughout.
- F. Parks and public space shall address the following considerations:
  - 1. Include a variety of community places and public spaces including but not limited to pocket parks, courtyards, plazas, open air sitting areas, urban trails, and playgrounds.
  - 2. Urban trails and sidewalks shall be utilized as connectors between commercial and residential areas.
- G. Architectural design style:
  - 1. Northern Italian Renaissance architectural design standards are to be applied to new and redevelopment projects.
- H. Notwithstanding any provisions of the Comprehensive Plan to the contrary, the Planning Intent and Standards identified in Future Land and Design Element Policy 19.3 and Policy 19.4 shall govern the development of parcels identified as Venice Regional Medical Center Campus.



Insert map.

**Policy 16.9      City Center Sector.**

*Planning Intent:* Promote the original Venice Plan designed by John Nolen by expanding the features of the traditional downtown core and encouraging mixed use residential/commercial buildings. The intent of this planning concept is to preserve an integrated mixed use community sector with a downtown core, schools, residential properties, civic offices, community services, cultural resources, parks and public spaces, restaurants, and shops. Auto-centric uses would be discouraged in order to improve the sector's pedestrian access, bikeability, and transit opportunities. *For the detailed map sheet that depicts this planning area, see Map FLUM-6.*

**Policy 16.10      City Center Sector Standards.** Development in the City Center Sector shall be built according to the following development scenario:

- A. The density range for the sector shall be up to 18 dwelling units per acre.
- B. The maximum residential density average in this sector will not exceed 18 units per acre, calculated on a gross acreage basis.
  1. City Center Sector public lands used for parks, recreation, open space, greenways, wetlands and/or habitat conservation shall not be developed for anything other than these uses without City Council approval.
- C. Up to 80% of the acreage in this sector will be allowable for commercial mixed use, retail, and office space. The total square footage of commercial uses allowed in this sector shall not exceed a floor area ratio (FAR) of 2.0.
  1. The residential, office, and commercial uses are intended to provide convenient access and bike/walkability for the area.
  2. The amount of residential, office, and retail use may be adjusted according to the needs of the community and demands of the development.
  3. Conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 4,000 square feet commercial space, gross acreage.
- D. Integrated transportation network:
  1. Provide transportation alternatives including transit, pedestrian access, and bikeways.
  2. Expand established pedestrian linkages between the surrounding Island neighborhoods.
  3. Connect the area to the Venetian Waterway Trail.
- E. Building Envelope:
  1. Maximum height for the Central Business District (CBD) shall be limited to 3 stories, up to 35' including parking; all other areas shall be limited to 3 stories, up to 42' including parking.
  2. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.
- F. Parking:
  1. Permitted as part of a mixed use building either above active first level uses or on the first floor.
  2. Rear parking lots permitted in mixed use, multi-family, and commercial areas.
  3. Front driveways and garages allowed in single-family areas.

4. On-street parking allowed throughout.
  5. Alternative parking standards that allow for reduced parking lot size and shared parking spaces shall be encouraged.
  6. Additional centralized or clustered parking areas to serve downtown businesses should be encouraged.
- G. Parks and public space shall address the following considerations:
1. Include a variety of community places and public spaces including but not limited to pocket parks, courtyards, plazas, open air sitting areas, urban trails, and playgrounds.
  2. Urban trails and sidewalks shall be utilized as connectors between commercial and residential areas.
- H. Architectural design style:
1. Venetian Theme (VT) architectural design standards are to be applied to new and redevelopment projects.
  2. Arcades are encouraged only if they do not support habitable space.
  3. Historic buildings and their architectural styles should be preserved.

Insert map.

**Policy 16.11 Northern Gateway Corridor.**

*Planning Intent:* Redevelop the corridor into an integrated neo-traditional mixed use corridor. The concept is to integrate single and multi-family residential dwelling units with restaurants, shops, professional offices, schools, parks, and civic spaces. This mixed use planning strategy supports the City's efforts to redevelop areas located along the Intracoastal Waterway and provide a better linkage to the residential uses surrounding the area. *For the detailed map sheet that depicts this planning area, see Map FLUM-7.*

**Policy 16.12 Northern Gateway Corridor Standards.** Development in the Northern Gateway Corridor shall be built according to the following development scenario:

- A. The density range for the corridor shall be up to 18 dwelling units per acre.
- B. The maximum residential density average in this corridor will not exceed 18 units per acre, calculated on a gross acreage basis.
  1. Public lands in the Northern Gateway Corridor shall not be converted to private residential, commercial, office, or industrial uses.
- C. Up to 80% of the acreage in this corridor will be allowable for commercial (retail and office space) uses. The total square footage of commercial uses allowed in this corridor shall not exceed a floor area ratio (FAR) of 2.0.
  1. The residential, office, and commercial uses are intended to provide convenient access and bike/walkability for the area.
  2. Residential, office, and retail use may be adjusted according to the needs of the community and demands of the development.
  3. Conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 4,000 square feet commercial space, gross acreage.
- D. Integrated transportation network:
  1. Provide transportation alternatives including transit, pedestrian access, and bikeways.
  2. Expand established pedestrian linkages between the surrounding neighborhoods—both on and off the Island.
  3. Connect the area to the Venetian Waterway Trail.
- E. Building envelope:
  1. Maximum height shall be limited to 4 stories, up to 45' including parking.
  2. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.
- F. Parking standards:
  1. Permitted as part of a mixed use building either above active first level uses or on the first floor.
  2. Rear parking lots permitted in mixed use, multi-family, and commercial areas.
  3. On-street parking allowed on all roads except for U.S. 41 Bypass and Tamiami Trail.
  4. Front driveways and garage areas allowed in single-family areas.
  5. Alternative parking standards that allow for reduced parking lot size and shared parking spaces shall be allowed throughout.
  6. Parking areas adjacent to the Legacy Trail should complement the Trail through

visual open space and provide pedestrian and bicycle linkages for the area's residents.

G. Parks and public space shall address the following considerations:

1. Include a variety of community places and public spaces including but not limited to pocket parks, courtyards, plazas, open air sitting areas, urban trails, and playgrounds.
2. Urban trails and sidewalks shall be utilized as connectors between commercial and residential areas.

H. Architectural design style:

1. Northern Italian Renaissance architectural design standards are to be applied to new and redevelopment projects.

Insert map.

**Policy 16.13 Seaboard Sector.**

*Planning Intent:* Make the best use of the central location, water-oriented resources, and grid-pattern street network by establishing a walkable mixed use community sector. The plan will build upon the traditional planning practices established by John Nolen in the 1926 Venice Plan. The intent of this planning concept is to foster an integrated sector that includes housing opportunities, professional businesses and offices, service businesses, recreational and service resources, restaurants, water-oriented activities, and parks and public spaces. *For the detailed map sheet that depicts this planning area, see Map FLUM-8.*

**Policy 16.14 Seaboard Sector Standards.** Development in the Seaboard Sector shall be built according to the following development scenario:

- A. The density range for the sector shall be up to 18 dwelling units per acre.
- B. The maximum residential density average in this sector will not exceed 18 units per acre, calculated on a gross acreage basis.
  1. Seaboard Sector public lands shall not be developed for residential, commercial, office, or industrial purposes without the approval of the City through rezoning and site plan review.
- C. Up to 80% of the acreage in this sector will be allowable for commercial (retail and office space) uses. The total square footage of commercial uses allowed in this sector shall not exceed a floor area ratio (FAR) of 2.0.
  1. The residential, office, and commercial uses are intended to provide convenient access and bike/walkability for the area.
  2. Residential, office, and retail use may be adjusted according to the needs of the community and demands of the development.
  3. Conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 4,000 square feet commercial space.
- D. Integrated transportation network
  1. Provide transportation alternatives including transit, pedestrian access, and bikeways.
  2. Expand established pedestrian linkages between the surrounding neighborhoods both on and off the Island.
  3. Connect the area to the Venetian Waterway Trail.
- E. Building envelope:
  1. Maximum height shall be limited to 3 stories, up to 42' including parking.
  2. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.
- F. Parking standards:
  1. Permitted as part of a mixed use building either above active first level uses or on the first floor.
  2. Not allowed in front of buildings along U.S. 41 Bypass and Venice Avenue and in multi-family and mixed use areas.
  3. Rear parking lots permitted in mixed use, multi-family, and commercial areas.
  4. Front driveways and garage areas allowed in single-family areas.
  5. On-street parking allowed throughout; except U.S. 41 Bypass where on-street



parking is not permitted.

6. Alternative parking standards that allow for reduced parking lot size and shared parking spaces shall be allowed throughout.

G. Parks and public space shall address the following considerations:

1. Include a variety of community places and public spaces including but not limited to pocket parks, courtyards, plazas, open air sitting areas, urban trails, and playgrounds.
2. Urban trails and sidewalks shall be utilized as connectors between commercial and residential areas.
3. Every effort shall be made to conserve existing environmental features, including functioning wetland or upland habitat, and to buffer Hatchett Creek from adjacent uses with native vegetation.
4. A public greenway shall be considered as a means of providing public open space and buffering Hatchett Creek.

H. Architectural design style:

1. Northern Italian Renaissance architectural design standards are to be applied to new and redevelopment projects.

Insert map.

**Policy 16.15 Eastern Gateway Corridor.**

*Planning Intent:* East Venice Avenue functions as the “front door” to the City and whatever occurs along this gateway will establish an initial and lasting impression of the City. The planning intent for the Eastern Gateway Corridor is to create a mixed use business corridor that promotes community connectivity, provides critical commercial shops and services, and supports the City’s architectural character. *For the detailed map sheet that depicts this planning area, see Map FLUM-9.*

**Policy 16.16 Eastern Gateway Corridor Standards.** Development in the Eastern Gateway Corridor shall be built according to the following development scenario:

- A. The density range for the corridor shall be up to 7 dwelling units per acre, except for density as provided for special needs housing.
- B. The maximum residential density average in this corridor will not exceed 7 units per acre, calculated on a gross acreage basis.
- C. Up to 75% of the acreage in this corridor will be allowable for commercial (retail and office space) uses. The total square footage of commercial uses allowed in this corridor shall not exceed a floor area ratio (FAR) of 0.5.
  - 1. The residential, office, and commercial uses are intended to provide convenient access and bike/walkability for the area’s residents, businesses, and visitors.
  - 2. No conditional uses shall be allowed.
  - 3. Conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 2,000 square feet commercial space, gross acreage.
- D. Integrated transportation network:
  - 1. Provide transportation alternatives including transit, pedestrian access, and bikeways.
  - 2. Expand established pedestrian linkages between the surrounding neighborhoods.
- E. Building envelope:
  - 1. Maximum height shall be limited to 3 stories, up to 42’ including parking.
  - 2. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.
- F. Parking standards:
  - 1. Allowed in front of buildings in both residential and commercial areas with landscape buffers along the sidewalk.
  - 2. Alternative parking standards that allow for reduced parking lot size and shared parking spaces shall be allowed throughout.
- G. Parks and public space shall address the following considerations:
  - 1. Include a variety of community places and public spaces including but not limited to pocket parks, courtyards, plazas, open air sitting areas, urban trails, and playgrounds.
  - 2. Urban trails and sidewalks shall be utilized as connectors between commercial

and residential areas.

H. Architectural design style:

1. Northern Italian Renaissance architectural design standards are to be applied to new and redevelopment projects.
2. Historic buildings and their architectural styles should be preserved.

Insert map.

**Policy 16.17     South Laurel Neighborhood.**

*Planning Intent:* The South Laurel Neighborhood is a mixed use development area located east of I-75 which borders the south side of Laurel Road. The South Laurel Neighborhood intent is to develop an integrated mixed use neighborhood comprised of single-family and multi-family residential properties; commercial office and retail space; and conservation/open space. The planning area will be connected via a diverse transportation system that connects existing and new roadways, bikeways, sidewalks, and urban trails. *For the detailed map sheet that depicts this planning area, see Map FLUM-10.*

**Policy 16.18     South Laurel Neighborhood Standards.** Development in the South Laurel Neighborhood shall be developed according to the following development scenario:

- M. The maximum residential density in this neighborhood will not exceed 6 units per acre, calculated on a gross acreage basis.
  - 1. For areas zoned to a City of Venice zoning designation prior to May 1, 2009 with densities greater than 6 units per acre, density will not exceed the said density previously approved through such rezoning.
- N. Up to 35% of the acreage in this neighborhood will be allowable for commercial (retail and office space) uses. The total square footage of commercial uses allowed in this neighborhood shall not exceed a floor area ratio (FAR) of 0.5..
  - 1. The residential, office, and commercial uses are intended to provide convenient access and bike/walkability for residents of the area to these services.
  - 2. Residential, office, and retail use may be adjusted according to the needs of the community and demands of the development.
  - 3. Conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 2,000 square feet commercial space, gross acreage.
- O. Integrated transportation network:
  - 1. Prior to issuance of a final Development Order, which singularly or cumulatively with other Development Orders for the neighborhood permits more than 3.5 units per acre and/or FAR 0.5 for commercial uses, the Applicant shall provide the City an updated transportation analysis and a plan to support the change in land use intensity and density.
  - 2. Construction of a collector and arterial roadway system through the neighborhood which provides for a series of interconnections between Laurel Road and Border Road as depicted on Map TRANS-1, Future Traffic Circulation Plan, of the Transportation Infrastructure & Service Standards Element.
  - 3. Construction of an arterial roadway segment adjacent to and running along the entire length of the neighborhood area abutting Laurel Road as depicted on Map TRANS-1, Future Traffic Circulation Plan, of the Transportation Infrastructure & Service Standards Element.
  - 4. Provide transportation alternatives including transit, pedestrian access, and bikeways.
  - 5. Expand established pedestrian linkages between the surrounding

neighborhoods.

P. Building envelope:

1. Maximum height shall be limited to 3 stories, up to 42' including parking.
2. For areas zoned to a City of Venice zoning designation prior to May 1, 2009, the maximum height will not exceed the maximum building height previously approved through such rezoning.
3. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.

Q. Parking standards:

1. Permitted as part of a mixed use building either above active first level uses or on the first floor.
2. Not allowed in front of buildings along Laurel Road, Jacaranda Boulevard and in multi-family and mixed use areas.
3. Rear parking lots permitted in mixed use, multi-family, and commercial areas.
4. Front driveways and garage areas allowed in single-family areas.
5. On-street parking allowed throughout; except along Laurel Road and Jacaranda Boulevard.
6. Alternative parking standards that allow for reduced parking lot size and shared parking spaces shall be allowed throughout.

F. Parks and public space shall be at least 25% of the gross acreage and shall address the following considerations:

1. Include a variety of community places and public spaces.
2. Urban trails and sidewalks shall be utilized as connectors between commercial and residential areas.

G. Architectural design style:

1. Northern Italian Renaissance architectural design standards are to be applied to new and redevelopment projects.
2. For areas zoned to a City of Venice zoning designation prior to May 1, 2009, the architectural design style will be consistent with designs previously approved through such rezoning.

Insert map.

**Policy 16.19**    **Shakett Creek Neighborhood.**

*Planning Intent:* The Shakett Creek Neighborhood is designed to accommodate industrial-commercial; office and low intensity retail space; multi-family residential properties; and conservation/open space. The Neighborhood will be connected via a diverse transportation system that connects existing and new roadways, bikeways, sidewalks, and urban trails. The result is an industrial/commercial based, mixed use neighborhood that interconnects with the surrounding Venice community. *For the detailed map sheet that depicts this planning area, see Map FLUM-11.*

**Policy 16.20**    **Shakett Creek Neighborhood Standards.** Development in the Shakett Creek Neighborhood shall be developed according to the following development scenario:

- A. The maximum residential density in this district will not exceed 18 units per acre, calculated on a gross acreage basis.
- B. Up to 60% of the acreage in this neighborhood will be allowable for industrial and commercial (retail and office space) uses. The total square footage of commercial uses allowed in this neighborhood shall not exceed a floor area ratio (FAR) of 2.0.
  - 1. The residential, office, and commercial uses are intended to provide convenient access and bike/walkability for the area's residents, businesses, and visitors.
  - 2. The amount of residential and commercial use may be adjusted according to the needs of the community.
  - 3. Conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 4,000 square feet commercial space, gross acreage.
  - 4. Industrial and commercial uses shall be directed away from Shakett Creek and toward Knights Trail Road and Triple Diamond Boulevard.
- C. Integrated transportation network:
  - 1. Provide transportation alternatives including transit, pedestrian access, and bikeways.
  - 2. Expand established pedestrian linkages between the surrounding neighborhoods.
- D. Building envelope:
  - 1. Maximum height shall be limited to 3 stories, up to 42' including parking.
  - 2. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.
- E. Parking:
  - 1. Permitted as part of a mixed use building either above active first level uses or on the first floor.
  - 2. Rear parking lots permitted in mixed use, multi-family, and commercial areas.
  - 3. Front driveways and garages allowed in single-family areas.
  - 4. On-street parking allowed throughout.
  - 5. Alternative parking standards that allow for reduced parking lot size and shared parking spaces shall be encouraged.
- F. Parks and public space shall be at least 15% of the total acreage and shall address the following considerations:



1. Include a variety of community places and public spaces including but not limited to pocket parks, courtyards, plazas, open air sitting areas, urban trails, and playgrounds.
  2. Urban trails and sidewalks shall be utilized as connectors between commercial and residential areas.
  3. A minimum buffer width shall be determined and enforced to protect the Shakett Creek watershed from adjacent uses.
- G. Architectural design style:
1. Northern Italian Renaissance or Northern Mediterranean architectural design standards are to be applied to new and redevelopment projects.

Insert map.

**Policy 16.21     Knights Trail Neighborhood.**

*Planning Intent:* The Knights Trail Neighborhood is designed to accommodate industrial-commercial; office and low intensity retail space; multi-family residential properties; and conservation/open space. The Neighborhood will be connected via a diverse transportation system that connects existing and new roadways, bikeways, sidewalks, and urban trails. The result is an industrial/commercial based, mixed use neighborhood that interconnects with the surrounding Venice community.

For planning purposes, this neighborhood shall be divided into two subareas:

- A. Subarea No. 1: The area north of Gene Green Road.
- B. Subarea No. 2: The area south of Gene Green Road, excluding Subarea No. 3.
- C. Subarea No. 3: The area consisting of approximately two acres fronting Knights Trail Road, located approximately 0.2 miles north of Laurel Road.
- D. Subarea No. 4: The area consisting of approximately 72 acres fronting Laurel Road, located south of Subarea No. 2 and southeast of Subarea No. 3.

*For the detailed map sheet that depicts this planning area, see Map FLUM-12.*

**Policy 16.22     Knights Trail Neighborhood Standards. Development in the Knights Trail Neighborhood area shall reflect the following development scenario:**

- A. The maximum residential density in this neighborhood shall be:
  - 1. Subarea No. 1: Up to 13 units per acre, calculated on a gross acreage basis.
  - 2. Subarea No. 2: Up to 8 units per acre, calculated on a gross area basis.
  - 3. Subarea No. 3: Up to 18 units per acre, calculated on a gross area basis.
  - 4. Subarea No. 4: Up to 13 units per acre, calculated on a gross area basis.
- B. Up to 35% of the acreage in Subarea No. 1, Subarea No. 2, and Subarea No. 3 will be allowable for retail, office, and commercial uses. The square footage of commercial uses allowed in Subarea No. 1 shall not exceed a floor area ratio (FAR) of 1.0. The square footage of commercial uses allowed in Subarea No. 2 shall not exceed a FAR of 0.5 and the square footage of commercial uses allowed in Subarea No. 3 shall not exceed a FAR of 2.0.
  - 1. The residential, office, and commercial uses are intended to provide convenient access and walk/bikeability for residents of the area to these services.
  - 2. Residential, office, and retail use may be adjusted according to the needs of the community.
  - 3. In Subarea No. 1 and Subarea No. 2, conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 2,000 square feet commercial space, gross acreage.
  - 4. In Subarea No. 3, conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 4,000 square feet commercial space, gross acreage.
  - 5. With the exception of Subarea No. 3, commercial (retail/office) uses shall be directed toward Knights Trail Road in the area of Stay-N-Play Drive; industrial and/or conservation uses should be directed toward Gene Green Road; and

- residential uses should be directed toward adjacent existing residential areas, with appropriate buffering between different land uses.
- C. Up to 75% of the acreage in Subarea No. 4 will be allowable for commercial uses. The square footage of commercial uses allowed in this subarea shall not exceed a FAR 1.0.
1. The commercial and residential uses are intended to provide convenient access for walking and bicycling for residents of the area.
  2. Commercial and residential uses may be adjusted according to the needs of the community.
  3. Conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 2,000 square feet commercial space, gross acreage.
  4. Commercial and residential uses shall be directed to have an internal focus.
- D. Integrated transportation network:
1. Prior to issuance of a final Development Order which singularly or cumulatively with other Development Orders for the neighborhood area permits more than 3.5 units per acre and/or FAR 0.5 for commercial uses, the Applicant shall provide the City an updated transportation analysis and a plan to support the change in land use intensity and density.
  2. Construction of a collector roadway system through the neighborhood which provides for a series of interconnections between Laurel Road and Knights Trail Road as depicted on Map TRANS-1, Future Traffic Circulation Plan, of the Transportation Infrastructure & Service Standards Element.
  3. Provide transportation alternatives including transit, pedestrian access, and bikeways.
  4. Expand established pedestrian linkages between the surrounding neighborhoods.
- E. Building envelope:
1. Subarea No. 1, Subarea No. 2, and Subarea No. 3: Maximum height shall be limited to 3 stories, up to 42' including parking.
  2. Subarea No. 4: Maximum height shall be limited to 4 stories, up to 45' including parking.
  3. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.
- F. Parking:
1. Permitted as part of a mixed use building either above active first level uses or on the first floor.
  2. Rear parking lots permitted in mixed use, multi-family, and commercial areas.
  3. Front driveways and garages allowed in single-family areas.
  4. On-street parking allowed throughout.
  5. Alternative parking standards that allow for reduced parking lot size and shared parking spaces shall be encouraged.
- G. Parks, public space, and conservation areas shall be at least 135 acres and shall address the following considerations:
1. Include a variety of community places and public spaces including but not limited to pocket parks, courtyards, plazas, open air sitting areas, urban trails, and playgrounds.

2. Urban trails and sidewalks shall be utilized as connectors between commercial and residential areas.

3. A minimum buffer width shall be determined and enforced to protect the Shakett Creek watershed from adjacent uses.

H. Architectural design style:

1. Northern Italian Renaissance or Northern Mediterranean architectural design standards are to be applied to new and redevelopment projects.

Insert map.

- Policy 16.23**      **Gene Green Sector.** Ensure the timely development of urban services and facilities that are compatible with natural resources and community character by designating the Gene Green Sector, an area of 285 acres located east of I-75 at Gene Green Road, on the Future Land Use Map series of the Future Land Use Element. *For the detailed map sheet that depicts this planning area, see Map FLUM-13.*
- Policy 16.24**      **Gene Green Sector Uses.** The Gene Green Sector will accommodate the following land uses: earthmoving; mining, material extraction, sorting, processing and loading; asphalt production, manufacturing, recycling and other components of asphalt production; temporary and permanent stockpiling; concrete/cement and related products production and processing; water resource storage and production; stormwater management; native habitat preservation/mitigation; and accessory uses. As part of the operations, the area will include commercial office space not to exceed a FAR of 0.10.
- A. A comprehensive plan amendment will be required to alter these land uses or intensities for development that exceeds these intensity standards and/or land uses.
- B. Should land uses or intensities be altered as a result of a comprehensive plan amendment, mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.
- Policy 16.25**      **Gene Green Sector Compatibility.** Ensure an adequate landscaped buffer between the Gene Green Sector and adjacent residential areas to protect adjacent uses from environmental impacts resulting from excavation, industrial, commercial, or other non-residential activity.
- Policy 16.26**      **Gene Green Sector Redevelopment.** Upon the discontinuation of permitted mining, asphalt, and concrete batching operations for properties within this commercial/industrial area, the property owner shall prepare a reclamation plan as part of the comprehensive plan amendment and rezoning process which identifies the intensity/density of new uses and environmental and transportation impacts.

Insert map.



**Objective 17**     **Establishment of JPA/ILSBA Planning Areas.** Establish a means by which future annexations and planning activities will be accomplished within the JPA/ILSBA Planning Areas and to provide for the regulation of future land uses and land use coordination as set forth in the Joint Planning and Interlocal Service Boundary Agreement (JPA/ILSBA) between the City of Venice and Sarasota County.

*For the detailed map sheet that depicts these planning areas, see Map FLUM-14.*

**Policy 17.1**     **Joint Planning & Interlocal Service Boundary Agreement (JPA/ILSBA).** Utilize the JPA/ILSBA as a means to coordinate future land use, public facilities and services, and protection of natural resources in advance of annexation within JPA Areas.

**Policy 17.2**     **JPA/ILSBA Planning Area Annexation.** The City may annex lands identified as JPA/ILSBA Planning Areas on the Future Land Use Map Series and listed below in accordance with the JPA/ILSBA upon receipt of a petition for annexation from the persons who own the property proposed to be annexed, provided the property is compact and contiguous, as defined in Chapter 171, Florida Statutes, to the municipal boundaries of the City of Venice. The City shall not create new or expanded enclaves in the JPA/ILSBA Planning Areas.

**Area 1 – Knight's Trail Park Area (Rustic Road) (FLUM-15)**

**Area 2A - Auburn Road to I-75 (Auburn Road to I-75) (FLUM-16)**

**Area 2B - I-75 to Jacaranda Boulevard (I-75/Jacaranda Boulevard) (FLUM-17)**

**Area 3 – Border Road to Myakka Corridor (Border Road to Myakka River) (FLUM-18)**

**Area 4 – South Venice Avenue Corridor (South Venice Avenue) (FLUM-19)**

**Area 5 – Laurel Road (Laurel Road Mixed Use) (FLUM-20)**

**Area 6 – Pinebrook Road Area (Pinebrook Road) (FLUM-21)**

**Area 7 – Auburn Road to Curry Creek (Auburn Road) (FLUM-22)**

**Area 8 – Gulf Coast Boulevard Enclave (Gulf Coast Boulevard) (FLUM-23)**

**Policy 17.3**     **JPA/ILSBA Planning Area Future Land Use Map Amendments.** An amendment to the Future Land Use Map providing a City of Venice future land use designation shall be required following annexation of any property within a JPA/ILSBA Planning Area. Such Future Land Use Map amendment shall be processed as a small-scale amendment provided its future land use designation is consistent with the City of Venice Comprehensive Plan and the JPA/ILSBA.

**Policy 17.4**     **JPA/ILSBA Planning Area Development Standards.** The City has evaluated the land use densities and intensities established for each JPA/ILSBA Planning Area within the

JPA/ILSBA and the Comprehensive Plan Objective 18 Policy Series provides the land use categories determined by the City in this Comprehensive Plan.

**Policy 17.5**      JPA/ILSBA Planning Area Standards. At the time of annexation of any lands within a JPA/ILSBA Planning Area, such lands shall be subject to the standards set forth in the Objective 17 and 18 policy series as well as applicable Goals, Objectives and Policies contained within the Comprehensive Plan.

**Policy 17.6**      Transportation Analysis. Concurrent with an application for a small-scale comprehensive plan amendment of any parcel within a JPA/ILSBA Planning Area, the applicant shall provide a transportation analysis utilizing the transportation concurrency evaluation criteria as provided within the City of Venice Code of Ordinances to ensure the development meets the adopted level of service standards.

**Policy 17.7**      JPA/ILSBA Planning Coordination. The City will coordinate and cooperate with Sarasota County on the preparation and implementation of any neighborhood or community plans within the areas subject to the JPA/ILSBA.

**Policy 17.8**      Development of Extrajurisdictional Impact. Utilize the JPA/ILSBA to ensure close coordination between the City and Sarasota County regarding a development of extrajurisdictional impact as defined in the JPA/ILSBA.

**Policy 17.9**      JPA/ILSBA Evaluation. The City shall coordinate with Sarasota County on an as-needed basis evaluate and identify needed amendments to the JPA/ILSBA.

**Objective 18**      Standards for Joint Planning Areas. Guide the growth and development of the City's future annexations as established through the adopted Joint Planning and Interlocal Service Boundary Agreement (JPA/ILSBA) between the City of Venice and Sarasota County by establishing planning concepts that address the area's specific needs and conditions. The City's JPA/ILSBA planning areas include:

1. Rustic Road (JPA/ILSBA Area No. 1)
- 2a. Auburn Road to I-75 (JPA/ILSBA Area No. 2a)
- 2b. I-75 / Jacaranda Boulevard (JPA/ILSBA Area No. 2b)
3. Border Road to Myakka River (JPA/ILSBA Area No. 3)
4. South Venice Avenue (JPA/ILSBA Area No. 4)
5. Laurel Road Mixed Use (JPA/ILSBA Area No. 5)
6. Pinebrook Road (JPA/ILSBA Area No. 6)
7. Auburn Road (JPA/ILSBA Area No. 7)

8. Gulf Coast Boulevard (JPA/ILSBA Area No. 8)



*For the detailed map sheet that depicts these planning areas, see Map FLUM-14.*

Insert map.

**Policy 18.1** Rustic Road Neighborhood (JPA/ILSBA Area No. 1).  
*Development Policy:* Ensure the timely development of urban services and facilities that are compatible with natural resources and community character by designating the Rustic Road Neighborhood, an area of 489 acres. For planning purposes, this neighborhood shall be divided into two subareas:  
A. Subarea No. 1: The area abutting I-75 and extending approximately 0.73 mile northward and approximately 0.60 mile eastward of the intersection of I-75 and Cow Pen Slough.  
B. Subarea No. 2: The area abutting Knights Trail Road and extending approximately 0.75 mile westward of Knights Trail Road.  
*For the detailed map sheet that depicts this planning area, see Map FLUM-15.*

**Policy 18.2** Rustic Road Neighborhood Development Standards. Development in the Rustic Road Neighborhood area shall be developed according to the following development scenario:  
A. The maximum residential density in this area shall be:  
1. Subarea No. 1: 5 to 9 units per acre, calculated on a gross area basis.  
2. Subarea No. 2: Up to 5 units per acre, calculated on a gross area basis.  
B. Up to 50% of the acreage in this area will be allowable for non-residential (retail, office space, industrial and manufacturing) uses. The total square footage of non-residential uses allowed in this area shall not exceed a floor area ratio (FAR) of 2.0.  
1. The non-residential uses are intended to provide employment opportunities in the greater Venice area and to expand economic opportunities within Venice and Sarasota County.  
2. Residential and non-residential uses may be adjusted according to the needs of the community.  
3. Conversion between residential and non-residential land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 2,000 square feet commercial space, gross acreage.  
C. Building envelope:  
1. Maximum height shall be limited to 3 stories, up to 42' including parking.  
2. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.  
D. Conservation and open space shall be at least 34.2 gross acres.  
1. The total amount of conservation and open space area will be determined upon submittal of an application for development and an evaluation of the value and function of site specific environmental features.  
2. Every effort shall be made to conserve existing environmental features, including functioning wetland or upland habitat, and to buffer the Shakett Creek watershed from adjacent uses with native vegetation.  
E. Construction of intersection improvements at Knights Trail Road and Rustic Road.



Insert map.

**Policy 18.3** Auburn Road to I-75 Neighborhood (JPA/ILSBA Area No 2a). *Development Policy:* Ensure the timely development of urban services and facilities that are compatible with natural resources and community character by designating the Auburn Road to I-75 Neighborhood, an area of 176 acres. For planning purposes, this neighborhood shall be divided into three subareas:

- A. Subarea No. 1: The area north of Fox Lea Drive.
- B. Subarea No. 2: The area south of Fox Lea Drive and north of Curry Creek.
- C. Subarea No. 3: The area south of Curry Creek.

*For the detailed map sheet that depicts this planning area, see Map FLUM-16.*

**Policy 18.4** Auburn Road to I-75 Neighborhood Standards. Development in the Auburn Road to I-75 Neighborhood area shall reflect the following development scenario:

- A. The maximum residential density in this neighborhood shall not exceed 3 units per acre, calculated on a gross acreage basis.
  - 1. Residential uses are encouraged in Subarea No. 2 and Subarea No. 3 to provide a transition from residential to non-residential uses.
- B. Up to 10% of the acreage in this neighborhood will be allowable for accessory non-residential (retail, office, and commercial) uses. The square footage of these accessory non-residential uses allowed in this neighborhood shall not exceed a floor area ratio (FAR) of 0.25.
  - 1. The non-residential accessory uses are intended to provide convenient access and walk/bikeability for residents of the area to these services.
  - 2. Residential and non-residential use may be adjusted according to the needs of the community.
  - 3. Conversion between residential and accessory non-residential land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 4,000 square feet accessory non-residential space, gross acreage.
  - 4. Equestrian uses shall be allowed in Subarea No. 2, so long as such uses are deemed compatible with adjacent uses.
- C. Building envelope:
  - 1. Height standards shall be:
    - a. Subarea No. 1: Maximum height shall be limited to 3 stories, up to 42' including parking. Maximum height shall be transitioned towards I-75.
    - b. Subarea No. 2: Maximum height shall be limited to 2 stories, up to 30' including parking.
    - c. Subarea No. 3: Maximum height shall be limited to 2 stories, up to 30' including parking.
  - 2. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.
- D. Conservation and open space shall be at least 7.4 acres.
  - 1. The total amount of conservation and open space area will be determined upon submittal of an application for development and an evaluation of the value and function of site specific environmental features.
  - 2. Every effort shall be made to conserve existing environmental features,



including functioning wetland or upland habitat, and to buffer the Curry Creek watershed from adjacent uses with native vegetation.

3. A greenway along Curry Creek will be considered as a means of providing open space and buffering Curry Creek.

Insert map.

**Policy 18.5**     **I-75 / Jacaranda Boulevard Sector (JPA/ILSBA Area No. 2b).**  
*Development Policy:* Ensure the timely development of urban services and facilities that are compatible with natural resources and community character by designating the I-75 / Jacaranda Boulevard Sector, an area of approximately 175 acres. For planning purposes, this neighborhood shall be divided into three subareas:

- A. Subarea No. 1: The area north of Ewing Drive.
- B. Subarea No. 2: The area south of Ewing Drive and north of Curry Creek.
- C. Subarea No. 3: The area south of Curry Creek.

*For the detailed map sheet that depicts this planning area, see Map FLUM-17.*

**Policy 18.6**     **I-75 / Jacaranda Boulevard Sector Standards.** Development in the I-75 / Jacaranda Boulevard Sector shall be built according to the following development scenario:

- A. The maximum residential density in this sector shall not exceed:
  - 1. Subarea No. 1: 9 units per acre, calculated on a gross acreage basis.
  - 2. Subarea No. 2: 13 units per acre, calculated on a gross acreage basis.
  - 3. Subarea No. 3: 18 units per acre, calculated on a gross acreage basis.
- B. Up to 50% of the acreage in this sector will be allowable for non-residential (retail, office space, industrial and manufacturing) uses. The total square footage of non-residential uses allowed in this sector shall not exceed a floor area ratio (FAR) of 2.0.
  - 1. Non-residential uses are intended to provide employment opportunities in the greater Venice area and to expand economic opportunities within Venice and Sarasota County.
  - 2. Residential and non-residential uses may be adjusted according to the needs of the community.
  - 3. Conversion between residential and non-residential land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 2,000 square feet non-residential space, gross acreage. Non-residential uses shall be concentrated in Subarea No. 3.
- C. Building envelope:
  - 1. Maximum height shall be limited to 3 stories, up to 42' including parking.
  - 2. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.
- D. Conservation and open space shall be at least 4.6 gross acres.
  - 1. The total amount of conservation and open space area will be determined upon submittal of an application for development and an evaluation of the value and function of site specific environmental features.
  - 2. Every effort shall be made to conserve existing environmental features, including functioning wetland or upland habitat, and to buffer the Curry Creek watershed from adjacent uses with native vegetation.
  - 3. A public greenway along Curry Creek shall be considered as a means of providing open space.
- E. Construction of a collector and arterial roadway system through the sector which provides for the widening of Jacaranda Boulevard between the I-75 Interchange and

Border Road as depicted on Map TRANS-1, Future Traffic Circulation Plan, of the  
Transportation Infrastructure & Service Standards Element.

Insert map.

**Policy 18.7** **Border Road to Myakka River Neighborhood (JPA/ILSBA Area No. 3).**  
*Development Policy:* Ensure the timely development of urban services and facilities that are compatible with natural resources and community character by designating the Border Road to Myakka River Neighborhood, an area of approximately 629 acres. For planning purposes, this neighborhood shall be divided into two subareas:  
A. Subarea No. 1: The area west of North Jackson Road.  
B. Subarea No. 2: The area east of North Jackson Road.  
*For the detailed map sheet that depicts this planning area, see Map FLUM-18.*

**Policy 18.8** **Border Road to Myakka River Neighborhood Standards.** Development in the Border Road to Myakka River Neighborhood shall reflect the following development scenario:  
A. The maximum residential density in this neighborhood shall be:  
1. Subarea No. 1: Up to 5 units per acre, calculated on a gross area basis.  
2. Subarea No. 2: Up to 3 units per acre, calculated on a gross area basis.  
B. Up to 5% of the acreage in this neighborhood will be allowable for accessory non-residential (retail, office, and commercial) uses. The square footage of accessory non-residential uses allowed in this neighborhood shall not exceed a floor area ratio (FAR) of 0.25.  
1. The accessory non-residential uses are intended to provide convenient access and walk/bikeability for residents of the area to these services.  
2. Residential and non-residential use may be adjusted according to the needs of the community.  
3. Conversion between residential and non-residential land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 4,000 square feet non-residential space, gross acreage.  
C. Building envelope:  
1. Maximum height shall be limited to 2 stories, up to 35' including parking.  
2. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.  
D. Conservation and open space shall be at least 57 acres.  
1. The total amount of conservation and open space area will be determined upon submittal of an application for development and an evaluation of the value and function of site specific environmental features.  
2. Every effort shall be made to conserve existing environmental features, including functioning wetland or upland habitat, and to buffer the Myakka River watershed from adjacent uses with native vegetation.  
3. A public greenway along the Myakka River shall be considered as a means of providing open space.  
E. Construction of a collector roadway system through the community neighborhood which provides for the interconnection of Jackson Road from Border Road to Laurel Road as a two-lane collector facility as depicted on Map TRANS-1, Future Traffic Circulation Plan, of the Transportation Infrastructure & Service Standards Element.

Insert map.

**Policy 18.9 South Venice Avenue Neighborhood (JPA/ILSBA Area No. 4).**

*Development Policy:* Ensure the timely development of urban services and facilities that are compatible with natural resources and community character by designating the South Venice Avenue Neighborhood, an area of approximately 239 acres. For the detailed map sheet that depicts this planning area, see Map FLUM-19.

**Policy 18.10 South Venice Avenue Neighborhood Standards. Development in the South Venice Avenue Neighborhood shall reflect the following development scenario:**

- A. The maximum residential density in this neighborhood shall not exceed 7 units per acre, calculated on a gross acreage basis.
- B. Up to 33% of the acreage in this neighborhood will be allowable for non-residential (retail, office, and commercial) uses. The square footage of non-residential uses allowed in this neighborhood shall not exceed a floor area ratio (FAR) of 1.5.
  - 1. The non-residential uses are intended to provide convenient access and walk/bikeability for residents of the Venice area to these services.
  - 2. Residential and non-residential use may be adjusted according to the needs of the community.
  - 3. Conversion between residential and non-residential land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 2,000 square feet commercial space, gross acreage.
  - 4. Non-residential and mixed uses shall be directed toward East Venice Avenue.
- C. Building envelope:
  - 1. Maximum height toward East Venice Avenue shall be limited to 3 stories, up to 42' including parking; maximum height toward Hatchett Creek Boulevard shall be limited to 2 stories, up to 30' including parking.
  - 2. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.
- D. Architectural design style:
  - 1. Venetian Gateway (VG) architectural design standards are to be applied to new and redevelopment projects.
- E. Conservation:
  - 1. The total amount of conservation and open space area will be determined upon submittal of an application for development and an evaluation of the value and function of site specific environmental features.
  - 2. Every effort shall be made to conserve existing environmental features, including functioning wetland or upland habitat.
- F. Construction of a neighborhood roadway interconnection through the neighborhood to Hatchett Creek Boulevard as depicted on Map TRANS-1, Future Traffic Circulation Plan, of the Transportation Infrastructure & Service Standards Element.



Insert map.

**Policy 18.11**     **Laurel Road Mixed Use Neighborhood (JPA/ILSBA Area No. 5). *Development Policy:*** Ensure the timely development of urban services and facilities that are compatible with natural resources and community character by designating the Laurel Road Mixed Use Neighborhood, an area of approximately 296 acres. For planning purposes, this neighborhood shall be divided into three subareas:

- A.** Subarea No. 1: The area north of the proposed connection between Laurel Road and the proposed Honore Avenue extension, as shown on Map TRANS-1, Future Traffic Circulation Plan, of the Transportation Infrastructure & Service Standards Element.
- B.** Subarea No. 2: The area south of the proposed connection between Laurel Road and the proposed Honore Avenue extension, as shown on Map TRANS-1, Future Traffic Circulation Plan, of the Transportation Infrastructure & Service Standards Element.
- C.** Subarea No. 3: The area south of Laurel Road.

*For the detailed map sheet that depicts this planning area, see Map FLUM-20.*

**Policy 18.12**     **Laurel Road Mixed Use Neighborhood Standards.** Development in the Laurel Road Mixed Use Neighborhood shall reflect the following development scenario:

- A.** The maximum residential density in this neighborhood shall not exceed 8 units per acre, calculated on a gross acreage basis.
  - 1.** Residential uses shall be concentrated in Subarea No. 1 and may be allowed in Subarea No. 2, north of Laurel Road, so long as such uses are compatible with adjacent uses, as described in Objective 8, Policy 8.2 of this Element.
- B.** The percentage of the acreage in each subarea allowable for non-residential (retail, office, and commercial) uses shall be:
  - 1.** Subarea No. 1: Up to 33% non-residential acreage.
  - 2.** Subarea No. 2: Up to 50% non-residential acreage.
  - 3.** Subarea No. 3: Up to 100% non-residential acreage.
  - 4.** The square footage of non-residential uses allowed in this neighborhood shall not exceed a floor area ratio (FAR) of 2.0.
  - 5.** Non-residential uses are intended to provide convenient pedestrian, bicycle, and vehicular access to services for residents of the area and the surrounding community.
  - 6.** Non-residential uses are intended to provide employment opportunities in the greater Venice area and to expand economic opportunities within Venice and Sarasota County.
  - 7.** Non-residential uses shall be concentrated in Subarea No. 2 and Subarea No. 3 and may be allowed in Subarea No. 1 so long as such uses are compatible with adjacent uses, as described in Objective 8, Policy 8.2 of this Element.
  - 8.** Residential and non-residential use may be adjusted according to the needs of the community.
  - 9.** Conversion between residential and non-residential land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 2,000 square feet commercial space, gross acreage.
- C.** Building envelope:
  - 1.** Height standards shall be:
    - a.** Subarea No. 1: Maximum height shall be limited to 2 stories, up to 35'

- including parking.
  - b. Subarea No. 2: Maximum height shall be limited to 3 stories, up to 42' including parking.
  - c. Subarea No. 3: Maximum height shall be limited to 3 stories, up to 42' including parking.
- 2. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.
- D. Architectural design style:
  - 1. Venetian Gateway (VG) architectural design standards shall be applied to new and redevelopment projects.
- E. Conservation and open space shall be at least 13.8 acres.
  - 1. The total amount of conservation and open space area will be determined upon submittal of an application for development and an evaluation of the value and function of site specific environmental features.
  - 2. Every effort shall be made to conserve existing environmental features, including functioning wetland or upland habitat.
- F. Construction of transportation improvements through the neighborhood shall be consistent with the proposed Pinebrook Road - Honore Avenue Extension alignment as depicted on the Sarasota County Year 2025 Future Thoroughfare Plan.

Insert map.

- Policy 18.13 Pinebrook Road Neighborhood (JPA/ILSBA Area No. 6).  
*Development Policy:* Ensure the timely development of urban services and facilities that are compatible with natural resources and community character by designating the Pinebrook Road Neighborhood, an area of approximately 232 acres.  
*For the detailed map sheet that depicts this planning area, see Map FLUM-21.*
- Policy 18.14 Pinebrook Road Neighborhood Standards. Development in the Pinebrook Road Neighborhood shall reflect the following development scenario:
- A. The maximum residential density in this neighborhood shall not exceed 3 units per acre, calculated on a gross acreage basis.
  - B. Non-residential uses shall not be permitted in the Pinebrook Road Neighborhood.
  - C. Building envelope:
    - 1. Maximum height shall be limited to 2 stories, up to 30' including parking.
    - 2. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.
  - D. Conservation and open space shall be at least 11.2 acres.
    - 1. The total amount of conservation and open space area will be determined upon submittal of an application for development and an evaluation of the value and function of site specific environmental features.
    - 2. Every effort shall be made to conserve existing environmental features, including functioning wetland or upland habitat.
    - 3. Development should be directed away from the 100-year floodplain.
  - E. Construction of transportation improvements through the neighborhood shall be consistent with the proposed Pinebrook Road - Honore Avenue Extension alignment as depicted on the Sarasota County Year 2025 Future Thoroughfare Plan.

Insert map.

**Policy 18.15**     **Auburn Road Neighborhood (JPA/ILSBA Area No. 7).**  
*Development Policy:* Ensure the timely development of urban services and facilities that are compatible with natural resources and community character by designating the Auburn Road Neighborhood, an area of approximately 25 acres.  
*For the detailed map sheet that depicts this planning area, see Map FLUM-22.*

**Policy 18.16**     **Auburn Road Neighborhood Standards.** Development in the Auburn Road Neighborhood shall reflect the following development scenario:

- A. The maximum residential density in this neighborhood shall not exceed 5 units per acre, calculated on a gross acreage basis.
- B. Building envelope:
  - 1. Maximum height shall be limited to 2 stories, up to 30' including parking.
  - 2. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.
  - 3. Buildings shall be clustered in previously cleared areas.
- C. Conservation and open space shall be at least 2.7 acres.
  - 1. The total amount of conservation and open space area will be determined upon submittal of an application for development and an evaluation of the value and function of site specific environmental features.
  - 2. Every effort shall be made to conserve existing environmental features, including functioning wetland or upland habitat.

Insert map.



**Policy 18.17** Gulf Coast Boulevard Neighborhood (JPA/ILSBA Area No. 8).

*Development Policy:* To ensure the timely development of urban services and facilities that are compatible with natural resources and community character by designating the Gulf Coast Boulevard Neighborhood, an area of approximately 33 acres.

*For the detailed map sheet that depicts this planning area, see Map FLUM-23.*

**Policy 18.18** Gulf Coast Boulevard Neighborhood Standards. Development in the Gulf Coast Boulevard Neighborhood shall reflect the following development scenario:

- A. The maximum residential density in this neighborhood shall not exceed 3.5 units per acre, calculated on a gross acreage basis.
- B. Building envelope:
  - 1. Maximum height shall be limited to 2 stories, up to 35' including parking.
  - 2. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.

Insert map.

**Objective 19**     **Standards for Other Areas of Unique Concern.** Guide the growth and development of other areas of unique concern by establishing planning practices that address specific needs such as the provision of special needs housing, health care, or other services that benefit the community as a whole. The City's areas of unique concern include:

- A. Village on the Isle Campus
- B. Venice Regional Medical Center Campus

**Policy 19.1**     **Village on the Isle Campus.**

*Planning Intent:* The City of Venice recognizes the full range of residential, community and social services provided by Village on the Isle (VOTI) and its unique situation in the community requires special development and redevelopment standards. In order to establish this use as a targeted location in support of the City's Venice Strategic Plan 2020, which calls for an expansion to the range of housing and services available to serve needs of the community, the following standards are established to permit the continued operation and renovation of VOTI's development program including: assisted living, independent living, skilled nursing facilities and services, community services, adult day care, and related health care services and facilities. *For the detailed map sheet that depicts this planning area, see Map FLUM-24.*

**Policy 19.2**     **Village on the Isle Campus Standards.** Development on the VOTI campus shall be built according to the following development scenario:

- A. The density range for assisted living facilities shall not exceed 30 units per gross acre with individual kitchen facilities or 55 units per gross acre without individual kitchen facilities. Age restricted independent living facilities are permitted at a density not to exceed 18 units per gross acre.
  - 1. Conversion of units to multi-family residential uses or similar uses shall not be allowed without approval by the City.
- B. The total square footage allowed in the VOTI Campus area shall be limited to a maximum floor area ratio (FAR) of 4.0.
- C. Building Envelope:
  - 1. Height standards shall be limited to the height of existing VOTI structures with accommodation for new construction requirements consistent with Objective 9 and related policies, and Objective 10, Policy 10.8.
  - 2. Provisions for additional height necessary for any appurtenance, such as required supporting emergency communications, physical plant and building access, or conditional height allowance for new renovation or expansion of assisted living, skilled nursing facilities and services, independent living, and related health care services and facilities shall be consistent with Objective 9 and related policies.
- D. Parking Requirements:
  - 1. VOTI uses may reduce their overall parking requirements upon review and approval of a parking study and may also use shared parking facilities.
- E. Architectural Design Style:
  - 1. Facilities and structures on the VOTI Campus may reflect the existing

architectural design character predominate on the site or parent facility consistent with Policy 15.7.

Insert map.

**Policy 19.3 Venice Regional Medical Center Campus.**

*Planning Intent:* The intent of the Venice Regional Medical Center campus concept is to remain consistent with the City's Venice Strategic Plan 2030 calling for Venice to serve as a medical and health care center for the region. Emergency care, hospital and related health care services and facilities are encouraged to operate, expand and locate within this area. The Venice Regional Medical Center campus is a component of the Island Professional Neighborhood and has resulted out of the need to encourage and promote development and redevelopment of the established Venice Regional Medical Center and ancillary medical facilities and properties. The campus contains two major components, the Venice Regional Medical Center "core campus" which supports the main hospital facilities and the "medical campus" which supports the ancillary and support facilities. *For the detailed map sheet that depicts this campus, see Map FLUM-25 which depicts this campus within the Island Professional Neighborhood, and Maps FLUM 25(a) and FLUM 25(b) which provide further detail.*

**Policy 19.4 Venice Regional Medical Center Campus Standards.** Development on the Venice Regional Medical Center campus shall be built according to the following development scenario:

- A. The maximum residential density average in this neighborhood will not exceed 18 units per acre, calculated on a gross acreage basis.
- B. The total square footage of commercial uses allowed in this area shall not exceed the floor area ratio (FAR) standards as depicted in Maps FLUM-25(a) and FLUM-25(b).
  1. The "core campus" and "medical campus" uses are intended to provide convenient access and bike/walkability for the area.
  2. Land uses within the campus plan may be adjusted according to the needs of the community and demands of the development.
  3. Conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 4,000 square feet commercial space, gross acreage.
- C. Integrated Transportation Network:
  1. Provide transportation alternatives including transit, pedestrian access, and bikeways.
  2. Expand established pedestrian linkages between the surrounding Island neighborhoods.
  3. Provide safe and convenient emergency room access.
- D. Building Envelope:
  1. Height and bulk standards shall be consistent with Maps FLUM-25(a) and FLUM-25(b).
  2. Support structures (i.e., telecommunication equipment, antennae, etc.) necessary for any medical facility and/or ancillary medical facility shall be exempt from height limitations as consistent with Objective 9 and related policies.
  3. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.

E. Parking Standards:

1. Encourage structured parking integrated into the building and/or site design where appropriate to promote efficient use of the land, reduced on-street parking needs and minimize impacts to the surrounding neighborhoods.
2. Additional centralized or clustered parking areas to serve hospital facilities should be encouraged.
3. Where applicable, on-street parking is allowed as designated by a site and development plan.
4. Alternative parking standards that allow for reduced parking lot size and shared parking spaces shall be allowed throughout.

F. Architectural Design Style:

1. Northern Italian Renaissance architectural design standards are to be applied to new development projects.
2. Expansion to existing facilities and structures on the Venice Regional Medical Center campus may reflect the existing architectural design character predominate on the site or parent facility consistent with Policy 15.7.

Insert map.



## ORDINANCE 2013-16

Objective 20 Urban Service Area. The City of Venice establishes an Urban Service Area Boundary (USAB) to provide a spatial framework within which urban scale development can occur and the location, capacity, and financing for roads and utilities necessary to support development, can be planned for and provided. All development orders and permits for future development activities shall be issued only if infrastructure facilities necessary to meet level of service standards (which are adopted as part of the Capital Improvements Element of this plan) are available concurrent with the impacts of the development pursuant to the USAB.

Policy 20.1 Urban Service Area (see FLUM-Map 30). The City shall designate and maintain an urban service area boundary (FS § 163.3164) consistent with the municipal boundary, as amended, to promote land development that maximizes the use of public investments in facilities and services and ensures a proper level of public service during the planning period of this plan. The City shall not provide costly public investment or expansion of urban infrastructure to areas outside the urban service area to accommodate premature urban development.

Insert map FLUM-30.

## List of Maps

### Future Land Use Map Series

FLUM-1 2030 Future Land Use Map

FLUM-2 Tarpon Center/Esplanade (Planning Area A)

FLUM-3 Heritage Park (Planning Area B)

FLUM-4 Southern Gateway (Planning Area C)

FLUM-5 Island Professional (Planning Area D)

FLUM-6 City Center (Planning Area E)

FLUM-7 Northern Gateway (Planning Area F)

FLUM-8 Seaboard (Planning Area G)

FLUM-9 Eastern Gateway (Planning Area H)

FLUM-10 South Laurel (Planning Area I)

FLUM-11 Shakett Creek (Planning Area J)

FLUM-12 Knights Trail (Planning Area K)

FLUM-13 Gene Green (Planning Area L)

FLUM-14 JPA/ILSBA Planning Areas (Overview)

FLUM-15 Rustic Road (JPA/ILSBA Area No. 1)

FLUM-16 Auburn Road to I-75 (JPA/ILSBA Area No. 2a)

FLUM-17 I-75/Jacaranda Boulevard (JPA/ILSBA Area No. 2b)

FLUM-18 Border Road to Myakka River (JPA/ILSBA Area No. 3)

FLUM-19 Venice Myakka River (JPA/ILSBA Area No. 4)

FLUM-20 South Venice Avenue (JPA/ILSBA Area No. 5)

FLUM-21 Laurel Road Mixed Use (JPA/ILSBA Area No. 6)

FLUM-22 Pinebrook Road (JPA/ILSBA Area No. 7)

FLUM-23 Auburn Road (JPA/ILSBA Area No. 8)

FLUM-24	Border/Jacaranda Boulevard (JPA/ILSBA Area No. 9a)
FLUM-25	Border Road/Curry Creek (JPA/ILSBA Area No. 9b)
FLUM-26	Laurel Oaks Road (JPA/ILSBA Area No. 10)
FLUM-27	Gulf Coast Boulevard (JPA/ILSBA Area No. 11)
FLUM-28	Venice on the Isle (VOTI) Campus
FLUM-29	Venice Regional Medical Center (VRMC) Campus
FLUM-29a	Venice Regional Medical Center (VRMC) Core Campus
FLUM-29b	Venice Regional Medical Center (VRMC) Medical Campus
FLUM-30	Urban Service Area

## Housing & Neighborhood Development Element

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**GOAL MEET THE COMMUNITY'S DIVERSE RESIDENTIAL, ECONOMIC, AND SOCIAL NEEDS BY PROVIDING AN ARRAY OF HOUSING OPTIONS.**

**Objective 1** Housing and Neighborhood Development Practices. Enhance Venice's sustainability as a community by encouraging the development of affordable, safe, and sanitary housing with variety in type, density, size, tenure (rental and ownership), cost, and locations to accommodate the needs and income capabilities of current and future residents.

**Policy 1.1** Definitions. The following definitions apply to housing within the Housing and Neighborhood Development Element:

**Affordable Housing:** Housing that is affordable to extremely low income, very low income, low income, moderate income, and special needs households, as defined herein.

**Extremely Low Income Household:** A household with an annual income that does not exceed 30% of the median family income for the area, as determined by the U.S. Department of Housing and Urban Development, with adjustments for family size.

**Very Low Income Household:** A household with an annual income that does not exceed 50% of the median family income of the area, as determined by the U.S. Department of Housing and Urban Development, with adjustments for family size.

**Low Income Household:** A household with an annual income that does not exceed 80% of the median family income of the area as determined by the U.S. Department of Housing and Urban Development, with adjustments for family size.

**Moderate Income Household:** For the State Housing Programs, a household that does not exceed 120% of the median income of the area, as determined by current Florida Statutes.

**Special Needs Housing:** Housing designed for special groups such as the frail elderly, physically disabled, homeless or at-risk of homelessness, and/or those with extremely low incomes. These special needs populations may include more specifically defined subgroups such as youth aging out of foster care, survivors of domestic violence, persons with severe and persistent mental illness, farmworkers, persons with service animals, or persons with developmental disabilities.

**Workforce Housing:** Housing that is affordable to a household that earns less than 120 percent of the area median income, or less than 140 percent of the area median income if located in a county in which the median purchase price for a single-family existing home exceeds the statewide median purchase price of a single-family existing home. For purposes of this definition, the term "statewide median purchase price of a single-family existing home" means the statewide purchase price as determined in the Florida Sales Report, Single-Family Existing Homes, released each January by the Florida Association of Realtors and the University of Florida Real Estate Research Center.

**Residential:** A place of temporary or permanent habitation. Residential does not include transient or resort rentals defined for this section as rentals of any residential units for a period of less than three (3) months. Residential areas are distributed throughout the City and are further described in Policy 12.1 of the Future Land Use and Design Element.

**Transient:** Units rented, leased, or otherwise made available to the public for periods of more than thirty (30) calendar days and less than three (3) months. All residential units rented, leased, or otherwise made available to the public for periods of less than thirty (30) calendar days, other than a fully licensed and locally approved "Bed and Breakfast" facility, are declared to be a hotel use, commercial in nature and further deemed to be incompatible with single-family residential activities. Such commercial rental uses shall be confined to commercial areas in which hotel and motel uses are expressly permitted.

"Bed and Breakfast" uses are also deemed to be transient uses, even if offering rentals for less than thirty (30) days. "Bed and Breakfast" uses are deemed to be incompatible with single-family residential activities, with the exception of historic structures that have been converted to "Bed and Breakfast" facilities to support architectural preservation. "Bed and Breakfast" uses are allowed in multi-family residential areas so long as the owner/operator of the facility is a full-time resident of that facility, the facility is fully licensed and approved in accordance with the Land Development Regulations, and a determination has been made that all performance standards necessary to insure compatibility with adjoining and proximate uses have been met.

- Policy 1.2**      Diverse Housing Opportunities. Utilize the land use process to ensure that diverse housing opportunities are available to meet the community's residential and economic needs. A diverse housing stock includes:
- A. Single-family and multi-family.
  - B. Ownership and rental.
  - C. Permanent, seasonal, and vacationer.
  - D. Multi-generational housing.
  - E. Housing for all income levels, especially low to moderate income households.
  - F. Special needs housing
- Policy 1.3**      Housing and Public Service Coordination. Coordinate the development and maintenance of housing stock with the delivery of public services and infrastructure including:
- A. Transportation.
  - B. Schools.
  - C. Parks.
  - D. Emergency services.
  - E. Hurricane evacuation/shelters.
  - F. Utilities.
  - G. Civic Resources.
- Policy 1.4**      Land Development Procedures. Annually review the City's development order processes to ensure they are effective and efficient.
- Policy 1.5**      Universal Design. The City shall continue to support universal design strategies which include barrier-free and/or accessible design and assistive technology that provides a level of visibility for people with disabilities.
- Policy 1.6**      Sustainable Development Practices. Utilize the long-range planning and development review processes to implement the following sustainable housing practices:
- A. Smart growth.
  - B. Traditional neighborhood design.
  - C. Transportation-oriented design.
  - D. Compact development.

E. Green building.

F. Native habitat preservation and wildlife corridor conservation.

G. Conservation and energy efficiency.

H. Resource efficient building practices.

I. Discourage urban sprawl.

Policy 1.7 Mixed Use Developments. Increase housing options and community livability by establishing mixed-use development and design standards through which residential dwelling units, commercial services, and office space are intermixed with public amenities based upon demand.

Policy 1.8 Zoning Code Compliance and Housing Rehabilitation. Facilitate the maintenance, redevelopment, and high quality of the City's housing units and neighborhoods through education, compliance, and enforcement of zoning regulations and building code standards.

Policy 1.9 Substandard Housing. Maintain a high quality housing stock by utilizing building codes and code compliance to upgrade substandard housing units.

Policy 1.10 Manufactured Housing Development. Encourage the replacement of older existing manufactured or mobile homes with new manufactured homes that meet or exceed hurricane requirements.

Policy 1.11 Historically Significant Housing. Identify, preserve, and retain historically significant housing and neighborhoods.

Policy 1.12 Conversion Factor for Special Needs Housing. By March 2012, the City shall develop a conversion factor for special needs housing and associated standards that provide criteria for the determination of where and under what circumstances such factor shall be applied during the update of the City's Land Development Regulations.

**Objective 2** Neighborhood Development and Planning. Support the City's diverse neighborhoods by implementing targeted development and planning strategies for neighborhoods.

Policy 2.1 City's Planning Areas. In conjunction with the master planning efforts for the applicable planning areas, an inventory of current conditions, character, housing style, and type should be completed.

Policy 2.2 Neighborhood Diversity. Utilize the site and development process to promote neighborhood diversity by ensuring new developments consider the following issues:

A. Neighborhood identity and character.

B. Housing style and ownership.

C. Housing type (multi-family and single-family).

D. Community population (income and age).

E. Housing affordability

F. Protection of single-family neighborhoods from the intrusion of incompatible uses and activities.

**Policy 2.3** Neighborhood Development and the Comprehensive Plan. Ensure the City's strategies for neighborhoods are coordinated with the City's Comprehensive Plan for the development of:

A. Parks and public spaces.

B. Infrastructure and public facilities.

C. Transportation network (i.e. multi-modal).

D. Natural and open spaces.

E. Historic preservation.

F. Land development.

**Policy 2.4** Diverse Neighborhood Preservation. Encourage flexible design and construction standards that allow existing neighborhoods to be redeveloped and updated consistent with the original design character of that neighborhood, while protecting that neighborhood from incompatible uses and activities.

**Policy 2.5** Neighborhood Connectivity. Utilize the City's site and development process to require development to provide connectivity between adjacent neighborhoods. Such connectivity may be achieved via the following transportation alternatives:

A. Roadways.

B. Urban trails.

C. Sidewalks.

D. Bikeways.

E. Vistas / view corridors.

**Policy 2.6** Gated Communities. The City shall only permit gated communities, characterized by physical barriers to automotive and pedestrian circulation, by conditional use or through the zoning process.

**Policy 2.7** Livable Communities and Traditional Neighborhood Design Practices. Utilize the site and development process to encourage the implementation of established design practices for livable communities and traditional neighborhoods.



- A. Mixed-use developments that include residential, commercial, and office uses.
- B. Minimized setbacks and build-to lines.
- C. Design standards.
- D. "Human Scale" streetscape.
- E. Walkability and connectivity to parks, civic areas, business districts, and employment centers.
- F. Integrated public spaces.
- G. Interconnected roads, urban trails, sidewalks, and bikeways.
- H. Parking standards (off-street, on-street, garage, behind buildings).

**Objective 3**    **Affordable and Workforce Housing.** Ensure that an array of affordable and workforce housing alternatives are available to address the Venice community's employment demands and workforce needs.

Policy 3.1    Housing for All. Meet the community's affordable and workforce housing needs by ensuring that housing alternatives meet the diverse needs of the community. Special attention should be provided to the needs of the following groups:

- A. Fixed-income seniors.
- B. Working families.
- C. Entry level workforce.
- D. Very Low to Moderate Income families
- E. Special needs groups (elderly, physically disabled, homeless, etc.)

Policy 3.2    Affordable Housing Funding Partnerships. Strategies to fund and develop affordable housing initiatives shall be coordinated with local, regional, and state non-profit and public organizations. These organizations shall include the Sarasota Consortium and its lead agency, the Sarasota Office of Housing and Community Development. Options to consider shall include:

- A. Development contributions.
- B. State Housing Initiatives Partnership (SHIP) funds.
- C. Grants.
- D. Community Development Block Grant (CDBG) funds.
- E. Partnerships with non-profit organizations.

Policy 3.3    Management and Oversight of Housing Programs. The City shall pursue involvement and

representation in the Sarasota Consortium to administer applicable housing programs within the City.

Policy 3.4      Affordable Housing Ownership. Coordinate with Sarasota County on the creation of an affordable housing program that provides long-term and in-perpetuity affordability through the use of the following ownership mechanisms:

- A. Land trusts.
- B. Nonprofit ownership.
- C. Resident-owned cooperatives.
- D. Employer assistance programs.
- E. Low cost financing assisted programs.

Policy 3.5      Affordable and Workforce Housing Density Bonus. The City shall provide an affordable housing density bonus for the development of affordable and workforce housing units. The bonus shall allow an increase of residential density in the High Density Residential and Mixed-Use Residential land use categories, and in any Planning Area which permits a density of up to 18 units per gross acre. Such bonus shall not exceed an additional 7 units per gross acre with resulting density not to exceed 25 units per gross acre. This bonus shall not be allowed by right, but rather, must be permitted through conditional use requiring review and approval by City Council.

Policy 3.6      Affordable and Workforce Housing Density Review Criteria. In reviewing the affordable and workforce housing density bonus, the following criteria shall be considered:

- A. A minimum of 30 percent of the project's total number of units must qualify as affordable or workforce housing targeted to specific income thresholds, and no less than 10 percent of the project's total number of units must be affordable to low income households making less than 80 percent of area median income.
- B. Target income thresholds for affordable and workforce housing units shall be as defined in Policy 1.1 of this Element.
- C. Market price range.
- D. General compatibility with adjacent properties and other properties in the area.
- E. Scale of development in terms of size, height, bulk, massing, intensity, and aesthetics.
- F. Required yards, public space, and open space.
- G. Screening and buffering with reference to type, dimensions, and character of area.
- H. Transportation access and interconnectivity with reference to automobile, mass transit, pedestrian, and bike access.
- I. Transportation infrastructure with reference to parking, transit shelters,

pedestrian/bike trails, and bike racks.

J. Value added considerations including economic value to community, tax base diversification, and employment workforce need.

K. System used to ensure units remain affordable in perpetuity.

Policy 3.7 Live-Near-Work Housing. Collaborate with major employers and developers to identify and implement live-near-work housing strategies that enable the City's workforce to walk to work including:

A. Residential dwelling units in commercial or institutional land use categories or near major employment centers.

B. Mixed uses in High Density Residential and MixedUse Residential land use categories.

C. Mixeduse planning areas which unite residential, commercial, park, and civic uses together.

D. Affordable and workforce housing density bonus in the High Density Residential and Mixed-Use Residential land use categories, and in any Planning Area which permits a density of up to 18 units per gross acre.

Policy 3.8 Streamlined Affordable Housing Development Reviews. Reduce financial costs for affordable housing developments by streamlining the development approval process through organizational and computer enhancements.

Policy 3.9 Development Assistance. Promote the development of affordable housing opportunities by providing financial incentives to offset the cost of constructing new residential units. Incentives may include:

A. Reduced permit fees.

B. Streamlined site and development review process.

C. Streamlined permit process.

D. Reduced impact fees.

E. Infrastructure provision assistance.

Policy 3.10 Development Assistance Criteria. The City shall utilize the following criteria to determine the type and level of development assistance provided to an affordable housing project.

A. Size, type, and nature of project.

B. Target audience and income thresholds.

C. Market price range.

D. System used to ensure units remain affordable in perpetuity.

E. Community need and benefit.

**Policy 3.11**     Housing Rentals. Recognize the need for rental housing options in order to provide alternatives to home ownership for the City's residents. Coordinate with Sarasota County to identify opportunities for the development of rental housing units. This policy nevertheless recognizes that the rental of residential units in single-family neighborhoods for periods of less than thirty (30) days is a commercial use (with the exception of fully licensed and locally approved "Bed and Breakfast" uses), and restricted to those areas designated for commercial use on the Future Land Use Map. Further, uses rented for more than thirty (30) days, but less than three (3) months, are deemed to be transient uses and may be subject to additional regulation pursuant to the applicable provisions of the Land Development Regulations.

**Policy 3.12**     Targeted Affordable and Workforce Housing Locations. Utilize the Affordable and Workforce Housing Study to maximize affordable and workforce housing opportunities for the City's workforce, families, and seniors by identifying appropriate sites for higher densities, greater heights, and infill development by evaluating sites based on the proximity to:

A. Major employment centers.

B. Transit corridors.

C. Urban trail systems.

D. Road systems.

E. Schools.

F. Hospitals.

G. Shops and services.

H. Civic buildings.

I. Parks and public spaces.

J. Recreation centers.

**Objective 4**     Mobile Home/Manufactured Home Communities. The City of Venice supports the retention of viable mobile home/manufactured home communities, and supports modern manufactured home/modular homes, as a form of housing that can be more affordable to a broader range of people than traditional site-built homes and add to the variety of available housing options.

**Policy 4.1**     Mobile Home/Manufactured Home Communities and Affordable Housing. The City shall support decisions and actions that encourage mobile home and manufactured home communities where they provide a viable option for low and moderate income households.

These mobile home/manufactured home communities help provide housing that is affordable to income groups that are needed to support the local economy.

Policy 4.2      Mobile Home/Manufactured Home Communities and Ownership. The City supports legislation to assist residents of viable mobile home/manufactured home communities in purchasing their parks.

Policy 4.3      Mobile Home/Manufactured Home Communities and Conversion to Different Land Use. By 2013, the City shall review its Land Development Regulations to ensure there are adequate provisions that support modern manufactured housing, ensuring compatibility with surrounding land uses consistent with the desired community character. This review shall also address the appropriate requirements regarding the conversion of mobile home/manufactured home communities to a different land use where deemed appropriate.

Policy 4.4      Mobile Home/Manufactured Home Zoning Regulation. The City shall utilize the Land Development Code update to permit master redevelopment planning and redesign of individual mobile home/manufactured home communities while maintaining existing residential density allowances. Redesign standards shall be developed on a case by case basis consistent with functional and locational criteria unique to the mobile home/manufactured home community.

**Objective 5      Special Needs Housing. Make housing accessible for all city residents by providing for the development of special needs housing and delivery of necessary services.**

Policy 5.1      Special Needs Partnerships. Partner with Sarasota County, other local governments, and regional non-profit organizations to address the Venice community and Sarasota County region's special housing needs for:

- A. Assisted living.
- B. Foster care.
- C. Displaced persons.
- D. Homeless persons.
- E. Low-Income households.
- F. Mental health care.
- G. Physical disability care.
- H. Replacement housing
- I. Senior assistance.

Policy 5.2      Community Based Residential Alternatives. Collaborate with Sarasota County and the Department of Children and Family Services on the provision of community residential alternatives for children and adults needing special care and services by ensuring:

- A. Land area is available for the development of such housing opportunities.
  - B. Needed public infrastructure and facilities are located within the vicinity designated for special needs housing.
  - C. Federal and state equal housing opportunity requirements are met.
- Policy 5.3      Safe and Accessible Housing Opportunities. Utilize the site and development process to promote safe and accessible housing options for residents with special needs.
- Policy 5.4      Special Needs Housing. Ensure the zoning code maintains sufficient lands to provide for special needs housing.
- Policy 5.5      Relocation/Replacement Housing. Ensure City residents forced to relocate due to an act of government or nature are provided safe and affordable replacement housing options. Such options shall be coordinated with Sarasota County, state, and federal government and non-profit emergency services.
- Objective 6**      **Regional Housing Coordination.** Participate in coordination of regional housing strategies by coordinating with local, regional, state, and federal housing agencies and non-profit organizations.
  - Policy 6.1      Coordinate Housing Solutions. Coordinate with Sarasota County and other local municipalities on the development of regional housing committee focused on resolving the complex economic, social, and development issues related to the region's housing needs.
  - Policy 6.2      Housing Collaborations. Participate in regional housing initiatives to inventory, monitor, and maintain the quality and quantity of the region's housing supply.
  - Policy 6.3      Public-Private Affordable and Workforce Housing Partnerships. In coordination with Sarasota County, local municipalities, and other regional housing organizations, collaborate with private developments to provide affordable housing options to the community's workforce and senior populations.
  - Policy 6.4      Public Housing Programs. Coordinate with Sarasota County on the implementation and delivery of state and federal public housing programs, grants, and other initiatives within the City of Venice.
  - Policy 6.5      Housing Assistance. Coordinate with Sarasota County on the provision of housing related services that meet the community's diverse needs:
    - A. Rental Housing Assistance.
    - B. Homebuyer Assistance.
    - C. Foreclosure Prevention Assistance.
    - D. Rehabilitation Housing Assistance.
    - E. Private Sector Homebuyer Assistance.

F. Housing Fund.

Policy 6.6 Housing Education and Awareness Partnerships. Inform the community about available housing programs and initiatives in coordination with Sarasota County and other local, regional, and state government and non-profit organizations.

## Community Character & Historic Resources Element

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**GOAL PRESERVE VENICE'S HISTORICAL, CULTURAL, ARCHEOLOGICAL, AND NATURAL LANDSCAPE RESOURCES TO PROTECT VENICE'S QUALITY OF LIFE, COMMUNITY CHARACTER, AND CITY IDENTITY.**

**Objective 1 Development and Planning Practices. Fully integrate the consideration of historical, cultural, natural, and community character matters into the City's land use planning and development process.**

Policy 1.1 Historic Resource Planning. Integrate historic and archeological resource planning into the City's site and development process. Historic and archeological planning shall consider the following impacts

A. Architectural buildings and structures.

B. Viewsheds, landscapes, and vistas.

C. John Nolen's 1926 General Plan for the City of Venice.

D. Culturally significant heritage resources.

E. Archeological site and resources.

F. Design compatibility

G. Design Overlays

H. Gateways

Policy 1.2 Preservation Planning Review. Incorporate preservation planning into the City's development review process by including the Director of Historic Resources as a participant in the technical review of development projects.

- Policy 1.3      Diverse Architectural Character. Promote Venice's diverse architectural heritage by preserving and promoting an array of architectural periods, building types, and design styles including:
- A. *Northern Italian Renaissance Style:* Style of architecture prevalent in Venice from 1926 to 1929, the major features of which include masonry finished with stucco, terra cotta tile roofs, cornices, balconies, arched openings, and niches. Ornamental iron work for windows, grilles and balconies, applied concrete relief designs and embedded glazed tile patterns are also part of this style.
  - B. *Mediterranean Revival Style:* Style of architecture prevalent in Florida during the 1920s and 1930s that combines expressions of Italian, North African, and Southern Spanish or Moorish themes characterized by asymmetrical massing, stucco walls, low-pitched terra cotta or tile roofs, arched doorways, and scrolled or tile-capped parapet walls.
- Policy 1.4      Architectural Handbook. Review and expand the City's Architectural Guidelines Handbook so that Venice's predominant architectural styles may be targeted to specific areas.
- Policy 1.5      Coordinated City Preservation and Design. Coordinate City, County, and State projects with the City's historic and archeological resource programs. Examples of such coordinated projects include:
- A. Streetscape improvements with traditional lighting and design efforts.
  - B. Park development with preservation of viewsheds and landscapes.
  - C. Sector/neighborhood area planning.
  - D. Community redevelopment.
  - E. Wayfinding.
  - F. Signage.
- Policy 1.6      Preservation Planning Tools. The City shall continue to utilize preservation planning tools consistent with existing City ordinances that foster the preservation of historic structures, landscapes and archeological resources. Such tools include, but are not limited to:
- A. Tax incentives.
  - B. Grants and other fundraising methods.
  - C. Façade easements.
  - D. Historic properties and landscape easements.
  - E. Historic structure / land trusts.
  - F. Rehabilitation building and fire code standards.
  - G. Alternative land use standards.



H. Integrated roadway design.

I. Alternative parking standards.

J. Rehabilitation loans.

K. Low interest purchase loans.

**Policy 1.7**      **Historic Buildings, Structure Reuse, and Redevelopment.** Utilize the site and development process to promote the continued viability of historic buildings in the City's four historic districts: Eagle Point District, Edgewood District, Armada Road Multi-Family District, and Venezia Park District, by encouraging:

A. Adaptive reuse of designated historical buildings and structures.

B. Use of new building technologies and techniques.

C. Creative redevelopment solutions and strategies.

D. Maintaining historical zoning and site, setback, and coverage standards in order to preserve the neighborhood character.

E. Grandfathering legal non-conforming densities, provided that the building is listed as a historic resource on the National Register of Historic Places, that the building is included in a historic district, and that the reconstruction is an authentic replica of the original building except for compliance with new building codes.

**Policy 1.8**      **Historic Resource Demolition Alternatives.** Continue to develop procedures that provide alternatives to demolition of historic properties, structures, and landscapes. Such procedures shall be consistent with existing City ordinances and the Secretary of the Interior's Standards for Rehabilitation and Illustrated Guidelines for Applying the Standards for rehabilitating historic buildings, and shall include:

A. Redesign of project to protect historic resources.

B. Inclusion of historic resources into overall plan design.

C. Adaptive reuse of the resource.

D. On-site relocation of the resource within the project.

E. Off-site relocation of the resource to another location in the community or project site.

F. Façade easements.

G. Flexible building, land development, and fire standards.

H. Alternate parking standards.

I. Salvage of structural components and/or architectural features.

J. Documentation of the historical resource through pictures and written report.

Policy 1.9      Development Protection Priorities. Utilize the historic resource information available through the Florida Master Site File and National Register of Historic Places to determine what property, structures, and landscapes shall be the City's priorities for preserving.

Policy 1.10      Preservation Project Coordination. The City shall coordinate its historic preservation efforts with scopes of work, schedules, and work plans of development and improvement of public services, facilities, and infrastructure systems.

Policy 1.11      Neighborhood Character Preservation. Protect the unique character of the City's residential neighborhoods by eliminating incompatible uses and prohibiting the relocation of such incompatible uses if the relocation would result in negative impacts to other existing or proposed residential neighborhoods.

**Objective 2      Historic Preservation Standards and Practices. Preserve Venice's cultural, historical, and architectural character by implementing historic preservation standards and practices.**

Policy 2.1      Certified Local Government. The City shall continue to pursue becoming a Certified Local Government (CLG) through the National Park Service and the Florida Division of Historical Resources. As part of this effort, the City shall review its historic preservation ordinance to ensure that the ordinance meets all CLG requirements.

Policy 2.2      Technical Assistance. Provide property owners technical assistance regarding:

A. Benefits of historic preservation.

B. Public preservation initiatives and programs.

C. Alternative use, design, and development opportunities.

D. Historic preservation procedures.

Policy 2.3      Best Practices. Utilize best practices for historic planning and preservation as established by the Department of Interior and Florida Department of State Division of Historic Resources.

Policy 2.4      Preservation Resources Inventory. The City shall periodically update the citywide inventory of historic properties and landscapes in order to ensure that all applicable properties are considered for federal, state, and local historic preservation designation. A technology based system should be used to maintain, house, and access the historic resource inventory.

Policy 2.5      Oral History Program. Ensure that the City's unique heritage and development history are recorded for future generations by continually capturing the stories of community members.

Policy 2.6      Preservation Priorities. The City shall continue to utilize the Preservation Resources Inventory and Historic Resources Database to identify the City's priorities for:

- A. Preservation and/or location of historic properties, archeological lands, and natural landscapes.
  - B. Distributing limited preservation funds and incentives.
  - C. City work plans.
- Policy 2.7      Resource Depository.** Make the City's historic materials available for research by continuing to process, conserve, organize, and inventory the following resources:
  - A. Photographic collection.
  - B. Manuscript collection.
  - C. City's historic documents.
  - D. Maps.
  - E. Newspapers.
  - F. Property information files and materials.
  - G. Community information files and materials.
  - H. Websites.
- Policy 2.8      Resource Facility.** Identify funding to provide adequate facilities to house the City's historic resource depository, the Venice Archives, considering specific engineering, space, and climate control requirements.
- Policy 2.9      Community Preservation Awareness.** Educate the public about the City's unique heritage by continuing to administer a comprehensive community preservation awareness program that includes:
  - A. Public information brochures and newsletters.
  - B. Lectures, symposiums, and exhibits.
  - C. In-classroom presentations.
  - D. Historic markers.
  - E. Trolley and walking tours.
  - F. Community kiosks.
- Policy 2.10     Heritage Tourism.** Coordinate with the Venice Chamber of Commerce, Sarasota County Convention and Visitors Bureau, Sarasota-Manatee Scenic Highway Program, Venice MainStreet, Triangle Inn Museum/Venice Archives, Venice Area Historical Society, Sarasota History Alive, Sarasota County Arts Council, Anything Arts (e-newsletter), Sarasota County Historical Preservation Coalition, Friends of the Lord-Higel House, Venice Architectural Review Board, and other historical or tourism organizations to

promote walking tours and other ventures targeted at the heritage tourism market.

**Policy 2.11**      **Grants and Funding Efforts.** Utilize the City's research processes to identify, solicit, and obtain grants and funding resources for preservation initiatives and programs.

**Objective 3**      **Preservation Partnerships.** Maintain and strengthen historic and archeological partnerships with government agencies and private organizations.

**Policy 3.1**      **Historic Preservation Coordination.** Expand the City's preservation resources by participating in and partnering with local, regional, state, and federal organizations including Venice Historic Preservation Board, Venice Area Historical Society, Triangle Inn Association/Venice Area Archives, Venice MainStreet, and Sarasota County History Center, Sarasota History Alive, Sarasota County Arts Council, Anything Arts (e-newsletter), Sarasota County Historical Preservation Coalition, Friends of the Lord-Higel House, Architectural Review Board, including:

A. Historic registers.

B. Grant programs and funding initiatives.

C. Public awareness and education.

D. Development initiatives and protection programs.

E. Heritage tourism efforts.

**Policy 3.2**      **State and Federal Registers.** Utilize the Archives Department to administer and promote the historic and archeological preservation practices, programs, and standards of the Department of Interior and Florida Department of State Division of Historic Resources.

**Policy 3.3**      **Tamiami Trail Scenic Highway.** Continue to participate as an active member of the Sarasota-Manatee Scenic Highway program.

**Policy 3.4**      **Tax Incentives Partnership.** By 2014, consider establishing an interlocal agreement with Sarasota County for the development of tax incentive programs for historic preservation designations and easements.

## Transportation Infrastructure & Service Standards

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**GOAL**      **TO PROVIDE A SAFE, CONVENIENT, EFFICIENT AND ENVIRONMENTALLY SENSITIVE**

INTERMODAL TRANSPORTATION SYSTEM WHICH MEETS THE NEEDS OF CURRENT AND FUTURE GENERATIONS.

**Objective 1**     **Transportation and Development Coordination.** Coordinate transportation facility and infrastructure needs with development demands to minimize the negative impacts from existing or proposed roadways within existing neighborhoods and natural environment.

- Policy 1.1     Adequate Public Facility and Development Coordination. Ensure the analysis of future roadway impacts of new developments. Some of the issues to be considered are:
- A. Minimizing or mitigating impacts of proposed developments on roadway LOS standards.
  - B. Minimizing or mitigating impacts on specific roadway segments or intersections.
  - C. Accessibility between and within development areas, such as; activity centers/intermodal hubs and neighborhoods.
  - D. Safety issues (motorists, pedestrians, bikers, and other system users).
- Policy 1.2     Developer Contributions. Utilize developer agreements to ensure private developers pay for the impacts caused to the City's transportation infrastructure system. Agreements shall be utilized to acquire, expand, and maintain existing and new transportation facilities including:
- A. Pedestrian and biking facilities (e.g. bike racks).
  - B. Street lighting.
  - C. Right-of-way needs.
  - D. Roadways and bridges.
  - E. Intersection or roadway improvements.
  - F. Traffic signal improvements.
  - G. Contribution to roadway needs.
  - H. Bus shelters.
  - I. Alternative transportation modes (trolley, water taxi, etc.).
- Policy 1.3     Infill and Redevelopment Considerations. Utilize the development order process to ensure that transportation concerns are addressed for all infill and redevelopment projects including:
- A. Impacts on existing road systems.
  - B. Need for new transportation infrastructure including new streets, sidewalks, landscaping, bike lanes, parking, and bus shelters.
- Policy 1.4     Siting Considerations. Utilize transportation location criteria to establish appropriate locations for all new transportation infrastructure systems and facilities. Criteria include:

- A. Land uses in surrounding area.
- B. Vehicle trips per day.
- C. Congestion constraints.
- D. Funding.
- E. Right-of-Way availability.
- F. Safety of people using all modes of transportation.

Policy 1.5      Accessory Facility Standards. Utilize the development order process to determine accessory transportation needs including:

- A. Parking.
- B. Right-of-ways.
- C. Streetscape.
- D. Street trees and landscaping.
- E. Stormwater systems.
- F. Utility infrastructure.

Policy 1.6      Buffering and Landscaping Considerations. Promote community character by buffering residential and community areas from major transportation systems. Criteria to consider include:

- A. Visual appeal of roads, bus shelters, and other facilities to the surrounding area.
- B. Potential noise, unattractive views, and nuisance issues associated with the roadway.
- C. Florida Friendly landscaping practices such as use of native vegetation materials.

Policy 1.7      Environmental Impacts. Utilize the site and development process to minimize transportation infrastructure impacts on the environment by addressing the following concerns:

- A. Stormwater runoff and flooding.
- B. Extensive impervious surface areas.
- C. Habitat fragmentation.
- D. Preservation of existing shade trees.
- E. Minimizing fossil fuel consumption and impacts on air quality.

Objective 2      Service Standards. Provide a safe, effective, environmentally sensitive, financially sound, and integrated multi-modal transportation system.

Policy 2.1      Level of Service Standards. Adopt and maintain a Level of Service (LOS) standard of "C" peak hour volume for all roadways within the City, based on the 100<sup>th</sup> hourly volumes design, except:

- A. The same operating LOS standards as adopted by the Florida Department of Transportation in the Quality/Level of Service Handbook, Second Edition shall be

adopted for all State-maintained roadways within the City of Venice. All County maintained arterial or collector roadways designated as either constrained or backlogged facilities shall have an adopted LOS determined by the Sarasota County Public Works Business Center and listed in the Sarasota County Comprehensive Plan, Chapter 6: Transportation.

- B. The review and approval of development orders shall ensure that such approval will not degrade the LOS of those constrained and backlogged roadways that are currently operating at a LOS "D" or "F". For those roadways experiencing a LOS "D" or "F" on the effective date of the Comprehensive Plan, degradation of LOS shall be determined by specific operating thresholds, such as an average travel speed or volume/capacity ratios which will be adopted by 2012 as part of the City's concurrency management system regulations.
- C. Requests for development orders on deficient roadways (those operating below LOS "C" shall be reviewed to ensure that approval will not be issued which would degrade the existing LOS on these roadways.

**Policy 2.2**      Funding Transportation Improvements. In instances where roadways have been identified as necessary to maintain adopted level of service standards, no new development may take place until the necessary funding has been programmed through the adopted CIP, private financing, or independent special-purpose units of government including Community Development District programs.

**Policy 2.3**      Concurrency Management System. Utilize the concurrency management system regulations for all required development orders.

**Policy 2.4**      Transportation Concurrency Planning Areas Study. By 2012, the City of Venice will define strategies to implement the Transportation Concurrency Exception Area Transportation Concurrency Exception Area as it relates to Senate Bill 360. This study will address the development of a comprehensive transportation system that provides a variety of multi-modal alternatives including:

- A. Extensive sidewalks and bike lanes that connect the downtown area to surrounding activity centers, intermodal hubs, and neighborhoods.
- B. Interconnected urban trail that links to the Sarasota County Regional Trail System.
- C. Transit routes and stations that are coordinated through the Sarasota County Area Transit (SCAT) system.
- D. Mixed-use infill and redevelopment strategies that include residential, commercial, recreational, and civic components.

**Policy 2.5**      Thoroughfare System. Utilize the site and development process to implement the City of Venice's Future Traffic Circulation Plan and associated transportation system features. *See Map TRANS-1 through Map TRANS-10.*

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**Objective 3**      Transportation System Operations. Ensure that the transportation system addresses the community's development needs, service standards, and financial capabilities.

Policy 3.1      Access Management Strategies. Utilize Access Management Strategies to improve the City's transportation system that includes:

- A. Coordination of public works projects (i.e. road improvements with streetscape, stormwater, and utility enhancements).
- B. Implementation of traffic management systems.
- C. Utilization of Safe Street practices in the siting and design of roadways.

Policy 3.2      Transportation Monitoring. The City will maintain an updated inventory of transportation needs. Such efforts should be coordinated with the Sarasota-Manatee Metropolitan Planning Organization 2030 Long Range Transportation Plan (LRTP) and should include the following information:

- A. Thoroughfare System Map.
- B. Map TRANS-1, Future Traffic Circulation Plan.
- C. Traffic counts.
- D. Existing Road Classification, Travel Lane, and LOS Maps.
- E. Major Traffic Generators Map.
- F. Traffic Volumes Map.
- G. Traffic crash data.
- H. Problem Intersections and Travel Corridors Maps.

Policy 3.3      Alternate North-South Transportation Connectors. Coordinate with Sarasota County and the MPO on the planning of alternate north-south connector routes. Including:

- A. Honore Boulevard extension/connection to Pinebrook Road.
- B. Alternative road east of I-75.

Policy 3.4      Roadway Improvement Schedules. The City shall require identification of new and improved roadways to be included on Map TRANS-1, Future Traffic Circulation. Map TRANS-1, Future Traffic Circulation Plan shall be updated annually as part of the updates to the Capital Improvement Schedule (CIS) that will list publicly and privately planned roadways.

- A. Improvements that appear in the first 3 years of the 5-year capital improvements schedule are funded by committed funding sources.
- B. Improvements that appear in year 4 and 5 of the 5-year capital improvements schedule are funded by planned funding sources.

Policy 3.5      Project Coordination. Transportation project scopes of work, schedules, and work plans should be coordinated with other infrastructure improvements that are needed in the same area. Examples of such coordinated enhancements include:

- A. Street projects that include utility, stormwater, sidewalk, and streetscape.

- B. Utility projects that include community park, sidewalk, stormwater, or roads.
- C. Stormwater projects that include roads, utilities, and sidewalks.

**Policy 3.6**      Long-Range Transportation Concurrency. As part of the City's concurrency management system, the City will consider the application of a 10-year planning period for the improvement of roadways in designated districts or areas where significant backlogs exist.

**Policy 3.7**      Long-Range Transportation Planning. Require large scale comprehensive plan amendment petitions to prepare a pre-concurrency transportation analysis. Evaluate such analysis according to the following concerns:

- A. Access management, right-of-way acquisition, and capital improvement programming.
- B. Goals, objectives, and policies established in the City of Venice and Sarasota County Transportation and Capital Improvement Elements.
- C. The provision of an updated transportation timeline for any planned improvements or construction identified therein by the developer.

**Policy 3.8**      Proportionate Share Contributions. The Capital Improvements Element shall be reviewed annually and updated as necessary to reflect proportionate share contributions.

**Policy 3.9**      Transportation Capital Improvements. The City is responsible for ensuring the financial feasibility of all transportation projects identified in the adopted Capital Improvements Element.

**Objective 4**      Airport Operations and Facilities. Operate and maintain the Venice Municipal Airport as a general aviation facility in accordance with FAA and FDOT standards and requirements.

**Policy 4.1**      Airport Compatibility. By June 30, 2012 the City shall amend the Future Land Use Element of the Comprehensive Plan to include criteria which addresses compatibility of lands adjacent, or in close proximity, to the Airport.

**Policy 4.2**      Airport Area Land Use Compatibility. Until compatibility criteria are adopted pursuant to Policy 4.1 of this Element, the City shall consider the compatibility of the airport and surrounding land uses in accordance with Policy 8.2 of the Future Land Use & Design Element.

**Policy 4.3**      Airport Area Development Coordination. Utilize the findings and recommendations within the Venice Municipal Airport Master Plan so that developments in the airport vicinity meet local, state and federal airport regulations for land use and zoning compatibility.

**Policy 4.4**      Federal and State Aviation Standards. Coordinate and comply with all applicable federal, state, and local aviation standards and requirements for airport operations, maintenance, and development.

**Objective 5**      **Regional Coordination.** The City shall continue to coordinate with intergovernmental partners in the development, maintenance, and delivery of a multi-modal transportation system that meets the needs of the Greater Venice Area and Southern Sarasota County Region.

Policy 5.1      **Regional Transportation Planning.** The City shall coordinate with transportation partners including Sarasota County, MPO, Southwest Florida Regional Planning Council (SWFRPC), and FDOT to promote:

A. Funding for roadway improvements listed in the 2030 Long Range Transportation Plan (LRTP) and FDOT District 1 Five-Year Work Program.

B. Infrastructure capital improvement and impact fee expenditures within extra jurisdictional planning areas are coordinated with Sarasota County.

C. Establishment of developer agreements requiring development to address impacts on all roadways including Sarasota County and FDOT facilities.

D. Implementation of the transportation standards of the adopted Joint Planning Agreement and /Interlocal Service Boundary Agreement (JPA/ILSBA) between the City of Venice and Sarasota County.

Policy 5.2      **Site and Development Reviews.** Coordinate site and development plan reviews with regional transportation planning partners including Sarasota County and SWFRPC.

Policy 5.3      **Regional Transit.** Coordinate provision of mass transit services with SCAT.

## Transportation Infrastructure & Service Standards

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**GOAL**      TO PROVIDE A SAFE, CONVENIENT, EFFICIENT AND ENVIRONMENTALLY SENSITIVE INTERMODAL TRANSPORTATION SYSTEM WHICH MEETS THE NEEDS OF CURRENT AND FUTURE GENERATIONS.

**Objective 1**      **Transportation and Development Coordination.** Coordinate transportation facility and infrastructure needs with development demands to minimize the negative impacts from existing or proposed roadways within existing neighborhoods and natural environment.

Policy 1.1      **Adequate Public Facility and Development Coordination.** Ensure the analysis of future roadway impacts of new developments. Some of the issues to be considered are:

- E. Minimizing or mitigating impacts of proposed developments on roadway LOS standards.
  - F. Minimizing or mitigating impacts on specific roadway segments or intersections.
  - G. Accessibility between and within development areas, such as; activity centers/intermodal hubs and neighborhoods.
  - H. Safety issues (motorists, pedestrians, bikers, and other system users).
- Policy 1.2      Developer Contributions. Utilize developer agreements to ensure private developers pay for the impacts caused to the City's transportation infrastructure system. Agreements shall be utilized to acquire, expand, and maintain existing and new transportation facilities including:
- J. Pedestrian and biking facilities (e.g. bike racks).
  - K. Street lighting.
  - L. Right-of-way needs.
  - M. Roadways and bridges.
  - N. Intersection or roadway improvements.
  - O. Traffic signal improvements.
  - P. Contribution to roadway needs.
  - Q. Bus shelters.
  - R. Alternative transportation modes (trolley, water taxi, etc.).
- Policy 1.3      Infill and Redevelopment Considerations. Utilize the development order process to ensure that transportation concerns are addressed for all infill and redevelopment projects including:
- C. Impacts on existing road systems.
  - D. Need for new transportation infrastructure including new streets, sidewalks, landscaping, bike lanes, parking, and bus shelters.
- Policy 1.4      Siting Considerations. Utilize transportation location criteria to establish appropriate locations for all new transportation infrastructure systems and facilities. Criteria include:
- G. Land uses in surrounding area.
  - H. Vehicle trips per day.
  - I. Congestion constraints.
  - J. Funding.
  - K. Right-of-Way availability.
  - L. Safety of people using all modes of transportation.
- Policy 1.5      Accessory Facility Standards. Utilize the development order process to determine accessory transportation needs including:
- G. Parking.
  - H. Right-of-ways.

- I. Streetscape.
- J. Street trees and landscaping.
- K. Stormwater systems.
- L. Utility infrastructure.

**Policy 1.6** Buffering and Landscaping Considerations. Promote community character by buffering residential and community areas from major transportation systems. Criteria to consider include:

- D. Visual appeal of roads, bus shelters, and other facilities to the surrounding area.
- E. Potential noise, unattractive views, and nuisance issues associated with the roadway.
- F. Florida Friendly landscaping practices such as use of native vegetation materials.

**Policy 1.7** Environmental Impacts. Utilize the site and development process to minimize transportation infrastructure impacts on the environment by addressing the following concerns:

- F. Stormwater runoff and flooding.
- G. Extensive impervious surface areas.
- H. Habitat fragmentation.
- I. Preservation of existing shade trees.
- J. Minimizing fossil fuel consumption and impacts on air quality.

**Objective 2** Service Standards. Provide a safe, effective, environmentally sensitive, financially sound, and integrated multi-modal transportation system.

**Policy 2.1** Level of Service Standards. Adopt and maintain a Level of Service (LOS) standard of "C" peak hour volume for all roadways within the City, based on the 100<sup>th</sup> hourly volumes design, except:

- D. The same operating LOS standards as adopted by the Florida Department of Transportation in the Quality/Level of Service Handbook, Second Edition shall be adopted for all State-maintained roadways within the City of Venice. All County maintained arterial or collector roadways designated as either constrained or backlogged facilities shall have an adopted LOS determined by the Sarasota County Public Works Business Center and listed in the Sarasota County Comprehensive Plan, Chapter 6: Transportation.
- E. The review and approval of development orders shall ensure that such approval will not degrade the LOS of those constrained and backlogged roadways that are currently operating at a LOS "D" or "F". For those roadways experiencing a LOS "D" or "F" on the effective date of the Comprehensive Plan, degradation of LOS shall be determined by specific operating thresholds, such as an average travel speed or volume/capacity ratios which will be adopted by 2012 as part of the City's concurrency management system regulations.

- F. Requests for development orders on deficient roadways (those operating below LOS "C" shall be reviewed to ensure that approval will not be issued which would degrade the existing LOS on these roadways.

Policy 2.2      Funding Transportation Improvements. In instances where roadways have been identified as necessary to maintain adopted level of service standards, no new development may take place until the necessary funding has been programmed through the adopted CIP, private financing, or independent special-purpose units of government including Community Development District programs.

Policy 2.3      Concurrency Management System. Utilize the concurrency management system regulations for all required development orders.

Policy 2.4      Transportation Concurrency Planning Areas Study. By 2012, the City of Venice will define strategies to implement the Transportation Concurrency Exception Area Transportation Concurrency Exception Area as it relates to Senate Bill 360. This study will address the development of a comprehensive transportation system that provides a variety of multi-modal alternatives including:

- E. Extensive sidewalks and bike lanes that connect the downtown area to surrounding activity centers, intermodal hubs, and neighborhoods.
- F. Interconnected urban trail that links to the Sarasota County Regional Trail System.
- G. Transit routes and stations that are coordinated through the Sarasota County Area Transit (SCAT) system.
- H. Mixed-use infill and redevelopment strategies that include residential, commercial, recreational, and civic components.

Policy 2.5      Thoroughfare System. Utilize the site and development process to implement the City of Venice's Future Traffic Circulation Plan and associated transportation system features. *See Map TRANS-1 through Map TRANS-10.*

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### Objective 3

Transportation System Operations. Ensure that the transportation system addresses the community's development needs, service standards, and financial capabilities.

Policy 3.1      Access Management Strategies. Utilize Access Management Strategies to improve the City's transportation system that includes:

- D. Coordination of public works projects (i.e. road improvements with streetscape, stormwater, and utility enhancements).
- E. Implementation of traffic management systems.
- F. Utilization of Safe Street practices in the siting and design of roadways.

Policy 3.2      Transportation Monitoring. The City will maintain an updated inventory of transportation needs. Such efforts should be coordinated with the Sarasota-Manatee Metropolitan Planning Organization 2030 Long Range Transportation Plan (LRTP) and should include the following information:

- I. Thoroughfare System Map.
- J. Map TRANS-1, Future Traffic Circulation Plan.
- K. Traffic counts.
- L. Existing Road Classification, Travel Lane, and LOS Maps.
- M. Major Traffic Generators Map.
- N. Traffic Volumes Map.
- O. Traffic crash data.
- P. Problem Intersections and Travel Corridors Maps.

Policy 3.3      Alternate North-South Transportation Connectors. Coordinate with Sarasota County and the MPO on the planning of alternate north-south connector routes. Including:

- C. Honore Boulevard extension/connection to Pinebrook Road.
- D. Alternative road east of I-75.

Policy 3.4      Roadway Improvement Schedules. The City shall require identification of new and improved roadways to be included on Map TRANS-1, Future Traffic Circulation. Map TRANS-1, Future Traffic Circulation Plan shall be updated annually as part of the updates to the Capital Improvement Schedule (CIS) that will list publicly and privately planned roadways.

- C. Improvements that appear in the first 3 years of the 5-year capital improvements schedule are funded by committed funding sources.
- D. Improvements that appear in year 4 and 5 of the 5-year capital improvements schedule are funded by planned funding sources.

Policy 3.5      Project Coordination. Transportation project scopes of work, schedules, and work plans should be coordinated with other infrastructure improvements that are needed in the same area. Examples of such coordinated enhancements include:  
D. Street projects that include utility, stormwater, sidewalk, and streetscape.  
E. Utility projects that include community park, sidewalk, stormwater, or roads.  
F. Stormwater projects that include roads, utilities, and sidewalks.

Policy 3.6      Long-Range Transportation Concurrency. As part of the City's concurrency management system, the City will consider the application of a 10-year planning period for the improvement of roadways in designated districts or areas where significant backlogs exist.

Policy 3.7      Long-Range Transportation Planning. Require large scale comprehensive plan amendment petitions to prepare a pre-concurrency transportation analysis. Evaluate such analysis according to the following concerns:

D. Access management, right-of-way acquisition, and capital improvement programming.

E. Goals, objectives, and policies established in the City of Venice and Sarasota County Transportation and Capital Improvement Elements.

F. The provision of an updated transportation timeline for any planned improvements or construction identified therein by the developer.

Policy 3.8      Proportionate Share Contributions. The Capital Improvements Element shall be reviewed annually and updated as necessary to reflect proportionate share contributions.

Policy 3.9      Transportation Capital Improvements. The City is responsible for ensuring the financial feasibility of all transportation projects identified in the adopted Capital Improvements Element.

Objective 4      Airport Operations and Facilities. Operate and maintain the Venice Municipal Airport as a general aviation facility in accordance with FAA and FDOT standards and requirements.

Policy 4.1      Airport Compatibility. By June 30, 2012 the City shall amend the Future Land Use Element of the Comprehensive Plan to include criteria which addresses compatibility of lands adjacent, or in close proximity, to the Airport.

Policy 4.2      Airport Area Land Use Compatibility. Until compatibility criteria are adopted pursuant to Policy 4.1 of this Element, the City shall consider the compatibility of the airport and surrounding land uses in accordance with Policy 8.2 of the Future Land Use & Design Element.

Policy 4.3      Airport Area Development Coordination. Utilize the findings and recommendations within the Venice Municipal Airport Master Plan so that developments in the airport vicinity meet local, state and federal airport regulations for land use and zoning compatibility.

**Policy 4.4** Federal and State Aviation Standards. Coordinate and comply with all applicable federal, state, and local aviation standards and requirements for airport operations, maintenance, and development.

**Objective 5** Regional Coordination. The City shall continue to coordinate with intergovernmental partners in the development, maintenance, and delivery of a multi-modal transportation system that meets the needs of the Greater Venice Area and Southern Sarasota County Region.

**Policy 5.1** Regional Transportation Planning. The City shall coordinate with transportation partners including Sarasota County, MPO, Southwest Florida Regional Planning Council (SWFRPC), and FDOT to promote:

E. Funding for roadway improvements listed in the 2030 Long Range Transportation Plan (LRTP) and FDOT District 1 Five-Year Work Program.

F. Infrastructure capital improvement and impact fee expenditures within extra jurisdictional planning areas are coordinated with Sarasota County.

G. Establishment of developer agreements requiring development to address impacts on all roadways including Sarasota County and FDOT facilities.

H. Implementation of the transportation standards of the adopted Joint Planning Agreement and /Interlocal Service Boundary Agreement (JPA/ILSBA) between the City of Venice and Sarasota County.

**Policy 5.2** Site and Development Reviews. Coordinate site and development plan reviews with regional transportation planning partners including Sarasota County and SWFRPC.

**Policy 5.3** Regional Transit. Coordinate provision of mass transit services with SCAT.

## Utilities Element

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**GOAL** PROVIDE PUBLIC UTILITY SERVICES THAT MEET THE NEEDS OF CURRENT AND FUTURE POPULATIONS, WHILE PROTECTING THE ENVIRONMENT AND SUPPORTING THE CITY'S LIVABLE COMMUNITIES PLANNING FRAMEWORK. THESE SERVICES INCLUDE POTABLE WATER, RECLAIMED WATER, WASTEWATER, STORMWATER MANAGEMENT, AND SOLID WASTE.

**Objective 1** Utility Services and Development Coordination. Ensure that infrastructure service expansion is coordinated with development.

**Policy 1.1** Timing of Facilities. Ensure all existing infrastructure systems are maintained, improved, or expanded in coordination with the development of properties and capital improvements schedule.

- Policy 1.2      Development Expansions. Require development to connect to City public utility services as part of the site and development review process in accordance with the following criteria:
- A. Size of development, types of structures, and land uses.
  - B. Proximity to existing infrastructure.
  - C. Available capacity.
  - D. Demand of future development projects.
  - E. Growth management controls.
- Policy 1.3      Private Service Providers Coordination. Coordinate new development practices with private utility services such as cable, power, and telecommunication utilities.
- Policy 1.4      Shared Development Improvements. The City shall work with developers to create shared development agreements for the extension of utility lines and expansion of utility services, especially in regard to annexed properties.
- Policy 1.5      Infrastructure Utilization. Maximize existing public utility infrastructure systems by encouraging infill development and redevelopment of established service areas.
- Policy 1.6      Coastal High Hazard Area Infrastructure. The City will minimize public utility infrastructure in the Coastal High Hazard Area.
- Policy 1.7      Annexation Utility Connection. Newly annexed properties shall connect to the City of Venice utility systems within 365 days of the date of annexation unless service is not available, or unless another service provider has been designated under the terms of the Joint Planning Agreement and Interlocal Service Boundary Agreement (JPA/ILSBA) between the City of Venice and Sarasota County. If service is not available, properties must connect as soon as it becomes available.
- Policy 1.8      Extrajurisdictional and Joint Planning Areas. Expansion of utility system should be consistent with the Extrajurisdictional Planning Areas and Joint Planning Areas.
- A. City and Sarasota County service providers and private property owners shall utilize development agreements to coordinate service delivery as prescribed in the Joint Planning Agreement.
- Policy 1.9      Best Management Practices. Utilize best management practices to improve the City's:
- A. Utility operations and service management.
  - B. Public safety.
  - C. System effectiveness.
  - D. Environmental Protection.

E. Financial feasibility.

- Policy 1.10      Existing System Improvements. Utilize the site and development process to ensure new development addresses the impact and deficiencies of existing infrastructure systems by improving the systems':
- A. Effectiveness through a more compact and better-utilized utility system.
  - B. Efficiency and safety by looping the system.
  - C. Economic sustainability by evaluating its financial feasibility and charging appropriate rates.
  - D. Operational effectiveness, system functionality, and cost expenditures in coastal high hazard areas.
  - E. Conservation of water resources.
  - F. Utilization, whenever possible, of alternative energy sources such as solar energy for the provision of electrical power to island sewage pumping facilities, toward eventually reducing water utility rates.

- Policy 1.11      Project Coordination. Project scopes of works, schedules, and workplans should be coordinated with other infrastructure improvements that are needed in the same area. Examples of such coordinated enhancements include:
- A. Street projects that include utility, stormwater, sidewalk, and streetscape improvements.
  - B. Utility projects that include community park, sidewalk, stormwater, or roadway improvements.
  - C. Stormwater projects that include roadway, utility, and sidewalk improvements.

- Policy 1.12      Facility Coordination. Utilize the site and development process to facilitate the coordination, extension, and co-location of shared essential infrastructure systems and services in order to promote neighborhood interconnectivity. Such systems include:
- A. Stormwater management.
  - B. Roads and driveways.
  - C. Utility easements.
  - D. Parks.
  - E. Sidewalks and trails.
  - F. Lift stations and gravity collection systems.
  - G. Utility infrastructure systems.

- Policy 1.13      Utility Master Plans. Update the City's utility master plans based on an overall infrastructure prioritization schedule to ensure consistency with partner agency plans and reflect best industry practices. The City's utility master plans include:
- A. Water Master Plan.
  - B. Wastewater and Reclaimed Water Master Plan.
  - C. Stormwater Master Plan.

- Policy 1.14      Utility Inventory. In conjunction with the development of the utility master plans, develop and maintain stormwater, reclaimed water, potable water, and wastewater service inventories to identify and address potential deficiencies in capacity. The inventory shall include:
- A. Current plant capacity.
  - B. Existing use (number and types of hook-ups).
  - C. All future committed capacity based upon approved site and development plans (number and type of hook-ups).
  - D. All future committed capacity based upon maximum density allowed if no site and development plan has been approved.
  - E. Potential service area needs.

Policy 1.15      Infrastructure Replacement and Improvement Plan. The City shall target and prioritize the improvement and replacement of public infrastructure. As part of the mandatory annual update to the Capital Improvements Schedule, the City shall develop a list of the public facilities for which deficiencies have been projected in the Utility Master Plans referenced in Policy 1.13 for the long range planning time frame.

- Policy 1.16      Fee and Cost Reviews. Annually, review all fees, costs, and expenditures to continually ensure infrastructure systems are properly funded and promote resource conservation. The following funds are used to pay for infrastructure system improvements:
- A. Potable Water: Utilities Fund.
  - B. Reclaimed Water: Utilities Fund.
  - C. Wastewater: Utilities Fund.
  - D. Stormwater Management: Stormwater Fund.
  - E. Solid Waste Services: Solid Waste Fund.

**Objective 2**      **Natural Resources Impact.** Protect natural resources from the impact of the City's utilities infrastructure systems.

- Policy 2.1      Facility Inspections and Monitoring. Continue the City's inspection and compliance monitoring practices used at the City utility plants and facilities. Ensure that such practices are consistent with state and federal standards and regulations.
- Policy 2.2      Environmental Considerations. Protect human and natural communities by providing public utility services that:
- A. Maximize existing facilities prior to developing new infrastructure systems.
  - B. Contain wastewater facilities during a storm event.

- C. Minimize stormwater system overflow during storm events and reduce water quality impacts to receiving waters, with particular attention to mitigating direct runoff and outfall into the Gulf of Mexico through innovative control technology.
- D. Identify and protect natural water sources and environmentally sensitive land areas from the impacts of development.
- E. Coordinate water quality monitoring, waste disposal, and stormwater management practices with partner entities.
- F. Minimize the impact of water and wastewater facilities on the environment.

Policy 2.3      Wellhead Protection Areas. All areas within a 500' radial setback from a surface or subsurface potable water well shall be designated as wellhead protection areas. The following uses will not be permitted within the wellhead protection areas:

- A. Treatment, storage, disposal, and transfer facilities for hazardous wastes.
- B. Chemical and hazardous material storage tanks.
- C. Industrial wastewater.
- D. Reuse water applications.
- E. New class I and class III injection control wells.

Policy 2.4      Potable Water Supply Safety. The City shall protect the safety of its potable water supply by:

- A. Visually inspecting every well site for damage and vandalism.
- B. Utilizing a radio telemetry system to monitor pump failures, loss of flow and other indications of security problems.
- C. Having a redundant, off site, manual shut down system for well operations.
- D. Reporting any suspicious activities to the Florida State Warning Point.

Policy 2.5      Water Quality System Evaluation. The City shall continually evaluate and, if appropriate, enact alternative water quality standards for the design, construction, and maintenance of water infrastructure systems. This evaluation shall review the following:

- A. Non-structural storm water management system designs.
- B. Littoral zone vegetation requirements.
- C. Vegetation removal and management standards.
- D. System designs that conserve uplands and populations of listed species.

Policy 2.6      Water Resource Partnerships. Partner with the Southwest Florida Water Management District, Florida Department of Environmental Protection, and other local, regional, state, and federal water entities to protect the quality of natural ground water recharge areas, natural drainage features, and surface water bodies. Specific programs that require regional water coordination include, but are not limited to:

- A. Wellhead Protection Program.



- B. Location of potable wells.
- C. 2006 Regional Water Supply Plan (RSWP).
- D. Myakka River Comprehensive Watershed Management Plan.
- E. Myakka Wild and Scenic River Management Plan.
- F. Charlotte Harbor Surface Water Improvement and Management (SWIM) Plan.
- G. Watershed Management Program (WMP) Plans.

- Policy 2.7      Private Wells and Septic Systems. The City will not permit new private well and septic systems within environmentally sensitive areas or areas currently served by potable water, reclaimed water, and wastewater systems.
- A. Existing or new private well and septic systems are required to connect to City utilities upon service availability.
- Policy 2.8      Reclaimed Water Utilization. Utilize the site and development process to encourage the use of reclaimed water for irrigation where supplies are available. Areas that should be addressed include:
- A. Golf courses.
  - B. Public and private common areas and greenspace.
  - C. Roadway medians.
  - D. Landscaped areas in parks and other public properties.
  - E. Residential irrigation in all new proposed development areas.
- Policy 2.9      Reclaimed Water Infrastructure. Utilize the site and development process to ensure that development projects address the need for increased reclaimed water capacity for irrigation purposes throughout the City.
- Policy 2.10     Solid Waste Disposal. Coordinate with Sarasota County to ensure that waste disposal and treatment practices minimize negative impacts on natural resources.
- Policy 2.11     Solid Waste Disposal Facility. During the update to the City's Capital Improvement Program, and prior to 2025, the City shall coordinate with Sarasota County to evaluate the interlocal agreement regarding the use of the Sarasota Central County Solid Waste Disposal Complex to ensure adequate solid waste disposal capacity beyond 2025.
- Policy 2.12     Solid Waste Pick-up. The City shall continue to evaluate the appropriateness of implementing once per week pick-up. The evaluation should include a cost benefit analysis to convert the existing collection system into an automated pick-up system.
- Policy 2.13     Solid Waste Regulation Compliance. The disposal, collection, and treatment of waste shall be consistent with best practices and state and federal regulations.

- Policy 2.14      Hazardous Waste. Protect the public and natural communities against the harmful impacts of hazardous waste by:
- A. Monitoring the sources of waste within the City.
  - B. Enforcing local, regional, state, and federal regulations and restrictions.
  - C. Educating the public about proper waste disposal practices.

- Policy 2.15      Waste Recycling. The City will continue to improve recycling efforts in order to protect natural resources and extend the life of landfill by:
- A. Educating the public about recyclable materials.
  - B. Completing assessments of commercial waste products to help with reduction of solid waste costs.
  - C. Coordinating disposal of residential household hazardous waste with Sarasota County.
  - D. Participating in Project Green Sweep for businesses to dispose of small quantities of hazardous waste, computers, and rechargeable batteries.
  - E. Promoting Green Business Partnership, a Sarasota County program assisting businesses to be environmentally responsible.
  - F. Identifying new recyclable materials and practices.

- Policy 2.16      Public Conservation Efforts. Utilize the City of Venice Water Conservation Plan to encourage public conservation efforts by providing:
- A. Recycling and water conservation programs.
  - B. Public incentives for reducing, recycling, and reusing natural resources and waste products.
  - C. Information on reducing waste and minimizing energy use.
  - D. Provide incentives for water conservation.

- Policy 2.17      Public Education. Inform the public on ways to decrease their impacts on natural resources, reduce their public service demands, and save money. Such efforts should be coordinated with public and private entities and address:
- A. Reducing, reusing, and recycling waste products.
  - B. Utilizing energy saving and water efficient fixtures.
  - C. Utilizing reclaimed wastewater for irrigation.
  - D. Minimizing irrigation, fertilization and pest control needs through the use of native, drought tolerant and Florida Friendly landscaping materials and planting techniques.
  - E. Using products with recycled components and packaging.
  - F. Annual water and energy conservation school presentations and contests.

**Objective 3**      Level of Service. Maintain an adequate level of service for each of the city's public utility services including potable water, wastewater, stormwater, and solid waste.

Policy 3.1      Level of Service Planning. As utility master plans are updated, ensure the LOS standards are updated to reflect recommendations and findings.

Policy 3.2      New Development. Utilize the site and development review process to ensure that the LOS adopted by the City Concurrency Management Ordinance are met by each new development project.

Policy 3.3      Utility Level of Service. Ensure that the City's utilities are properly maintained by meeting the following levels of service concurrently with development:

- A. Potable Water. A LOS of 152 gpd/ERU based on average annual flow and a Peak LOS of 227 gpd/ERU based on maximum day flow.
- B. Wastewater. A LOS of 123 gpd/ERU based on the average annual flow and a Peak LOS of 244 gpd/ERU based on the maximum day flow.
- C. Stormwater. The post-development runoff may not exceed pre-development runoff for a 24-hour, 25-year storm event.
- D. Solid Waste. A collection and capacity of 6.8 pounds per person per day; and collection of residential solid waste shall occur at least weekly.

Policy 3.4      Potable Water and Wastewater Level of Service Re-Evaluations. In conjunction with the updates to the Water Master Plan and Wastewater Master Plan, the City shall re-evaluate and make the applicable changes to the potable water and wastewater LOS standards.

**Objective 4**      **Regional Coordination.** The City shall assume its local and regional responsibility and authority by coordinating with intergovernmental partners in the development, maintenance, and delivery of public utility services.

Policy 4.1      Public Facilities. The City will cooperate with Sarasota County to investigate the feasibility of possible system interconnections, co-location of facilities and joint financing and construction of regional infrastructure within the JPA/ILSBA Planning Areas.

Policy 4.2      Master Planning Consistency. Utilize the Joint Planning and Interlocal Service Boundary Agreement (JPA/ILSBA) between the City of Venice and Sarasota County to ensure the City's utility master plans are coordinated with applicable local, regional, state, and federal partner plans.

Policy 4.3      Joint Planning Area and Extrajurisdictional Planning Areas. Coordinate infrastructure and public services in the JPA/ILSBA Planning Areas and Extrajurisdictional Planning Areas with Sarasota County and private property owners as established in the JPA/ILSBA.

Policy 4.4      Infrastructure Coordination. Coordinate with partner entities including Sarasota County

and SWFWMD on infrastructure planning in undeveloped parts of the City in order to ensure:

- A. New infrastructure is sensitive to environmental resources.
- B. Coordination of infrastructure capital improvement and impact fee expenditures within Extrajurisdictional Planning Areas with Sarasota County.
- C. Execution of developer agreements through which private developers construct infrastructure enhancements that meet community needs while limiting public impact.
- D. Alternative funding strategies, such as Community Development Districts, are considered to limit the impact on public expenditures.

- Policy 4.5      Ground Water Resource Coordination. Coordinate with SWFWMD, Peace River/Manasota Water Supply Authority, and other water related agencies and organizations on the identification and protection of artesian aquifers and natural ground water recharge areas.
- Policy 4.6      Regional Water Supply System. Continue to cooperate with partner entities including Sarasota County, SWFWMD, and Peace River/Manasota Water Supply Authority regarding an interconnected potable water supply system, regional water planning, and coordination of supply system lines.
- Policy 4.7      Stormwater Management Coordination. Coordinate with Florida Department of Environmental Protection, SWFWMD, and other regional, state, and federal entities to ensure that all proper stormwater drainage permits, regulations, and restrictions are met.
- Policy 4.8      Solid Waste Coordination. Coordinate the disposal of solid waste by continuing to implement solid waste interlocal agreements with Sarasota County. Add additional locations as needed and monitor tipping fees.
- Policy 4.9      Solid Waste Facility Capacity. The City will continue to coordinate with Sarasota County on the provision of solid waste facilities for the Greater Venice Area and surrounding Sarasota County.

**Objective 5      Potable Water Supply. To provide a reliable supply of potable water to meet the needs of existing and future development through the development and implementation of a 10-Year Water Supply Facilities Work Plan.**

- Policy 5.1      Potable Water Supply Inventory. Continue to maintain up to date inventories indicating the available capacity and present demand for potable water in the City of Venice potable water service area.

Policy 5.2	<u>Potable Water Conservation.</u> Maximize water efficiency by supporting FGBC and/or LEED criteria and SWFWMD programs such as the Water Conservation Hotel and Motel Program (Water CHAMP), the Water Program for Restaurant Outreach (Water Pro) and the Florida Star Gold (residential) program.
Policy 5.3	<u>Potable Water Capital Improvements.</u> Through updates to the Capital Improvement Plan, the City shall identify and give priority to projects that correct identified potable water system facility deficiencies.
Policy 5.4	<u>Potable Water Availability.</u> Evaluate proposed land use changes to ensure availability of potable water supplies and potable water supply facilities.
Policy 5.5	<u>Development Orders.</u> Prior to issuance of a development order the City shall utilize the Concurrency Management System to ensure development is served by adequate potable water services and facilities.
Policy 5.6	<u>Water Shortage.</u> The City will abide by Southwest Florida Water Management District's emergency water shortage plan, and when necessary, the City may implement more restrictive water conservation measures, as may be required to protect and maintain the potable water utility system.
Policy 5.7	<u>10-Year Water Supply Facilities Work Plan.</u> The City will coordinate with SWFWMD and amend the Comprehensive Plan to incorporate any required updates to the 10-Year Water Supply Facilities Work Plan within eighteen months after an update to the Regional Water Supply Plan is approved by SWFWMD. The update will include an evaluation of impacts from developments and plan amendments approved in the interim.

## Public Facilities & Properties Element

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**GOAL**      **PROVIDE HIGH-QUALITY, ACCESSIBLE, AND FINANCIALLY SUSTAINABLE PUBLIC FACILITIES AND PROPERTIES.**

**Objective 1**      **Community Character and Needs.** Ensure the community's character and needs are supported by its public facilities and properties.

Policy 1.1      Timing of Facilities Expansion. Maintain, improve, and expand public facilities and properties concurrently with development and capital improvement schedule.

Policy 1.2      Resource Distribution. Ensure that public facilities and properties are equitably distributed throughout the community based upon community needs and neighborhood assessment.

- Policy 1.3      Government Use Designations. Develop procedures to review the application of the Government Use designation for the provision of public facilities and properties.
- Policy 1.4      Siting Considerations. Locate public facilities and properties based on the needs and demands of residents in the local area and surrounding neighborhoods. Prominent civic buildings should be located to maximize visual and physical community connectivity. Siting criteria includes:
- A.    Surrounding land uses.
  - B.    Neighborhood Demographics (i.e. families with young children, active adults, and seniors).
  - C.    Proximity of similar facilities and properties.
  - D.    Future development impacts.
  - E.    City demands and needs.
  - F.    Neighborhood design standards (i.e., Northern Italian Renaissance, Mediterranean Revival, etc.).
  - G.    Adequacy of essential service vehicles (fire, police, solid waste, utility, etc).
  - H.    Cost effectiveness of service delivery to site.
- Policy 1.5      Development Considerations. Utilize the site and development review process to continue ensuring new and renovated public facilities and properties address community needs and promote neighborhood character. Considerations should include:
- A.    Neighborhood compatibility features.
  - B.    Future service demands.
  - C.    Multimodal (walk, bike, transit) accessibility.
  - D.    Co-location with other entities' services and programs.
  - E.    Multi-purpose facilities and properties.
  - F.    Functionality during emergency events including ability to access site and/or to utilize site as shelter space.
  - G.    Service area functionality (i.e. ability of solid waste trucks to access site or utility personnel to access meters).
- Policy 1.6      Landscaping and Buffering Considerations. Promote community character and resource conservation by landscaping public facilities and properties to enhance visual preference and neighborhood compatibility. Criteria to consider when developing landscaping plans include:
- A.    Use of native plant species, especially low maintenance ground covers instead of grass.

- B. Creation of shade and sitting areas, especially shaded walks and parking areas.
- C. Buffering of incompatible uses and structures through walls, fencing, and landscaping materials.
- D. Use of reclaimed water and minimized irrigation schedules.
- E. Suitability of landscaping materials to the site based on the future health and maintenance of the plants, streetscape, and other structures.
- F. The use of porous and/or natural products when constructing walls and parking areas.
- G. Limited fertilizer use consistent with local ordinances.

**Policy 1.7**      Public Facilities Location. Through the planning timeframe of 2030, the City will locate public facilities in locales which are less susceptible to severe weather damage and not within the Coastal High Hazard Area unless such location is the only one which serves a particular structure's intended public purpose.

**Objective 2**      Facility and Property Operations. Facility operations will meet the needs of the community through maintenance of adopted level of service standards, utilization of green building practices, application of performance measures, and execution of cost effectiveness strategies.

**Policy 2.1**      Facility and Property Inventory. Develop and maintain an inventory of all public facilities and properties to ensure that structures are safe, well maintained and optimally utilized. The inventory will be used to accomplish the following tasks:

- A. Plan future facility and property improvements.
- B. Identify opportunities for co-location and shared use public and private programs and facilities.
- C. Generate revenues from extra-curricular facility uses.
- D. Ensure facilities are accessible to all community members.
- E. Annual capital improvement budgeting programs.

**Policy 2.2**      Resource and Energy Efficient Practices. Support and encourage the use of the following conservation and energy efficient practices for the maintenance and operation of public facilities and properties:

- A. Green building and sustainable design practices.
- B. Renewable resources and alternative energy resources.
- C. Water conservation.
- D. Waste reduction and recycling.
- E. Resource efficient materials.
- F. Products made of recycled materials.
- G. Use of green cleaning products.

H. Use of best management practices;

I. Integrated pest management practices;

J. Implementation of the U.S. Conference of Mayors Climate Protection Agreement, which includes:

- Inventory global warming emissions in City operations and in the community, set reduction targets and creation an action plan;
- Increase the use of clean, alternative energy by advocating for the development of renewable energy resources, recovering landfill methane for energy production, and supporting the use of waste-to-energy technology;
- Make energy efficiency a priority through building code improvements, retrofitting city facilities with energy efficient lighting and urging employees to conserve energy and save money;
- Purchase only Energy Star equipment and appliances for City use; increase the average fuel efficiency of municipal fleet vehicles; reduce the number of vehicles; launch an employee education program including anti-idling messages; convert diesel vehicles to bio-diesel;
- Evaluate opportunities to increase pump efficiency in water and wastewater systems; recover wastewater treatment methane for energy production;
- Increase recycling rates in City operations and in the community.

**Policy 2.3**     Revenue Generation. The City shall continue to identify and consider opportunities for generating revenues for the use of public facilities and properties including:

- A. User fees for special purposes or additional services.
- B. Use of facilities and properties for private events.
- C. Grants and other such resources.

**Objective 3**     Intergovernmental Partnerships. Coordinate the development and maintenance of City facilities and structures with regional partners.

**Policy 3.1**     Facility Planning. Coordinate facility planning with local, regional, state, and federal service providers including Sarasota County. Construction of public service infrastructure should be sensitive in design and location to environmental, historical, and architectural resources.

**Policy 3.2**     South County Public Services. Coordinate with Sarasota County and other local, regional, state, and federal entities on the development of public facilities and properties in the greater Venice area and South County region.

**Policy 3.3**     Facility Partnerships. Identify opportunities for co-locating programs and creating multi-use facilities with other private and public partner entities including Sarasota County, Sarasota County School Board, YMCA, Gulf Coast Community Foundation of Venice, and Boys and Girls Club.



**Policy 3.4**      Transit Access. Coordinate with Sarasota County Area Transit (SCAT) to ensure bus service is available to public facilities and properties. In achieving this policy the City of Venice will:

- A. Support land use policies that promote a viable public transit system.
- B. Coordinate the expansion of routes with Sarasota County.
- C. Pursue other innovative transit and multimodal services, especially for elderly non-drivers.

**Policy 3.5**      Library Services. Coordinate with Sarasota County on providing library services to the Venice community. Considerations should include:

- A. Neighborhood needs assessment
- B. Computer access.
- C. Meeting space.
- D. Technology improvements.
- E. Facility location.
- F. Cost effectiveness.

## Emergency Management Element

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**GOAL**            **PROTECT THE PUBLIC AND THEIR PROPERTY FROM THE IMPACT OF A PUBLIC EMERGENCY OR NATURAL EVENT.**

**Objective 1**      Emergency and Disaster Planning. Protect the community from the impact of emergency and disaster events through event planning and awareness.

**Policy 1.1**            Timing of Facilities and Services. Ensure all existing public emergency services are maintained, improved, or expanded in coordination with the development of properties and capital improvements schedule.

**Policy 1.2**            New Development Expansions. Require new development to pay its fair share for public safety, shelter, recovery and emergency service expansions related to additional equipment, personnel, and facility needs.

**Policy 1.3**            Emergency Preparedness Plans. The City shall annually evaluate and update, as necessary, the Comprehensive Emergency Management Plan, Sarasota County Local Mitigation Strategy, Floodplain Management Plan, and National Flood Insurance Program (NFIP) Community Rating System (CRS).

**Policy 1.4**            Development Planning Practices. The City shall continue to evaluate the potential impact of tropical events on its buildings and land areas and update its planning practices and

report its findings. Areas to focus on include:

A. State Coastal Planning Area.

B. Coastal Construction Control Line.

C. Gulf Front Setback Line.

D. Erosion Control Line.

E. Special Flood Hazard Areas.

F. Likely evacuation areas and ability of evacuation routes to serve demand.

G. Need for additional hurricane shelters.

Policy 1.5      Emergency Responder Accessibility. Utilize the site and development process to ensure that new developments provide adequate accessibility for emergency vehicles by establishing:

A. An interconnected road system.

B. Secondary emergency access points.

C. Access to water lines, fire hydrants, and other public safety infrastructure systems.

Policy 1.6      Fire Facility Planning. The City shall continue to evaluate the relocation of fire station no. 2 in order to improve distribution of services throughout the community. Issues to be addressed include:

A. Determination of the optimal location based upon LOS standards.

B. Funding through the capital improvements schedule.

C. Design and construction of facility based upon criteria established in the Public Facilities and Properties Element.

Policy 1.7      Continuity of Operations Planning. Continue to develop, maintain, and implement a plan for the daily operations of the City in emergency or disaster event situations.

Policy 1.8      NIMS and ICS Coordination. Utilize the National Incident Management System (NIMS) and Incident Command Systems (ICS) programs to prepare for emergency and disaster events.

Policy 1.9      Public Awareness and Education. Maintain public education efforts regarding awareness and preparation for disaster and emergency events including: community awareness presentations, the annual hurricane workshop, City website, and newsletters. Education efforts should include information about:

A. Distinction between hurricane categories and evacuation zones

B. Evacuation routes

C. Public and private shelter options

D Home preparedness planning

E. Flood insurance

Policy 1.10 Community Hurricane Planning. Continue to pursue funding for the implementation of the hurricane mitigation projects listed in *Creating a Hurricane Tolerant Community*. Annually update the plan based on most current best management practices, community needs, and City goals.

**Objective 2** Emergency Services and Post-Disaster Response. Provide an effective and efficient response to all public emergency and natural disaster events.

Policy 2.1 Operation and Service Standards. By December 2011, establish operation and service standards that ensure the City has the emergency management resources it needs to respond to emergency events. Standards shall use the following criteria to evaluate needed resources:

A. Response time.

B. Distance from station to emergency event.

C. Ability to access major roadways and community connectors.

Policy 2.2 Staff Training and Procedure Planning. Prepare to respond to emergency situations and disasters through staff training and procedure planning. Staff should be trained according to their level of responsibility:

A. Emergency Responders – lead role. Includes Police, Fire, and City Manager personnel.

B. Non-Essential Responder – support role. Includes NPOD volunteers and others, as assigned by City Manager.

Policy 2.3 NPODS Coordination. Coordinate with Sarasota County on the use of the Neighborhood Points of Distribution System to ensure the public's basic needs are provided for after a disaster event.

Policy 2.4 Evacuation Notification. Utilize the City's Code-Red system to notify the public about evacuation procedures.

**Objective 3** Disaster Evacuation and Sheltering. Maintain or reduce evacuation times and increase shelter capacity in the local area.

Policy 3.1 Second Option Shelters. Provide information about second option shelter alternatives through enhanced public education to allow those without special needs to remain within their neighborhoods.

Policy 3.2 Neighborhood Shelters. Utilize the site and development process to encourage major developments to harden their community buildings for use as shelters for their residents.

- Policy 3.3      Shelter Building Standards. Utilize the site and development review process to ensure shelters meet and/or exceed approved shelter design standards including windows and structure strength.
- Policy 3.4      Pet Friendly Shelters. Coordinate with Sarasota County Emergency Management, Red Cross, and private developments to ensure that appropriate shelter space is available for pets.
- Policy 3.5      Shelter Coordination. Continue to coordinate with Sarasota County Emergency Management and Red Cross in the identification and operation of shelters within the Venice community. Ensure that there are appropriate shelter types for the various levels of storms and emergency events from minor to severe.
- Policy 3.6      Shelter Co-location. Identify and expand opportunities to develop new shelter facilities as part of construction projects at schools, community agencies, and other local, regional, and state facilities.
- Policy 3.7      Community Organization Shelter Facilities. Coordinate with Sarasota County Emergency Management, the State of Florida, and the Federal Emergency Management Agency (FEMA) to identify funding for private community organizations to upgrade facilities to shelters.
- Policy 3.8      Evacuation Planning. Coordinate evacuation routes and timing with local, regional, and state partners. Ensure that residents have time and transportation resources to evacuate safely. Provide residents maps and other information needed.
- Policy 3.9      Family Response Planning. Educate the public about the need for developing a family evacuation/shelter plan including:
- A. Storm evacuation category.
  - B. Evacuation routes.
  - C. Shelter options.
  - D. Family/friends notification about evacuation plans.
  - E. Development of hurricane kit.
  - F. House preparation needs.

Objective 4      Disaster Management and Emergency Services Coordination. Coordinate emergency services and disaster management efforts with local, regional, state, and federal government agencies and private organizations.

- Policy 4.1      Emergency Management Coordination. Coordinate with Sarasota County, State of Florida, FEMA, Red Cross, and other emergency management partners on all aspects of emergency management preparedness, mitigation, and response.
- Policy 4.2      Emergency Planning and Response. Coordinate with local, state, and regional

organizations including Sarasota County and the Southwest Florida Regional Planning Council on the assessment of storm surge impacts and evacuation planning.

Policy 4.3      Emergency Event Regulations. Uphold all City of Venice, Sarasota County, State of Florida, and United States regulations that address issues related to emergency preparedness and planning.

Policy 4.4      Response Recovery Agreements. Continue to participate as a member in the Statewide Mutual Aid Agreement (SMAA) between the State of Florida and the City of Venice.

Policy 4.5      Special Needs Coordination. Coordinate with Sarasota County on the identification of special needs individuals to assure that they receive transportation to a shelter in case of a disaster event.

Policy 4.6      Red Cross Coordination. Continue to coordinate with the Red Cross on all public sheltering issues:

A. Location of shelters in community.

B. Construction of new public and private shelter space.

C. Operation of shelters during an emergency event.

D. Provision of pet friendly shelter space.

Policy 4.7      Medical and Health Care Coordination. Coordinate emergency and health care medical needs of the community's residents with local hospitals, clinics, and other health care providers. Ensure that a variety of health care services are provided to meet Venice's multi-generational population.

# Parks & Public Spaces Element

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**GOAL** ENSURE THAT VENICE'S PUBLIC SPACES, PARKS, AND RECREATIONAL RESOURCES ENHANCE THE CITY'S NEIGHBORHOODS, SENSE OF PLACE, AND LIVABILITY, WHILE PRESERVING AND PROTECTING ENVIRONMENTAL INTEGRITY AND SENSITIVE HABITATS.

**Objective 1** Functional Parks and Public Spaces. Utilize park and public spaces to support the City's identity, sense of place, character, and recreation needs, and to enhance the quality of the environment by preserving native vegetation that helps to reduce greenhouse gas/carbon emissions, positively impacting climate change.

**Policy 1.1** Neighborhood Needs Assessment. The City shall continue to cooperate with Sarasota County on meeting neighborhood park and public space needs. These efforts shall be coordinated with recognized neighborhood organizations.

**Policy 1.2** Master Parks Plan. By 2013, the City may utilize the assistance of the Parks and Recreation Advisory Board to develop a Master Parks Plan including active and passive parks and park facilities, open and Florida friendly green spaces, unique habitat protection and conservation, and trails in coordination with Objective 1 and related policies of the Community Linkages and Design Element.

**Policy 1.3** Neighborhood Character and Design. Ensure that the design of neighborhood parks is consistent with established architectural character and native landscaping features.

**Policy 1.4** Park and Public Space Connectivity. Utilizing the development review process, the City shall continue to evaluate opportunities to connect parks and public spaces through pedestrian/bike access ways including linear parks, sidewalks, bicycle lanes, trails, blueways, and greenways. This connectivity should integrate the City's parks, public spaces, public rights-of-way, community neighborhoods, and activity centers.

**Policy 1.5** New Resources. Evaluate opportunities to acquire and create additional City owned parks, public spaces, and habitat conservation areas including aggressive tree replacement and planting of native vegetation.

**Policy 1.6** Dog-friendly Parks and Facilities. Include dog-friendly neighborhood park areas where appropriate.

**Policy 1.7** Cultural Resources. Utilize park and public space resources and facilities to expand the community's cultural identity and preserve its history.

Policy 1.8      Special Event Facilities. Continue to meet the community's needs for special events and ensure resources and facilities are available to meet those needs.

Policy 1.9      Bicycle Facilities. The City will strive to provide bikeways to link open space and parks. Bicycle parking facilities will be conveniently located within parks and placed at visible locations. The City will investigate the feasibility of requiring new and existing commercial development to provide bicycle-parking facilities.

**Objective 2**      **Service Standards.** Establish level of service standards that address condition, utilization, distribution, and financial needs of the City's parks and public green spaces.

Policy 2.1      Recreational Level of Service. Maintain at least a minimum level of service of 7 acres of parks and public green spaces for each 1,000 functional population. Residential development shall be required to provide the appropriate amount of park and public green space in relationship to the 7 acre standard.

Policy 2.2      Park and Public Green Spaces. Parks and public green spaces may include: active and passive park space, plazas, courtyards, trails, sport facilities, playgrounds, and other areas that meet the recreational, sport, social, and leisure needs of the community. The Recreational Level of Service may be met with facilities and amenities owned by the City of Venice, the Sarasota County School Board, and private entities, provided that the City has an intergovernmental, interlocal, or contractual agreement with the entity establishing the conditions under which recreation facilities will be available to the public, is open to the public without admission fee or going through a private gatekeeper or guard, and is open to the public during the same primary operating hours as City parks.

Policy 2.3      Resources for All Neighborhoods. Ensure that all new residential and mixed-use developments have appropriate park, recreation, and public green space resources based upon project size and community needs.

Policy 2.4      Pedestrian Accessibility. The City shall have a variety of park, recreational, and public space resources within a mile of all neighborhoods based upon financial feasibility. Neighborhood parks should be located within a 1/4 mile of the neighborhood so that residents may access parks by walking and/or biking.

Policy 2.5      Resource Inventory. Annually maintain, update, and implement the City of Venice Parks and Recreation Inventory to ensure that the City's park system addresses the current needs of the community.

Policy 2.6      Variety of Needs, Array of Resources. Utilize the site and development process to ensure all developments provide an array of park and public space resources to meet the community's needs. The following issues should be addressed by each new development:

A. Amount of land needed for the number of residents, types of dwelling units, and location of development with the City.

B. Type and function of park, recreation, and public space resources.

C. Location of resources in relationship to other amenities, residential dwelling units, and park or public space facilities both within the development and the surrounding area.

D. Park and public space plan that incorporates the facility design, types, size, location, and sidewalk access, into an overall development plan. Issues to be addressed by this plan include mobility features, pedestrian accessibility and connectivity, architectural standards, and landscaping/hardscaping components.

Policy 2.7      Facility Ownership. Public, semi-private/quasi-public, and privately owned lands that are open and available for public use (without obstruction by gates or guards) shall be counted to meet the adopted LOS for parks provided that the City has an intergovernmental, interlocal, or contractual agreement with the entity establishing the conditions under which recreation facilities will be available to the public, is open to the public without admission fee or going through private gatekeepers or guards, and is open to the public during the same primary operating hours as City parks.

Policy 2.8      Funding. The City shall pursue grants, foundations, and other public/private funding sources for the development, expansion, and maintenance of park and public space resources.

**Objective 3**      Interagency Coordination. Partner with local, regional, and state organizations regarding the maintenance and development of parks, recreation, and public spaces.

Policy 3.1      Coordinated Management. Coordinate with Sarasota County to maintain and extend the interlocal agreement concerning the operation and maintenance of new parks and preservation of sensitive habitats within the City.

Policy 3.2      Coordinated Park Development. Coordinate with Sarasota County to ensure that parks and recreational facilities are available and maintained to accommodate the City's growth and demand for parks and public spaces.

Policy 3.3      Shared Facilities Cooperative Agreements. The City shall continue to develop cooperative agreements with private developments, recreational organizations, and other county-based organizations for the use, promotion, and maintenance of parks and recreation facilities by the community-at-large.

Policy 3.4      Regional Linear Park System. Participate with local, regional, and state organizations in the development of a regional linear park system that includes



trails, bikeways, footpaths, blueways, and sidewalks. Coordinate such efforts with the Sarasota County Master Trail Program.

**Policy 3.5**      Resource Co-location. Coordinate with local, regional, and state organizations on the collocation, siting, and design of compatible public resources, including cultural, educational, or recreational facilities, and parks, corridors, or conservation areas.

**Policy 3.6**      Regional State Park System. Coordinate, through interlocal agreements, with regional and state partners on the protection of the Venice area state parks including the Myakka Wild and Scenic River, Myakka River State Park, Myakka State Forest, and Oscar Scherer State Park.

**Policy 3.7**      Transit Linkages. Coordinate with the Sarasota County Area Transit (SCAT) to provide bus service between major residential developments and parks and recreation facilities including beach and waterfront areas.

**Objective 4**      Tree-Planting Program. Mitigate the effects of global warming, carbon emissions, heat index and related comfort level, and storm water runoff into the Gulf by instituting a substantial and concerted tree and Florida native vegetation planting program.

**Policy 4.1**      Shade Canopy. Replace and add shade trees and Florida native vegetation throughout the City to the greatest possible extent, especially along public walkways, bike trails, picnic areas, retention ponds, coastal buffer areas, tree belts along roads/public rights of way and medians.

**Policy 4.2**      New Planting. New development/new construction shall include as many trees and green plants as land allows without impeding egress or safety. The required trees and larger tree belt areas shall be added in and around commercial development.

**Policy 4.3**      Climate Compatible Landscaping. When planting or approving landscape plans, the City will take into account climate considerations to ensure that plants are compatible with the City's variable climate and can be established for the long-term.

**Objective 5**      Pervious Surfaces. Increase pervious surface area to protect surface water quality and groundwater supplies, to minimize flooding, and to reduce the urban heat island effect.

**Policy 5.1**      Paving and Drainage. The City will avoid the use of impervious concrete or asphalt in all public parking areas and access roads, drives, etc. serving public parks, trails, beaches and other recreational areas, with the exception of handicapped access

areas, and will strive to use alternative materials such as porous concrete or pavers that allow for drainage.

**Objective 6**    **Climate Protection.**    Reduce the City's contribution to global warming/climate change.

**Policy 6.1**    **City Operations and Climate Protection.**    The City of Venice has endorsed the U. S. Conference of Mayors Climate Protection Agreement. Consequently, as part of the implementation of that Agreement, it will review existing City practices and enact policies and programs (e.g. its vehicle idling policy) to work toward reducing the City's global warming pollution in its operations.

**Policy 6.2**    **Climate Protection Partnerships.**    The City shall join ICLEI (International Council for Local Environmental Initiatives – Local Governments for Sustainability), an association of local governments that have made a commitment to sustainable development, and which provides consulting, training, and evaluation tools for setting and achieving energy efficiency objectives.

**Policy 6.3**    **Environmental Department.**    The City will consider establishing an environmental department staffed by at least one environmental specialist and utilize Sarasota County resources as available.

**Objective 7**    **Tourism and Air Quality.**    Promote ecotourism and environmentally friendly recreation.

**Policy 7.1**    To help reduce carbon emissions that contribute to global warming/climate change, the City will encourage ecotourism and environmentally friendly recreation and discourage recreation that involves the burning of fossil fuels.

## Conservation & Open Space Element

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**GOAL**    **PROTECT, MAINTAIN, AND CONSERVE OPEN SPACES AND NATURAL RESOURCES FOR THE SUSTAINABILITY OF THE COMMUNITY.**

**Objective 1**    **Sustainable Environmental Practices.**    Implement sustainable environmental practices that minimize impacts to natural habitats caused by the development of land.

**Policy 1.1**    **Sustainable Land Development Strategies.**    By 2012, evaluate the following sustainable land development strategies through the City's Land Development Regulations to protect natural habitats and conservation lands by making the best use of urbanized land areas.

The strategies to be evaluated include:

- A. Reduction of impermeable surface areas.
- B. Infill and redevelopment practices that enhance Venice's unique character.
- C. Removal of invasive non-native plant species and immediate replacement with native Florida plant species.
- D. Utilize conservation easements, transfer of development rights, open space set-aside, wetland protection, and environmental lands programs to direct new growth from these areas.

Policy 1.2      Environmental Impact Mitigation. Utilize the site and development process to ensure that developers identify, address, and mitigate the environmental impact of all new and redevelopment projects. Development shall not adversely impact any threatened or endangered species of concern without appropriate permitting and/or mitigation.

Policy 1.3      Tree Resource Protection. Protect tree resources by continuing to partner with Sarasota County on the implementation and enforcement of the Sarasota County Tree Protection Code through the site and development review process.

Policy 1.4      Landscape Upgrading. In the updating of the City's Land Development Code there shall be greater emphasis on landscape requirements for both new construction and reconstruction of commercial and multi-family residential properties. These requirements shall emphasize the enhancement of buffering, shade canopy, open space, and setback areas using Florida-friendly and other environmentally appropriate trees and plantings. Existing trees and plants shall be preserved or replaced in and/or around the development envelope.

Policy 1.5      Protection of Native Habitats. The City shall protect significant native habitats by implementing land use practices including the following:

- A. Use of clustered homes, mixed-use developments, and planned urban development practices to protect native habitats in open space and/or conservation areas.
- B. Encourage development forms that provide enhanced open space preservation and protection of native habitats.
- C. Directing development to first avoid impact to native habitats.
- D. When impacts to native habitats are unavoidable, directing development to minimize impacts and then mitigate adverse environmental impacts whenever areas of native habitats are involved in the development of property.
- E. Requiring that impacts to lower quality habitats and resources shall be considered and used in a development project before impacts to higher quality habitats and resources are considered and used.
- F. Configuring or designing development and infrastructure to optimize habitat connectivity, minimize habitat fragmentation, and minimize barriers to wildlife movement.
- G. Implementing appropriate measures to preserve, protect, and enhance all threatened

native habitats.

**Policy 1.6**      Native Habitats Inventory and Assessment. By 2014, the City will coordinate with Sarasota County to inventory and assess significant native habitat remaining within the City limits.

- A. The City shall partner with Sarasota County to identify, manage, and protect native habitats by conducting a baseline assessment of native habitats located in the City.
- B. The City shall adopt or amend ordinances to protect native habitats.
- C. The City shall partner with Sarasota County to complete an updated native habitat land cover map and risk assessment study for each native habitat identified within the Comprehensive Plan. Remnant native habitats contained within urban areas shall be included within this analysis along with alternatives to the use of regulatory powers to encourage restoration and protection of native habitats that are threatened due to current land use practices.
- D. By 2014, the City shall consider developing and implementing a land management plan to expand and enhance native habitats.

**Policy 1.7**      Green Building Strategies. Support green building strategies that mitigate the environmental impacts that result from the construction of buildings and development of land, including:

- A. Consider the site's location in relation to the sun and other sources of renewable energy, access to transportation alternatives, and availability of water and natural resources.
- B. Reduce use of building materials by creating open floor plans, building smaller units, and more compact, efficient design.
- C. Encourage "Florida Friendly" landscaping.
- D. Maximize water efficiency by supporting SWFWMD water conservation programs such as the Water Conservation Hotel and Motel Program (Water CHAMP), the Water Program for Restaurant Outreach (Water Pro) and the Florida Water Star Gold (residential) Program.
- E. Make smart use of materials and resources.
- F. Reuse, recycle, and reduce amount of waste products.
- G. Safeguard indoor environmental quality.
- H. FGBC and/or LEED criteria.

**Policy 1.8**      Low-Impact Development Site Design Practices. Reduce the amount of stormwater runoff by utilizing Low-Impact Development (LID) Site Design Practices including:

- A. Reduced impervious area through use of permeable pavement surfaces, reduced parking widths, shared parking resources, and compact development (e.g. clustered homes and mixed-use).
- B. Reduced clearing of existing natural resources.
- C. Use of natural drainage/hydrology as a design element
- D. Landscaping of stormwater retention ponds to prevent erosion, encourage bioretention and biofiltration of pollutants, and enhance appearance
- E. Use of "Florida Friendly" ground cover.
- F. Use of green infrastructure for infill and redevelopment projects (e.g., green roofs, landscaped swales, etc.)
- G. Reduction of fertilizer runoff.

**Policy 1.9**      Development to Promote Habitat Connectivity. Development and infrastructure shall be configured or designed to optimize habitat connectivity, minimize habitat fragmentation, and minimize barriers to wildlife movement.

**Policy 1.10**      Wetland and Aquifer Recharge Areas Protection. The City shall protect its groundwater sources, particularly in wetland and aquifer recharge areas, through its site and development review process by:

- A. Directing development to first avoid impact to wetlands and aquifer recharge areas.
- B. When impacts to wetlands and aquifer recharge areas are unavoidable, directing development to minimize impact and then mitigate for impacts to wetlands and aquifer recharge areas.
- C. Limiting activities that are known to adversely impact such areas.
- D. Requiring that site plans include an identification and analysis of natural drainage features, man-made drainage structures, and impact of the proposed development on drainage and topographic features.
- E. Coordinating with federal and state review agencies on the designation of and permitting within such areas.
- F. Wetlands shall be restored in connection with new development, where feasible.
- G. The natural flow of water within and through contiguous wetlands shall not be impeded.
- H. Buffers of existing upland vegetation that protect the function and values of the wetlands from the adverse impacts of adjacent development will be required.
- I. The amount of wetland mitigation required will be based upon the most current state-approved methodology.

**Policy 1.11**      Water Resource Protection. The City will coordinate with other governmental and private entities to protect water resources.

**Policy 1.12**      Water Conservation. Utilize the "Florida Yards and Neighborhoods" program to promote water conservation and the maintenance of surface water quality through of the use of native plant materials in landscaping.

- Policy 1.13      Natural Drainage Channels Protection. Construction and development activities in natural drainage channels shall be limited, except for public flood protection projects designed to correct specifically identified pre-existing flood conditions and for which no reasonable alternative flood control measures are available, provided that:
- A. Such activities shall not increase the flood potential for areas outside the project target area
  - B. The overall water quality of the affected drainage channels shall not be reduced as a result of the activities.
- Policy 1.14      Mining Operations. Encourage efficient mineral resource extraction through resource conserving extraction methods, use of reclaimed water when available, and other cost effective and resource conserving techniques.
- Policy 1.15      Mining Regulatory Oversight. Coordinate with local, regional, state, and federal mining regulatory agencies to ensure that new and existing mining operations meet all governmental requirements. Fugitive dust, noise, illumination, and truck traffic should be minimized to avoid unnecessary impacts to abutting or nearby properties.
- Policy 1.16      Reclamation Plan. Upon discontinuation of mining activity, the City shall require mining operations to produce a reclamation plan to eliminate or mitigate post-mining environmental concerns.

**Objective 2**      **Open Space Corridors.** Utilize the City's open space corridors to provide urban green areas and key environmental features, establish a unified greenway system, and define the City's urban development area.

- Policy 2.1      Open Space System. The City of Venice shall utilize its site and development process to expand its open space system. The features of the City's open space system are:
- A. Permanently set aside undeveloped land or common areas for public or private use.
  - B. Reserved for passive or active recreation parks, walking paths, or other passive natural uses.
  - C. Accessible and interconnected pedestrian trails and bikeways.
- Policy 2.2      Open Space Areas and Natural Communities. The City's open space system shall provide habitat for natural species that are able to live within urban development corridors and coexist with human populations. Open space areas are not intended to act as natural habitats and conservation lands.
- Policy 2.3      Open Space Corridor Study. Through the land development review process, the City shall continue to identify opportunities for:
- A. Creating an interconnected open space corridor system that links existing open spaces, greenways, public right of ways, and trails.
  - B. Prioritizing where future open space areas should be created.
  - C. Connecting the City's open spaces with those in Sarasota County.

**Policy 2.4**      Open Space Corridor Development Strategy. The City shall utilize the site and development review process to facilitate opportunities to:

- A. Create new open space areas.
- B. Provide low-impact natural activities such as walking trails, picnic areas, and canoe launches.
- C. Preserve viewsheds, establish focal points, and support landscape design features.

**Policy 2.5**      Open Space Development Standards. The City shall establish development standards for the preservation of open spaces and natural features. Such standards shall include, but not be limited to:

- A. Preservation of existing native vegetation and natural areas.
- B. Establishment of new open space areas that connect to adjacent neighborhood open spaces and natural areas.
- C. Creating of neighborhood buffers that link to the community's open space corridor system.
- D. Construction of stormwater systems that include wetland features.
- E. Selection of open space acreage shall favor factors such as onsite and adjacent off-site habitat connectivity.
- F. Native habitat shall be used whenever possible to fulfill open space requirements.

**Policy 2.6**      Regional Greenway System. By 2013, coordinate development of a regional greenway and open space system with local, regional, state, and federal partners in order to ensure that all open space and conservation areas throughout the county and region are connected.

**Policy 2.7**      Natural Parks and Open Spaces. Limit recreational activities in natural parks and open space areas to those compatible with the natural environment.

- A. Boating activities along the Myakka Wild and Scenic River shall be limited to non-motorized vessels.

**Objective 3**      Native Habitats, Conservation Lands, and Natural Resources. Implement preservation strategies that protect native habitats, conserve environmental lands and natural resources, and minimize environmental pollution.

**Policy 3.1**      Natural Habitat Conservation. The City shall protect natural habitats from habitat fragmentation. The City shall implement this policy in coordination and partnership with Sarasota County to preserve a network of habitat connectivity across the landscape that ensures adequate representation of native habitats suitable to support the functions and values of all ecological communities.

- Policy 3.2      Endangered or Threatened Species Protection. Consistent with Policy 1.6 of this Element, the City shall protect threatened or endangered native species from incompatible development by requiring that proposed greenfield development sites be examined for location of Listed Species. By 2013, the City will:
- A. Consider implementing a plan to identify, manage, and protect critical habitats and endangered or threatened species, or species of special concern identified in official federal, state, or international treaty lists.
  - B. Require applicants to consult with the appropriate agencies, to use recognized sampling techniques to identify listed species, and to provide documentation of such coordination and compliance prior to City approval to conduct any activities that could disturb listed species or their habitat.
    - 1. If endangered or threatened species, or species of special concern are found, such species' habitat shall be identified on the proposed site plan and a plan for mitigation shall be discussed in the site plan narrative.
    - 2. Such information shall be addressed through the project staff report.
  - C. Coordinate with Sarasota County Environmental Services' Resource Protection Programs in meeting this objective.
- Policy 3.3      Effects of Pre-Construction Clearing of Native Habitats. In developing the Land Development Regulations (LDRs), the City shall evaluate the effects of pre-construction clearing of native habitats, characterize the problem, and develop a strategy which may include new regulations to avoid the loss of native habitat functions and values.
- A. As part of the development review process, the City shall require area-wide wildlife surveys for determining wildlife corridors for both protected species and existing wildlife populations.
    - 1. All wildlife corridors shall be integrated into Statewide or Countywide corridor systems whenever possible.
  - B. By 2013, ordinances shall be enacted and/or amended to protect significant native habitats.
- Policy 3.4      Endangered and Threatened Species Coordination. Partner with local, regional, state, and federal environmental agencies in the promotion, maintenance, and protection of environmental state and federal law. Areas of special consideration ought to include the habitats of natural communities identified as threatened or endangered by state and federal law.
- Policy 3.5      Public Resources and Conservation Lands. Protect the natural diversity, processes, and functions of natural communities in the greater Venice area's public resource and conservation lands including the Myakka Wild and Scenic River, Myakka State Forest, and Oscar Scherer State Park. Coordinate conservation activities in these areas with local, regional, state, and federal government partners including Sarasota County, Florida Department of Fish and Wildlife, and Florida Department of Environmental Protection.
- Policy 3.6      Non-Native Invasive Species. As financially feasible, prevent the spread of non-native



invasive vegetation, wildlife, insects, and other species and protect the health and well-being of the native environment through:

- A. Removal of existing non-native invasive species in coordination with City initiated work projects and replacement with native Florida plant species.
- B. Prohibition of the use of non-native invasive species.
- C. Removal of non-native invasive species through conditions of approval for site and development review. Removal of non-native invasive species shall be maintained in perpetuity.
- D. Public awareness about the harmful impacts of non-native species into the environment.
- E. Regional, state, and federal partnerships on efforts to eradicate invasive species.

**Policy 3.7**      Habitat Protection. Coordinate with Sarasota County and other local, regional, state, and federal environmental entities in the renourishment and protection of sensitive natural habitats. Such habitats include wetland and mangrove areas, tidal marshes, pine forests, coastal strand vegetation systems, and mature growth trees that are part of the history of Venice.

**Policy 3.8**      Marine Habitats. The City shall partner with local, regional, state, and federal marine environment agencies to maintain or increase the amount of native marine habitats, particularly those located within the Coastal Planning Area by:

- A. Retaining and as possible reestablishing native species habitats.
- B. Filtering runoff pollutants before they enter the City's water bodies.
- C. Preserving the unique natural character of the City's shorelines.
- D. Preventing the intrusion of invasive species which provide inferior habitat.
- E. Protecting, and where feasible, replenishing mangrove habitats.
- F. Providing water quality treatment, as possible, to minimize runoff pollutants before they enter water bodies with the City.

**Policy 3.9**      Manatee Habitat Protection Zones. The City shall coordinate with Sarasota County, West Coast Inland Navigation District, and other state and federal agencies to ensure that areas of critical manatee habitat are posted and maintained as manatee protection zones pursuant to state law.

- A. New and expanded motorized boating facilities shall not be located in or adjacent to areas of significant manatee habitat.
- B. New and expanded motorized boating facilities shall not adversely impact the manatee.

**Policy 3.10**      Sea Turtle Habitats. The City, through its Land Development Regulations, shall protect sensitive sea turtle habitats by working with Sarasota County, Mote Marine Laboratory,

and other public and private environmental organizations to ensure that:

- A. Nests are identified, monitored, and protected.
- B. Nest protection devices are installed and maintained.
- C. Public is made aware of dangers to sea turtle nesting habitats through appropriate education programs.
- D. Directional and turtle friendly lighting is utilized during nesting season.
- E. The City will revise, amend, and/or enact appropriate ordinances to protect sea turtles.

Policy 3.11 Beach and Dune Habitats. Maintain, restore, and preserve the health of beach and dune natural habitats. Beach area projects should include continuing, maintaining, and expanding the City's efforts to:

- A. Re-nourish beach areas and natural shore features
- B. Provide dune walkovers for pedestrian traffic.
- C. Prohibit vehicular traffic on all beach areas.
- D. Protection of sea turtle habitats and nest monitoring.
- E. Restore and preserve the dune line by planting appropriate coastal vegetation.

Policy 3.12 Florida Scrub-Jay, Gopher Tortoise, and Other Sensitive Habitats. Coordinate with Sarasota County on the implementation of a county-wide Habitat Conservation Plan (HCP), including scrub-jay, gopher tortoise, and other sensitive habitats.

Policy 3.13 Wetland Protection. The City shall protect its wetlands by:

- A. Directing development to first avoid impacts to wetlands.
- B. When impacts to wetlands are unavoidable, directing development to minimize impacts and then mitigate for impacts to wetlands.
- C. Limiting activities that are known to adversely impact wetlands.
- D. Requiring that site plans include an identification and analysis of natural drainage features, man-made drainage structures, and impact of the proposed development on drainage and topographic features.
- E. Coordinating with the applicable federal and state review agencies on the designation of and permitting within such areas.
- F. Wetlands shall be restored in connection with new development, where feasible.
- G. The natural flow of water within and through contiguous wetlands shall not be impeded.
- H. Buffers that protect the function and values of the wetlands from the adverse impacts of adjacent development will be required.
- I. The amount of wetland mitigation required will be based upon the most current state-approved methodology.

Policy 3.14 Wetland Encroachments. The City shall require development to identify and delineate wetland boundaries with final wetland delineations to be reviewed and approved by the applicable federal and state review agencies. Wetlands of 20

acres or more shall require structures to be located outside of wetlands and wetland buffers except as provided below. Such exceptions are applicable only when the land use designation on the property permits the development of land use activity listed below; site characteristics are such that wetland impacts cannot be avoided, the impacts are limited to the minimum necessary to allow the permitted use of the property; and the site development or use complies with federal and state review agencies for permitting and mitigation.

- A. Residential lots of record existing on or before the adoption of the Comprehensive Plan which does not contain sufficient uplands to permit development of a residence without encroaching into wetlands, may be developed with one residential dwelling.
- B. Resource-based recreational facilities such as trails, boardwalks, piers, and boat ramps.
- C. Private water-related facilities, such as boathouses, docks and bulkheads.
- D. Essential public services, access roads and appurtenant structures.

**Policy 3.15** Wetland Considerations Relative to Setback Modifications. Wetland and water body protection shall be considered when the City evaluates applicable setback modifications that would move development away from wetlands and water bodies.

**Policy 3.16** Wetland Habitat Site and Development Protection. Promote conservation and protection of natural wetland, stream, and river habitats in order to ensure the health and well-being of the City's natural communities.

- A. The amount of wetland mitigation required will be based upon the most current state-approved methodology.

**Policy 3.17** Wetland Habitat Alterations. Wetlands and wetland habitats shall not be dredged, filled, or disturbed in any manner that diminishes their natural functions, unless appropriate mitigation practices are established in coordination with and approved by local, regional, state, and federal agencies.

- A. The City, in cooperation with Sarasota County, will establish wetland mitigation policies and regulations.

**Policy 3.18** Control and Monitoring of Water Pollutants. The City shall protect the water quality of its wetlands, rivers, streams, bays, and coastal areas by coordinating with Sarasota County on the monitoring and elimination of point and nonpoint sources of pollution to the City's waterways.

- A. The City will continue to participate in an ambient water quality-monitoring program and to conduct baseline assessments of water quality in City water bodies.
- B. The City will maintain a program of water quantity and quality data collection and analysis.

- Policy 3.19      Runoff Filtration Processes. The City will continue to utilize appropriate stormwater filtration processes to purify stormwater runoff before the runoff filtrates into surface waters and natural water systems. Methods to be utilized include, but are not limited to:
- A. Bio-retention strips or rain gardens (i.e., grass buffers, sand beds, and ponding areas).
  - B. Vegetative buffers, swales, and filter strips.
  - C. Disconnected impervious areas and separate localized water detention cells.
  - D. Cistern collection systems.
  - E. Regular sweeping of paved surfaces areas.
  - F. Planted littoral zones to provide water quality treatment for surface water and wildlife habitat.
  - G. Promote the use of pervious concrete or asphalt on beach parking lots, drives, accesses, etc.
  - H. Continue to pre-treat stormwater runoff from new development prior to its discharge so stormwater runoff does not violate applicable local, state or federal water quality standards or degrade the quality of the receiving water body.
- Policy 3.20      Groundwater Resources. The City shall protect and conserve surface and groundwater resources and require that land use and development activities in important groundwater recharge areas be consistent with water resource protection criteria established by the Southwest Florida Water Management District.
- Policy 3.21      Location of Hazardous Substances. The City shall maintain a current list of all hazardous wastes and uses within 500 feet of every wellhead.
- Policy 3.22      Hazardous Substances in Floodplain. The storage of hazardous or acutely hazardous substances or wastes are prohibited within the 100 year floodplain of any watercourse or within 200 feet of wetlands associated with any watercourse, whichever is greater.
- Policy 3.23      Pollution Prevention and Enforcement. The City shall coordinate with the Sarasota County, Florida Department of Environmental Protection, and other governmental entities in identifying pollution problems and providing documentation and other relevant assistance as appropriate and feasible towards the mitigation and remediation of pollution problems, including assistance as necessary in cases where sanctions may be imposed for violations of applicable environmental regulations.
- Objective 4      Regional Environmental Coordination. Utilize intergovernmental partnerships to expand the City's ability to protect, enhance, and maintain its open spaces and natural resources.
- Policy 4.1      Funding Resources. Pursue funding from county, regional, state, or federal sources to

expand, maintain, and implement the Venice community's open space and natural resource conservation efforts.

Policy 4.2 Regional Protection. Partner with Sarasota County and other local, regional, state, and federal environmental organizations to identify, protect, and enhance significant open space and natural resource areas.

Policy 4.3 Myakka River Partnerships. Partner with local, regional, state, and federal entities to appropriately manage development activities in the Myakka River Area per the Myakka River Wild and Scenic Designation and Preservation Act, Section 258.501, F.S., and execute the strategies established in the Myakka Wild and Scenic River Management Plan.

Policy 4.4 Air Quality. Support all local, state, and federal efforts to maintain a comprehensive air quality monitoring and analysis program including the U.S. Conference of Mayor's Climate Protection Agreement and *Florida's Energy and Climate Change Action Plan*.

Policy 4.5 Emergency Water Conservation. The City shall continue to implement emergency water conservation practices in accordance with the Southwest Florida Water Management District. Such directives include the implementation of water management plans and emergency conservation directives.

Policy 4.6 Promote Ecotourism. The City shall promote ecotourism and recreation activities which do not involve the use of fossil fuels.

**Objective 5** JPA/ILSBA Planning Areas. Implement the environmental standards set forth in the Joint Planning and Interlocal Service Boundary Agreement (JPA/ILSBA) between the City of Venice and Sarasota County.

Policy 5.1 Wildlife Corridors. The City will coordinate with Sarasota County to establish and maintain wildlife corridors and coordinate with state and federal wildlife agencies when reviewing development proposals within the JPA/ILSBA Planning Areas set forth in Future Land Use Map Series.

Policy 5.2 Myakka River Protection. The City supports protection of the Myakka River corridor and the implementation of the Myakka Wild and Scenic River Management Plan protection requirements and will prohibit new or increased public access of motorized watercraft to the river within the JPA/ILSBA Planning Areas set forth in the Future Land Use Map Series. Buffers for new developments within the Myakka River Protection Zone shall be a minimum of two hundred twenty (220) feet.

Policy 5.3 Manatee Habitat Protection Zones. The Sarasota County Manatee Protection Plan requirements shall apply to the areas of the Myakka River located within the JPA/ILSBA Planning Areas set forth in the Future Land Use Map Series.

Policy 5.4 Habitat Conservation. The City shall continue to participate in the development and implementation of the Habitat Conservation Plan in coordination with Sarasota County.

## Coastal & Waterfront Management Element

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**GOAL** PRESERVE VENICE'S WATER-BASED LIFESTYLE AND COMMUNITY CHARACTER BY PROTECTING AND IMPROVING THE CITY'S COASTAL AREAS, WATERWAYS, AND LANDS ADJACENT TO THEM.

Objective 1 Coastal Waterway Priorities. Execute master planning strategies for protecting and preserving marine/beach access, water-based facilities, and natural resources.

Policy 1.1 Waterfront Land Uses. Environmentally friendly public use and enjoyment of the City's waterfront shall be preserved and encouraged.

Policy 1.2 Docks and Marinas. Public docks and marinas shall be preserved and allowed where appropriate based on environmental and neighborhood compatibility.

Policy 1.3 Public Access to Waterfront Areas. Encourage developers to provide public waterfront access adjacent to the waterfront. Such access may include walkways, bikeways, water taxis, canoeing/kayaking, public spaces, dining areas, and the like.

Policy 1.4 Conservation Easements. Collaborate with private property owners to implement conservation easements along sensitive waterfront areas. Utilize such easements to increase public openness to such waterfront areas and to protect vital natural resources such as mangroves, dune systems, and coastal tidal areas.

Policy 1.5 Florida Native Vegetation and Features. Promote the use of native Florida vegetation and protection of natural features in coastal and waterfront development.

Policy 1.6 Public Coastal and Waterway Access. Provide community members and tourists access to coastal and waterway areas by ensuring that transportation resources such as parking facilities and transit services are available to the public.

A. Coordinate bike and pedestrian facilities with Sarasota County and the  
Sarasota-Manatee MPO.

B. Coordinate all transit resources with Sarasota County Area Transit.

**C. Encourage the use of electric water taxis.**

Policy 1.7      Publicly Owned Lands. Identify opportunities to increase public ownership of the City's coastal and waterfront resources and to utilize such resources to improve the City's quality of life and community character and to preserve and protect natural resources and sensitive habitats.

Policy 1.8      Waterfront Planning. By 2012, consider developing and implementing Intracoastal Waterway waterfront development and/or redevelopment strategies including the Venetian Seaboard Master Plan, Venice Strategic Plan 2030, and John Nolen's 1926 General Plan for the City of Venice, preserving the character of the City.

Policy 1.9      Navigation and Waterways. The City shall coordinate with the United States Coast Guard and the West Coast Inland Navigation District to ensure proper:

A. Navigational markers.

B. Speed and wake zones are in place for public safety and manatee protection.

Policy 1.10      Public Safety and Waterways. The City shall coordinate with the Florida Marine Patrol, the Sarasota County Sheriff's Department and Venice Police Department's Marine Control to ensure safety on the waterways.

**Objective 2**      Coastal and Waterfront Development Standards. Promote Venice's coastal and waterfront areas by establishing standards for improving their use, access, and character.

Policy 2.1      Infrastructure Coordination. All new coastal and waterfront development shall be timed and coordinated with the provision of utilities and other public infrastructure as established in the City's Capital Improvements Schedule.

Policy 2.2      Intracoastal Waterway Redevelopment. By 2012, the City shall consider developing a plan to address ways of improving community livability and quality of life along the Intracoastal Waterway. This effort shall be coordinated with the Venetian Seaboard Redevelopment Plan that is being developed by the City and Sarasota County.

Policy 2.3      Intracoastal Waterway Connectivity. As part of the site and development review process, the City shall encourage private access easements for properties adjacent to the Venetian Waterway Park to connect commercial and residential activity centers located near the Intracoastal Waterway along U.S. 41 Bypass and Business U.S. 41.

**Objective 3**      Coastal High Hazard Area Development. Minimize the impact of natural hazards to the community by directing development away from coastal high hazard areas.

Policy 3.1      Coastal Area Developments. The City of Venice shall manage development of the City's coastal areas along the Gulf of Mexico, Roberts Bay, Intracoastal Waterway (ICW), and other waters by implementing the following coastal area development practices:

- A. Restrictions on residential density and height for properties lying within the Coastal High Hazard Area.
  - B. Use of the State's Coastal Construction Control Line (CCCL) and Mean High Water Line (MHWL) 50-Foot Setback, defined by Sections 161.052 and 161.053, F.S. and Chapter 62B-33, F.A.C., as the City's land development code setback requirement for coastal properties.
  - C. Regulation of new buildings through the City building code, and local, state, and federal coastal construction regulations.
  - D. Ensuring public access to coastal areas.
  - E. Minimizing obstructions to views of coastal areas.
  - F. Administering coastal excavation permits in conjunction with the Department of Environmental Protection and other applicable agencies.
  - G. Requiring construction standards to meet wind loads, wave loads, erosion impacts, and other structural forces.
- Policy 3.2      Coastal Development Practices. The City shall utilize the site and development review process to ensure that proposed coastal development projects minimize the influences of man-made structures, reduce the impacts of people, and, as possible, restore altered beach areas and dune systems to predevelopment conditions.
- Policy 3.3      Coastal Setbacks and Planning Areas. Diminish the impact of natural events by enforcing the gulf-front set-back line and utilizing a Coastal High Hazard planning area.
- Policy 3.4      Coastal High Hazard Area Designation. The City designates the coastal high hazard area (CHHA) as defined in Chapter 163.3178(2)(h), F.S. as the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model prepared by the Southwest Florida Regional Planning Council.
- Policy 3.5      Coastal High Hazard Area. The City shall coordinate with the Southwest Florida Regional Planning Council on applicable updates to the Coastal High Hazard Area (CHHA) designation based on the area below the elevation of the Category 1 storm surge line as established by the Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model currently being prepared by the Southwest Florida Regional Planning Council.
- Policy 3.6      CHHA Public Expenditures. Public expenditures in the CHHA are to be limited to flood control and hazard mitigation programs, natural resource improvements, maintenance of existing utilities and services, expansion of public beach and gulf front access, and purchase of public lands.
- Policy 3.7      Coastal High Hazard Area Infrastructure Systems. Limit public infrastructure system expenditures in the CHHA except as necessary to protect the public health, welfare, and



safety.

**Policy 3.8**      Post-Disaster Redevelopment Plan. Continue to utilize *Creating a Hurricane Tolerant Community*, which was approved by the Florida Department of Community Affairs, for post disaster redevelopment planning.

**Policy 3.9**      Coastal High Hazard Area Mitigation. City of Venice shall continue to mitigate against the impacts of coastal hazards on human life and property by:

- A. Directing population concentrations away from known or predicted Coastal High Hazard areas.
- B. Establishing community neighborhood standards for coastal residential areas.
- C. Participating in the National Flood Insurance Program (NFIP) Community Rating System (CRS), Sarasota County Unified Local Mitigation Strategy.
- D. Adminstrating building and rebuilding regulations consistent with local, state, and federal regulations.
- E. Prohibiting of beach sand dune alteration.

**Policy 3.10**      Disaster Planning Best Management Practices. The City shall update, as needed, *Creating a Hurricane Tolerant Community* in order to ensure that it reflects the best practices for disaster planning.

**Policy 3.11**      Coastal Regulations Coordination. Ensure that all projects located in coastal and waterfront areas meet all applicable local, regional, state, and federal regulations including those pertaining to the Coastal Zone Protection Act and Coastal High Hazard Areas.

**Policy 3.12**      Natural Shoreline Systems. The City shall promote natural shoreline systems by utilizing the site and development process to:

- A. Discourage the hardening of the Gulf of Mexico and other natural waterway shorelines. This would include requiring an environmental impact study and a special City Council variance for any sea wall construction.
- B. Encourage the softening of the shorelines.
- C. Promote the installation of native vegetation and removal of existing hardening structures.

**Objective 4**      Marine Habitats and Resources. Preserve, restore, expand, and protect marine resources for both people and natural communities. The marine resources in Venice include Gulf of Mexico, Roberts and Dona Bays, Intracoastal Waterway, Myakka River, Curry and Hatchett Creeks, and their tributaries.

**Policy 4.1**      Impaired Water Bodies. The City shall continue to work with other regional partners to improve impaired water bodies within the City as identified by the Florida Department of Environmental Protection.

Policy 4.2      Marine Habitat Protection and Improvements. Protect and improve the quality of the City's marine habitats through partnerships with local, regional, state, and federal marine environment agencies by:

- A. Retaining and, as possible, reestablishing native marine habitats.
- B. Preserving the natural features and functions of the City's shorelines.
- C. Maintaining and restoring beach, dune, sea grass, mangrove wetland, and river habitats and natural systems.
- D. Filtering runoff pollutants before they enter the City's water bodies.
- E. Providing water quality treatment, as possible, to minimize runoff pollutants before they enter the waterways.
- F. Implementing and enforcing storm water retention requirements.
- G. Discouraging impervious surfaces.

Policy 4.3      Dune and Beach Area Restoration. Restoration and enhancement of disturbed or degraded dune and beach areas shall be implemented with the appropriate methods and quality of material necessary to enable successful reestablishment.

Policy 4.4      Beach and Dune Systems Protection. The specific and cumulative impacts of development and redevelopment of the City's beach and dune systems shall be alleviated by:

- A. Maintaining publicly owned beach areas.
- B. Enforcing coastal setback requirements.
- C. Continuing dune renourishment and beach replacement efforts.
- D. Providing vehicular parking, dune walkovers, and bike resources.
- E. Prohibiting use of vehicles on all beach areas.
- F. Educate homeowners associations about the need to utilize dune walkovers in beach access areas.
- G. Coordinating beach renourishment and dune improvement funding with county, regional, state, and federal agencies.

Policy 4.5      Wetland Habitats Protection. Protect the health and well-being of wetland, stream, and river natural habitats and native species by:

- A. Preserving and restoring natural environments and protecting aquatic species and wildlife through partnerships with local, state, and federal environmental agencies.
- B. Utilizing stormwater best practices to filter chemical, biological and other pollutants associated with urban and suburban runoff.
- C. Achieving established water quality standards and protecting water resources from point and nonpoint pollutants.
- D. Achieving water recharge standards for surficial aquifers through wetland areas.
- E. Protecting water resources through utilization of Low Impact Development techniques and groundwater recharge zones standards.
- F. Control flooding and erosion through storage of agricultural and urban runoff in wetland areas.
- G. Protecting coastal areas from tidal storm surges by maintaining wetland and shoreline

areas as a natural buffer.

H. Supporting natural flood protection systems by protecting the natural functions of stream and wetlands areas.

I. Utilizing wetlands for environmental educational purposes.

J. Working with local, regional, state, and federal water partners on watershed planning and oversight of water resource uses.

K. Consider entering into an Interlocal Agreement with Sarasota County to share data collected through the Sarasota County's *Native Habitat Mapping and Risk Assessment*, completed in September 2008.

Policy 4.6 Harbor Management Plan. By 2012, the City shall consider developing and implementing a Harbor Management Plan to expand and enhance boating and protect marine resources in Roberts Bay and surrounding areas. The plan should address:

A. Navigation on the City's waterways.

B. Boating accessibility.

C. Improved boating facilities at Higel Park.

D. Roberts Bay mooring field.

E. Economic considerations of transient boaters.

F. Hurricane safe harbor.

G. Identification, protection and restoration of seagrass beds and marine ecosystems.

Policy 4.7 Public Waterfront Areas. Maintain and acquire publicly owned waterfront conservation areas when available and where financially feasible.

Policy 4.8 Existing Marine and Boating Facilities. Utilize the site and development process to preserve existing marine and boating facilities and to encourage such facilities to receive and maintain the Florida Clean Marina designation from the Florida Department of Environmental Protection.

Policy 4.9 New Marine and Boating Facilities. Require that new marine and boating facilities receive and maintain the Florida Clean Marina designation from the Florida Department of Environmental Protection and ensure that such facilities are compatible with environmental and neighborhood conditions, including demands on bridge openings.

Policy 4.10 Boat Discharge. Utilize the City's marine police patrol to prevent boats from discharging in City waterways in order to protect the natural habitats and environmental conditions in Roberts Bay and Dona Bay.

Policy 4.11 Landfill and Dredging Activities. Landfill and dredging activities shall comply with all applicable local, state and federal requirements.

**Objective 5**      **Water Resource Coordination.** Coordinate with marine resource intergovernmental partners to improve coastal and waterfront development areas and protect water resources.

- Policy 5.1      **Estuarine Environment.** Coordinate with the local, regional, state, and federal entities for the protection of the estuarine environment and water quality.
- Policy 5.2      **Regulation Compliance.** Continue to utilize the technical review process to ensure that development and redevelopment activities within coastal and waterfront areas adhere to all local, regional, state, and federal laws.
- Policy 5.3      **Boating Use Coordination.** Coordinate the boating use of Venice's waterways with local, regional, state, and federal entities. Issues to be addressed include:
- A. Implementation of navigational systems.
  - B. Maintenance and enforcement of manatee protection zones.
  - C. Enforcement of no wake areas.
  - D. Public safety and boating laws.
- Policy 5.4      **Manatee Protection Plan.** The City shall partner with Sarasota County on Manatee Protection Plan consistency reviews. Through the partnership, the City and County will cooperate with the Florida Department of Environmental Protection in utilizing the Manatee Protection Plan for siting of boat facilities including marinas, boat ramps, multi-family docks, boating regulations, and manatee research, management, and education.
- Policy 5.6      **Water Quality Assessment.** Partner with Sarasota County, SWFWMD, CHNEP, and other water agencies to conduct a baseline assessment of water quality in coastal streams, bays, and estuaries including the Myakka River and its tributaries.
- Policy 5.7      **Red Tide Mitigation.** Coordinate with local, regional, and State organizations to reduce red tide impacts on coastal communities. Such organizations include Sarasota County and the Red Tide Alliance of the Florida Marine Research Institute, Mote Marine Laboratory, the Florida Department of Health, and Solutions to Avoid Red Tide (START).
- Policy 5.8      **National Estuary Program Partnerships.** Coordinate with the Sarasota Bay National Estuary Program and the Charlotte Harbor National Estuary Program on the development and implementation of regional environmental water policies and programs.
- Policy 5.9      **Myakka River Coordination.** Participate as a member of the Myakka River Management Coordinating Council to address issues related to the Myakka River Area, per the Myakka River Wild and Scenic Designation and Preservation Act, Section 258.501, F.S.
- Policy 5.10      **Resource Funding.** Pursue funding from county, regional, state, or federal sources to maintain the marine areas of the City. Specific areas in need of funding include:

- A. Beach renourishment.
- B. Revegetation of the dune system.
- C. Outfall maintenance.
- D. Acquisition of potential sites for public coastal and waterfront access.
- E. Marine facilities.

# Capital Improvements Element

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**GOAL TO PROVIDE FOR THE FINANCIAL NEEDS OF A HIGHLY EFFECTIVE ORGANIZATION.**

**Objective 1**     **Pay as You Grow.** Future development will pay for current and future impacts caused to the City's public services and infrastructure services.

Policy 1.1     Development Orders. Issuance of development orders and permits shall be coordinated with the execution and implementation of the Capital Improvements Element as reflected in the Five-year Capital Improvements Schedule (CIS).

Policy 1.2     Private Development Contributions. Each development project will bear the proportional cost of providing services and public infrastructure systems necessitated by the development. Such costs include but are not limited to:

- A. Public safety services such as fire and police i.e. staffing, equipment, and facilities.
- B. Transportation network such as roads, urban trails, transit facilities, sidewalks, bike-pedestrian facilities and shelters, and streetscape systems.
- C. Construction of passive and active public park and space resources such as sport fields and facilities, walking trails, open fields, community centers, playgrounds, picnic areas, and courtyards.
- D. Extension of public potable water, wastewater, stormwater, solid waste, and other public infrastructure systems.
- E. Maintenance of all public facility services and infrastructure systems constructed as part of private development projects.

Policy 1.3     Established Funding Sources. No new development may proceed that would impact the adopted level of service until the necessary funding has been programmed through the CIS, private financing, public-private development agreements, or independent special-purpose units of government.

Policy 1.4     Developer Agreements. Utilize developer agreements to ensure private developers pay for impacts caused to the City's public service and infrastructure systems. Agreements shall be utilized to finance, develop, acquire, construct, expand, and maintain existing and new facilities and services including:

- A. Passive and active parks and public spaces.

- B. Potable water, waste water, stormwater, and solid waste facilities and infrastructure systems.
- C. School facilities and education services.
- D. Emergency management systems and facilities for police, fire, and ambulatory services.
- E. Transportation infrastructure and service systems for biking, walking, mass transit, and driving.

**Objective 2**      **Service Standards Implementation.** Provide a safe, effective, environmentally sensitive, and financially sound public service and infrastructure system by ensuring:

- A. Established level of service standards are appropriately funded and maintained through the City's CIS and Proportionate Fair Share Program.
- B. Future development pays a proportionate share of the costs of capital facility capacity needed for future development needs and LOS standards.
- C. Facility improvements and capacity increases are coordinated with the City's fiscal planning and budgeting processes.

Policy 2.1      **Level of Service Standards.** Implement the following Level of Service Standards established within the comprehensive plan:

- A. Parks and Public Spaces. 7 acres of dedicated or designated parks or public spaces for each 1,000 functional population. Parks and public spaces shall be created based on the needs of the community and the surrounding community and shall be located within a ¼ mile of the neighborhood area.
- B. Potable Water. LOS of 152 gpd/ERU based on average annual flow and a Peak LOS of 227 gpd/ERU based on maximum daily flow.
- C. Wastewater. LOS of 123 gpd/ERU based on average annual flow and a Peak LOS of 244 gpd/ERU based on maximum daily flow.
- D. Stormwater. The post-development runoff may not exceed pre-development runoff for a 24-hour, 25-year storm event.
- E. Solid Waste. A collection and capacity of 6.8 pounds per day; and collection of residential solid waste shall occur at least weekly.
- F. Schools. Achieve school concurrency standards as established within the School Concurrency and Facilities Element.
- G. Emergency Services. Achieve emergency management standards established within the Emergency Management Element.

- H. Roadways. Achieve transportation standards established within the Transportation and Infrastructure Service Standards Element.
- Policy 2.2      Concurrency Management LOS Evaluations. The City shall continue to utilize the Concurrency Management System as provided within the City of Venice Code of Ordinances, to ensure all proposed developments meet adopted level of service standards prior to the issuance of a development order or certificate of concurrency in accordance with Section 163.3180(2)(a), (b), and (c), F.S.
- Policy 2.3      Concurrency Management Outcomes. If the adopted LOS standards is not achieved, the City shall take one of the following actions:
- A. Develop a proportionate fair share agreement, or other mechanism to create to additional capacity.
  - B. Limit development in the affected area until the capacity is available.
  - C. Deny additional development permits.
- Policy 2.4      Level of Service Fiscal Planning. In instances where new public services and infrastructure systems have been identified as necessary to maintain the City's LOS standards, no new development may be permitted until such time that a Proportionate Fair-Share Agreement is executed as required by the Proportionate Fair-Share Ordinance or the necessary improvements are programmed as part of the CIS.
- A. Basic improvements necessary to meet existing demand and needs of the City's public service and infrastructure system may be constructed as part of the City's CIS.
- Policy 2.5      Concurrency Requirements. For sanitary sewer, solid waste, stormwater management and potable water facilities, the following standards shall be met to satisfy concurrency requirements:
- A. The issuance of a development order or permit is subject to the condition that, at the time of the issuance of a certificate of occupancy or its functional equivalent, the necessary facilities and services, including potable water supply, are in place and available to serve the new development; or
  - B. At the time the development order is issued, the necessary facilities and services, including potable water supply, must be guaranteed in an enforceable development agreement, pursuant to Section 163.3220-3243, F.S.
- Policy 2.6      Concurrency. The City shall continue to utilize the Concurrency Management System as provided within the City of Venice Code of Ordinances to ensure the requirements for concurrency are met for parks and recreation facilities, transportation facilities and school facilities.

**Objective 3**      **Capital Improvements System.** Utilize the Capital Improvements System for construction of public services, capital facilities, and infrastructure systems needed to:



- A. Implement the Comprehensive Plan Update's planning framework.
- B. Accommodate the needs of current and future populations.
- C. Maintain and achieve adopted level of service (LOS) standards.
- D. Meet existing service deficiencies by replacing obsolete or worn-out facilities.

Policy 3.1 Capital Improvement System. Manage the fiscal budgeting and delivery of public services by coordinating the following components of the Capital Improvement System:

- A. Capital Improvement Element (CIE): The Capital Improvement Element prioritizes the capital improvements needed to implement the Comprehensive Plan Update planning framework and established LOS. The CIE coordinates the City's planning framework and LOS with the City exists and planning public services, facilities, and infrastructure systems; work plan schedules; and fiscal demands, costs, and funding sources.
- B. Capital Improvement Schedule (CIS): The Capital Improvement Schedule provides the financial foundation necessary to implement capital improvements needed to implement the Comprehensive Plan and achieve and maintain adopted LOS. The CIS guides the development of public facilities and infrastructure systems over a five-year period. The CIS is structured according to the City's planning priorities, estimated project costs, and availability of funding resources. Since the CIS includes only those items necessary to achieve and maintain the comprehensive plan planning framework and LOS, it does not include all items found within the City-wide CIP.
- C. Capital Improvement Program (CIP): The Capital Improvement Program plans for the provision of City-wide capital budgeting needs. The capital budget deals with projects for the construction, renovation, improvement, acquisition of any facilities, buildings, structures, land, or land rights. The plan identifies the development schedule for all capital projects, related expenditures, and financing needs proposed within the City. Note: Since the CIP is a comprehensive, city-wide capital budgeting tool, there are items in the CIP that will not be included within the comprehensive plan CIS.
- D. Annual Budget: Supports the day-to-day operations of the City for a single fiscal year. It includes all planned services and programs, their expenditure requirements and revenue estimates to support the stated level of activity.

Policy 3.2 Five-year Capital Improvements Program. The City will implement the CIE by ensuring consistency with the execution and management of the annual budget and five-year CIS.

- A. The City is responsible for ensuring the financial feasibility of all public facility and infrastructure system projects identified by the CIS.

Policy 3.3 CIS Coordination with Land Use Decisions. The CIS shall be coordinated with the City's site and development processes to ensure that land use decisions correspond to

construction of capital improvements, public facility and infrastructure capacity, and adopted LOS standards.

- A. All site and development projects must be financially feasible and must have identified funding sources.
- B. Projects that will impact the adopted LOS must have funding established through private financing, public-private development agreements, or independent special-purpose units of government.
- C. Projects scheduled for the first three years of the five-year CIS must have committed funding sources.

Policy 3.4      CIS Coordination with Fiscal Planning and Budgeting. The CIS shall be coordinated with the City's fiscal planning and annual budgeting processes. As part of this process, the City shall ensure that the CIS:

- A. Includes all capital improvements that are large scale and high in cost.
- B. Forecasts capital improvement needs and construction projects for a five-year schedule.
- C. Annually updated based on the City's annual budget, current fiscal capacity and projected five-year capital needs and demands.
- D. Includes all capital projects needed to maintain and achieve LOS standards.

Policy 3.5      CIS Programs and Projects. Programs and projects identified in the five-year CIS will be prioritized and implemented according to the following practices:

- A. Programs and projects scheduled for the first, second, and third years are those necessary for immediate implementation and construction. These programs and projects shall have identified funding sources required for maintenance and achievement of LOS standards.
- B. Programs and projects scheduled for the forth and fifth years are those planned for future implementation and construction. These programs and projects may be moved ahead in the schedule, moved back, or removed as deemed necessary by the City in its annual update of the CIS.

Policy 3.6      Scheduling of Development Orders. The City shall manage its fiscal resources to ensure that capital improvements needed because of previously issued development orders and future development orders are provided in accordance with the Five-Year CIS.

Policy 3.7      Capital Improvements Schedule Updates. The City shall annually review and update the projects scheduled within the CIS based on the following criteria:

- A. Is the project needed to protect the public health and safety; fulfill the City's legal commitments; or provide full use of existing facilities?

- B. Does the project improve existing facilities; mitigate future improvement costs; provide services to developed areas; or promote infill development?
- C. Is the City capable of maintaining the facility on an on-going basis?

**Policy 3.8**      Proportionate Fair Share. All developments that lack the necessary capacity to satisfy the City's Concurrency Management System, including applicable services, infrastructure, and facilities maintained by other government entities, must adhere to the City's Proportionate Fair Share Program.

**Policy 3.9**      Programmed Development Projects. All City development projects funded through the Proportionate Fare Share Program shall be included in the CIS as a revenue stream.

- A. The City shall conduct annual reviews of the CIS in order to ensure that proportional share contributions are addressed appropriately.

**Policy 3.10**      Programmed Transportation Improvements. During the City's annual updates of the CIS, the City shall amend Map TRANS-1, Future Traffic Circulation Plan, of the Transportation Infrastructure & Service Standards Element as necessary. The updates shall include publicly programmed and privately planned needed roadways and reflect proportionate fair share contributions.

- A. Programmed roadway improvements are those listed in the City or County five-year CIS or State Transportation Improvement Program (STIP).

**Policy 3.11**      Five-Year Schedule of Capital Improvements Implementation. The City will continue to adopt a Five-Year Capital Improvement Schedule (CIS) as part of the annual budgeting process. The CIS will be coordinated with the annual review of the Capital Improvements Element.

**Policy 3.12**      Airport Capital Improvements. Utilize the Venice Municipal Airport Master Plan to prioritize capital improvements.

**Policy 3.13**      Grant Opportunities. Identify and pursue grant opportunities to improve airport facilities and operations including those sponsored by the FAA and FDOT.

**Objective 4**      Fiscal Planning. Provide for the financial demand and operational needs of the City through effective and proactive fiscal planning. Issues to consider include work plan and service demands, cost centers, revenue generators, and debt management.

**Policy 4.1**      Revenue Generation. Identify opportunities for generating revenues for the City's operations and work plan efforts. Potential revenue generation opportunities include:

- A. User fees for special purpose or additional services.
- B. Use of public facilities and properties for private events.

C. Grants and other such resources.

**Policy 4.2**      Impact Fees Reviews. Continually review the City's impact fees, or similar mechanisms, to ensure new development pays a proportionate share of the capital facility and capacity improvements costs needed to address the demands generated by new development.

A. Consider creating fees for public facilities, services, and infrastructure systems not yet charged.

**Policy 4.3**      Coordinated Work Efforts. Maximize financial resources and improve operational and work project efficiencies by coordinating public service and infrastructure system work efforts. Examples of such coordinated enhancements include:

A. Street projects that include utility, stormwater, sidewalk, and streetscape enhancements.

B. Utility projects that include community parks, sidewalks, stormwater, and road enhancements.

C. Stormwater projects that include roads, utility, and sidewalk improvements.

**Policy 4.4**      Coastal High Hazard Area Expenditures. Public expenditures in the coastal high-hazard area are to be limited to work efforts necessary to protect the health, welfare, and safety of the public and natural environment including:

A. Flood control and hazard mitigation programs.

B. Natural resource restoration/preservation.

C. Maintenance of existing utilities and services.

D. Expansion of public beach and gulf front access.

E. Purchase of public lands.

**Policy 4.5**      Revenue Bonds. Rates will be set, as a minimum, to ensure the ratio of revenue to debt service meets the City's bond indenture requirement of 1.2/1. The City goal will be to maintain a minimum ratio of revenue to debt service of 1.6/1 to ensure debt coverage in times of revenue fluctuations attributable to weather or other causes and to ensure a balanced pay-as-you-go Capital Improvement Plan.

**Policy 4.6**      Enterprise and Special Revenue Funds. Annually review all fees, costs, and expenditures to continually ensure the City's public services and infrastructure systems are properly funded. The following funds are utilized to pay for the City's public service and infrastructure system improvements:

A. Potable Water: Utilities Fund (Enterprise Fund).

B. Reclaimed Water: Utilities Fund (Enterprise Fund).

C. Wastewater: Utilities Fund (Enterprise Fund).

- D. Stormwater Management: Stormwater Fund (Enterprise Fund).
- E. Solid Waste Services: Solid Waste Fund (Enterprise Fund).
- F. Airport: Airport Fund (Enterprise Fund).
- G. Building: Building Fees Fund (Special Revenue Fund).

Policy 4.7      Alternative Funding Sources. The City shall continue to identify and secure alternative funding sources for the execution of capital improvement projects. Such funding includes, but is not limited to, grants, low interest loans, private funds, and developer contributions.

Policy 4.8      Debt Service Limitations. In evaluating debt capacity, general-purpose annual debt service payments should generally not exceed 10% of General Fund revenues, and in no case should they exceed 15%.

**Objective 5      Public School Facilities. The City of Venice shall ensure that future needs are addressed consistent with the adopted level of service standards for public schools with input from Sarasota County School Board, Sarasota County, Cities of North Port and Sarasota, and Town of Longboat Key.**

**Policy 5.1      School Level of Service Standards. Consistent with the Amended Interlocal Agreement for Public School Facility Planning, the LOS standards shall be applied consistently by all the local governments within Sarasota County and by the School Board district-wide to all schools of the same type. However, within designated concurrency service areas for identified backlog facilities interim standards shall apply. The level of service standards within these designated areas, over the period covered by the 10-year schedule of improvements, will be improved to the district-wide standard. The level-of service standards are initially set as follows:**

<b>Type of School</b>	<b>Level of Service (LOS) Standard</b>
<b>Elementary</b>	<b>Initial standard: 115% of permanent program capacity. By Year 2012 elementary schools, with the exception of backlogged facilities, will achieve 105% of permanent program capacity. By Year 2017 all elementary school backlogged facilities will achieve 105% of permanent program capacity.</b>
<b>Middle</b>	<b>Initial standard: 100% of permanent program capacity. By Year 2012 all middle schools, with the exception of backlogged facilities, will achieve</b>

	100% of permanent program capacity. By Year 2017 all middle school backloged facilities will achieve 100% of permanent program capacity.
High	Initial standard: 105% of permanent program capacity. By Year 2012 all high schools, with the exception of backloged facilities, will achieve 100% of permanent program capacity
Special Purpose	100% of total program capacity includes relocatables.

**Policy 5.2**      Development Contributions. The City of Venice shall ensure that future development pays its share of the costs of capital facility capacity needed to accommodate new development and to assist in maintaining adopted level of service standards, via impact fees and other legally available and appropriate methods in development conditions.

**Policy 5.3**      Capital Facilities Planning Coordination. The City of Venice hereby incorporates by reference the Sarasota School District Five-Year Capital Facilities Plan, dated October 2, 2009, that includes school capacity sufficient to meet anticipated student demands projected by the City and other local governments based upon identified improvements over the short-term and long-term planning periods, in consultation with the School Board's projections of student enrollment, based on the adopted level of service standards.

The School Board, in coordination with the City of Venice shall annually update its Five-Year Capital Facilities Plan, to ensure maintenance of a financially feasible capital improvements program and to ensure level of service standards will continue to be achieved and maintained during the planning period.

**Policy 5.4**      CIP Annual Updates. The City of Venice will update its Capital Improvements Schedule on an annual basis to incorporate by reference the upcoming Sarasota School District Five-Year Capital Facilities Plan. The City of Venice and Sarasota County School Board will coordinate during updates or amendments to the City's Comprehensive Plan and updates or amendments to long-range plans for School Board facilities.

**Policy 5.5**      Deficiency and Backlogged Facility Priorities. Sarasota County adopts the 10-year long term schedule of improvements for the purpose of correcting existing deficiencies and setting priorities for addressing backloged facilities within the designated concurrency service areas. The long term schedule includes capital improvements and revenues sufficient to meet the anticipated demands for backloged facilities within the 10 year period. The long term schedule improves interim levels of service for backloged facilities and ensures the district-wide standards are achieved by 2017. The long-term schedule will be updated, by December 1st of each year, in conjunction with the annual update to the Sarasota School District Five-Year Capital Facilities Plan.

**Policy 5.6**      Existing School Deficiencies and Future Needs. The City of Venice's strategy, in coordination with the School Board, for correcting existing deficiencies and addressing future needs includes:

A. Implementation of a financially feasible Five-Year Capital Facilities Plan to ensure level of service standards are achieved and maintained.

B. Implementation of interim level of service standards within designated concurrency service areas with identified backlogged facilities in conjunction with a long-term (10-year) schedule of improvements to correct deficiencies and improve level of service to the district-wide standards.

C. Identification of adequate sites for funded and planned schools.

D. Expansion of revenues for school construction from updated impact fees.

**Objective 6**      **Capital Improvement Schedule and Maintenance Partnerships.**

The City shall continue to coordinate with intergovernmental partners entities including Sarasota County, State of Florida, and United States Federal Government in the financing and maintenance of the City's public service and infrastructure systems.

**Policy 6.1**      Impact Fee Coordination. The city shall continue to annually coordinate with Sarasota County on the collection of impact fees to finance capital improvements with the Venice area. Such improvements may include transportation, parks, libraries, and other public facilities.

**Policy 6.2**      Capital Improvement Coordination. The City shall coordinate the annual review of its CIE with the Sarasota County CIE to ensure the consistency of project development and timing.

**Policy 6.3**      Local Infrastructure Surtax. The City shall coordinate the continued application of the penny sales tax revenue to fund capital improvements.

**Policy 6.4**      Coordinated Infrastructure and Facility Capital Improvements. The City shall coordinate development, expansion, maintenance, and financial feasibility of public services and infrastructure systems with local, regional, state, and federal partner agencies. Such efforts, as appropriate, shall include:

A. Parks and public spaces.

B. Library systems.

C. Utility systems (potable water, wastewater, stormwater, and solid waste).

D. Schools and educational services.

E. Emergency management services.

- F. Transportation systems including roadways, urban trails, bikeways, sidewalks, waterways, and transit resources.

**Objective 7: JPA/ILSBA Planning Areas. Ensure the coordinated and efficient provision of infrastructure as set forth in the Joint Planning and Interlocal Service Boundary Agreement (JPA/ISLBA) between the City of Venice and Sarasota County.**

**Policy 7.1**      JPA/ILSBA Planning Areas Service Delivery. The City shall work to ensure the efficient provision of public services and infrastructure in the areas established through the JPA/ILSBA. Prior to annexation, necessary public improvements and associated fiscal responsibility to meet adopted LOS standards shall be identified. Proposed annexation petitions must evaluate and address, at a minimum, the list of potential deficiencies set forth in the Analysis of Cumulative Impacts found in the Supplemental Data and Analysis, Volume II, dated October 2010.

**Policy 7.2**      JPA/ILSBA Planning Area Concurrency Reviews. Within the JPA/ILSBA Planning Areas the City and County, will coordinate concurrency reviews based on the local comprehensive plans, land development regulations, and other methodologies to ensure impacts of mutual concern related to public facilities and financial feasibility.

**Policy 7.3**      JPA/ILSBA Facility Partnerships. Within the JPA/ILSBA Planning Areas, the City and Sarasota County will collaborate on the location and delivery of public facilities and services. Through this collaboration, the City and County will consider opportunities for infrastructure and public service partnerships including:

- A. System interconnections.
- B. Facility co-location.
- C. Joint financing.
- D. Project construction.

**Policy 7.4**      JPA/ILSBA Infrastructure Connections. As development projects are approved within the JPA/ILSBA Planning Areas, they shall connect to utilities as provided for in the JPA/ILSBA.

## Public School Facilities Element

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**GOAL:**      COLLABORATE AND COORDINATE WITH THE SCHOOL BOARD OF SARASOTA COUNTY TO



PROVIDE AND MAINTAIN A HIGH QUALITY PUBLIC EDUCATION SYSTEM WHICH MEETS THE NEEDS OF VENICE'S EXISTING AND FUTURE POPULATION. UTILIZE INTERGOVERNMENTAL PARTNERSHIPS TO PROVIDE THE VENICE COMMUNITY A HIGH QUALITY OF LIFE AND ADEQUATE LEVEL OF PUBLIC SERVICES.

**Objective 1**      **Coordination and Consistency.** The City shall implement and maintain mechanisms designed to more closely coordinate with the School Board in order to provide consistency between the City's comprehensive plan and public school facilities programs, such as:

- A. Greater efficiency for the School Board and the City by the placement of schools to take advantage of existing and planned roads, water, sewer, parks, and drainage systems;
- B. Improved student access and safety by coordinating the construction of new and expanded schools with road and sidewalk construction programs;
- C. The location and design of schools with parks, ball fields, libraries, and other community facilities to take advantage of shared use opportunities; and,
- D. The expansion and rehabilitation of existing schools so as to support neighborhoods.

Policy 1.1      **Adequate School Capacity.** Manage the timing of new development to coordinate with adequate school capacity. Where existing and planned capacity will not be available to serve students from the property seeking a plan amendment for residential development, the City may use the lack of school capacity as a basis for denial.

Policy 1.2      **Interlocal Agreement.** In cooperation with the School Board and the other local governments within Sarasota County, the City will implement the Interlocal Agreement for Public School Facility Planning for the County of Sarasota, Florida, between Sarasota County, all legislative bodies of the municipalities including the Town of Longboat Key, the City of North Port, the City of Sarasota, and the City of Venice, and the School Board. The Interlocal Agreement for Public School Facility Planning, as required by Sections 1013.33 & 163.31777, Florida Statutes, includes procedures for:

- A. Joint meetings;
- B. Student enrollment and population projections;
- C. Coordinating and sharing of information;
- D. School site analysis;
- E. Supporting infrastructure;
- F. Comprehensive plan amendments, rezonings, and development approvals;
- G. Education Plant Survey and Five-Year District Facilities Work program;
- H. Co-location and shared use;
- I. Implementation of school concurrency;
- J. Level of service standards;
- K. Concurrency service areas;
- L. Proportionate-Share Mitigation;
- M. Oversight process; and,
- N. Resolution of Disputes.

- Policy 1.3      School Board Representative. The City shall include a representative of the school district, appointed by the School Board, as a nonvoting member of the local planning agency, as required by Section 163.3174, Florida Statutes.

**Objective 2**      **School Siting Criteria and Infrastructure.** Enhance community and neighborhood design through effective school facility design and siting standards.

- Policy 2.1      Coordinate Land Uses for School Sites. The City will continue to coordinate with the School Board to assure that proposed public school facility sites are consistent with the land use categories and policies of the City's Comprehensive Plan, pursuant to the Interlocal Agreement for Public School Facility Planning.
- Policy 2.2      Land Use Designations. Consistent with Section 163.3177, Florida Statutes, the City will include sufficient allowable land use designations for schools approximate to residential development to meet the projected needs for schools.
- Policy 2.3      Bicycle and Pedestrian Access. All public schools shall provide bicycle and pedestrian access consistent with Section 1006.23, Florida Statutes. Bicycle access to public schools should be incorporated in the city bicycle plan. Adequate parking at public schools will be provided consistent to applicable Land Development Regulations.
- Policy 2.4      Crosswalks and Sidewalks for Schools. In coordination with the School Board, the City will evaluate school crossing zones to consider safe crossing of children along major roadways, including prioritizing existing developed and subdivided areas for sidewalk improvements at locations such as schools with a high number of pedestrian and bicycle injuries or fatalities, schools requiring courtesy busing for hazardous walking conditions, schools with significant walking populations, but poor pedestrian and bicycle access, and needed safety improvements. The City will coordinate with the MPO Long Range Transportation Plans to ensure funding for safe access to schools including: development of sidewalk inventories and list of priority projects coordinated with the School Board recommendations are addressed.
- Policy 2.5      Safe Walking Conditions. At the time of site plan or final plat approval, development, if applicable, will provide for safe walking conditions consistent with Florida's safe ways to school program which are:
- A. New developments adjacent to school properties shall be required to provide a right-of-way and a direct safe access path for pedestrian travel to existing and planned school sites, and shall connect to the neighborhood's existing pedestrian network;
  - B. For new development and redevelopment within 2 miles of an existing or planned school, the City shall require sidewalks (complete, unobstructed, and continuous) along the corridor that directly serves the school, or qualifies as an acceptable designated walk or bicycle route to the school.
- Policy 2.6      School Related Infrastructure Improvements. The School Board and City will jointly determine the need for and timing of on-site and off-site improvements necessary to support each new school or the proposed renovation or expansion of an existing school,

and will enter into a written agreement as to the timing, location, and the party or parties responsible for constructing, operating and maintaining the required improvements, pursuant to Section 6 of the Interlocal Agreement for Public School Facility Planning.

**Objective 3**      **Funding.** Support supplemental and alternative sources for school capital funding.

- Policy 3.1      School Impact Fees. The City will continue to collect the Educational System Impact Fees for the School Board that requires future growth to contribute its fair share of the cost of required capital improvements and additions for educational facilities.
- Policy 3.2      Review of School Impact Fees. The School Board, Sarasota County, and municipal governments within Sarasota County, shall review and recommend amendments, as necessary, to the Educational System Impact Fees ordinance, consistent with applicable laws.

**Objective 4**      **Sustainability.** Encourage sustainable design and development for educational facilities.

- Policy 4.1      Co-location of Facilities. Coordinate with the School Board to continue to permit the shared-use and co-location of school sites, recreation, infrastructure, and City facilities with similar facility needs, according to the Interlocal Agreement for Public School Facility Planning for the County of Sarasota, Florida. Coordinate in the location, phasing, and design of future school sites to enhance the potential of schools as recreation areas.
- Policy 4.2      Green School Buildings. Encourage the School Board to use sustainable design and performance standards, such as using energy efficient and recycled materials, to reduce lifetime costs
- Policy 4.3      Schools as Emergency Shelters. The City shall coordinate efforts with the School Board to build new school facilities, and facility rehabilitation and expansions to be designed to provide emergency shelters.

**Objective 5**      **Ensure Adequate School Capacity.** Coordinate petitions for future land use, rezoning, and subdivision and site plans for residential development in locations with adequate school capacity. This will be accomplished recognizing the School Board's statutory and constitutional responsibility to provide a uniform system of free and adequate public schools, and the City's authority for land use, including the authority to approve or deny petitions for future land use, rezoning, and subdivision and site plans for urban residential development that generate students and impact the Sarasota County Public School system.

- Policy 5.1      School Board Findings. The City will consider the School Board's comments and findings on the availability of adequate school capacity when considering proposed comprehensive plan amendments and other land use decisions as provided for in Section 163.3177(6)(a), Florida Statutes.

Policy 5.2      Location of Residential Development. Petitions for future land use, rezoning, and subdivision and site plans for urban residential development should be in areas with adequate school capacity. Where capacity will not be available to serve students from the property seeking a land use change, the applicant will coordinate with the School Board to ensure adequate capacity is planned and funded. Where feasible, in conjunction with the plan amendment or zoning change, early dedications of school sites shall be encouraged. To ensure adequate capacity is planned and funded, the School Board's long range facilities plans over the five-year, ten-year and twenty-year planning periods shall be amended to reflect the needs created by the land use plan amendment.

Policy 5.3      Review of Petitions. Consistent with Section 7.4 of the Interlocal Agreement for Public School Facility Planning, in reviewing petitions for future land use, rezoning, and subdivision and site plans for urban residential development which may affect student enrollment or school facilities, the City will consider the following issues:

- A. Provision of school sites and facilities within planned neighborhoods.
- B. Insuring the compatibility of land uses adjacent to existing schools and reserved school sites.
- C. The co-location of parks, recreation and community facilities with school sites.
- D. The linkage of schools, parks, libraries and other public facilities with bikeways, trails, and sidewalks.
- E. Insuring the development of traffic circulation plans to serve schools and the surrounding neighborhood.
- F. Providing off-site signalization, signage, access improvements and sidewalks to serve all schools.
- G. The inclusion of school bus stops and turnarounds in new developments.
- H. Encouraging the private sector to identify and implement creative solutions to developing adequate school facilities in residential developments.
- I. School Board staff comments and findings of available school capacity for comprehensive plan amendments and other land-use decisions.
- J. Available school capacity or planned improvements to increase school capacity.
- K. Whether the proposed location is consistent with any local government's school design and planning policies.

**Objective 6**      **Implement Public School Concurrency.** The City shall manage the timing of petitions for future land use, rezoning, and subdivision and site plans for residential development to ensure adequate school capacity is available consistent with adopted level of service standards for public school concurrency

Policy 6.1      Public School Concurrency Standards. Consistent with the Interlocal Agreement for Public School Facility Planning, the School Board and County agree to the following standards for school concurrency in Sarasota County:

- A. Consistent with the Amended Interlocal Agreement for Public School Facility Planning, school concurrency requirements shall be effective for all applications for

construction plans accepted on or after October 1, 2008. School concurrency under these LOS standards shall be as follows, however, within designated concurrency service areas for identified backlogged facilities, interim standards shall apply. The interim level of service standard within these designated areas shall apply over the period covered by the 10-year schedule of improvements. The level-of service standards are initially set as follows:

Type of School	Level of Service (LOS) Standard
Elementary	Initial standard: 115% of permanent program capacity. By Year 2012 elementary schools, with the exception of backlogged facilities, will achieve 105% of permanent program capacity. By Year 2017 all elementary school backlogged facilities will achieve 105% of permanent program capacity.
Middle	Initial standard: 100% of permanent program capacity. By Year 2012 all middle schools, with the exception of backlogged facilities, will achieve 100% of permanent program capacity. By Year 2017 all middle school backlogged facilities will achieve 100% of permanent program capacity.
High	Initial standard: 105% of permanent program capacity. By Year 2012 all high schools, with the exception of backlogged facilities, will achieve 100% of permanent program capacity.
Special Purpose	100% of total program capacity includes relocatables.

Within designated concurrency service areas for backlog facilities, interim standards as identified in Table PSFE 23 of the supporting data and analysis shall apply. The interim level of service standard within these designated areas will be improved to the district-wide standard over the period covered by the ten-year schedule of improvements corresponding to the long term concurrency management program.

Potential amendments to the level of service standards may be considered at least annually at the staff working group meeting to take place no later than April 1 of each year. If there is agreement to amend the level of service standards, it shall be accomplished by the execution of an amendment to the Interlocal Agreement by all parties and the adoption of amendments to the County and municipal comprehensive plans. The amended level of service standard shall not be effective until all plan amendments are effective and the amendment to the Interlocal Agreement for Public School Facility Planning is fully executed.

No change to level of service shall be adopted without a showing that the amended level of service is financially feasible, supported by adequate data and analysis, and can be achieved and maintained within the period covered by the first five years of the School Board's Capital Facilities Plan or within the period covered by the ten-year schedule of capital improvements for backlogged facilities. A plan amendment is required to add any school facility to the listing of backlogged facilities. As capacity improvements for backlogged facilities are included in the five-year schedule of capital improvements, the facility will no longer be backlogged, shall be removed from the listing of such facilities, and shall meet the standards for that school type established herein. After the first five-year schedule of capital improvements, or for the initial 10-year schedule of improvements for backlogged facilities, level of service standards shall be maintained within each year of subsequent five-year schedules of capital improvements.

- B. Consistent with Subsection 4.2(c), of the Interlocal Agreement for Public School Facility Planning, the concurrency service area shall be coterminous with the applicable student attendance zone for elementary, middle and high schools. The most recent student attendance zones are shown on Maps PSFE 4, 5, and 6 of the supporting data and analysis. The concurrency service areas for special schools and charter schools are district-wide. For the purpose of implementing a long term concurrency management system, Maps PSFE 12 and 15 of the supporting data and analysis depict the concurrency service areas where backlogged facilities exist.
- C. Potential amendments to the concurrency service areas, other than periodic adjustments to student attendance zones, shall be considered annually at the staff working group meeting to take place each year no later than April 1. If there is agreement to amend the concurrency service area to establish boundaries other than those that are coterminous with student attendance zones, it shall be accomplished by the execution of an amendment to the Interlocal Agreement by all parties and amendment to the County's and each municipal comprehensive plan. The amended concurrency service area shall not be effective until the Amended Interlocal Agreement for Public School Facility Planning is fully executed and comprehensive plan amendments are in effect. No concurrency service area shall be amended without a showing that the amended concurrency service area boundaries are financially feasible.
- D. Concurrency service areas shall be established and subsequently modified to maximize available school capacity and make efficient use of new and existing public schools in accordance with level of service standards taking into account transportation costs, limiting maximum student travel times, the effect of court-

approved desegregation plans, achieving social-economic, racial and cultural diversity objectives, and other relevant factors as determined by the School Board's policy on maximization of capacity. Other considerations for amending concurrency service areas may include safe access (including factors such as the presence of sidewalks, bicycle paths, turn lanes and signalization, general walkability), diversity and geographic or man-made constraints to travel. The types of adjustments to school operations that will be considered in the County shall be determined by the School Board's policies on maximization of capacity.

- E. Concurrency service areas shall be designed so that the adopted level of service will be able to be achieved and maintained within the five years or applicable 10 years of the capital facilities plan, and so that the five-year or applicable 10-year schedule of capital improvements is financially feasible. Plan amendments are required for changes to the concurrency service area other than modifications to student attendance zones.

Policy 6.2      Student Generation Rates. As provided in Section 4.2(f) of the Interlocal Agreement for Public School Facility Planning, the costs per student station and student generation rates are to be established annually by the school district in the adopted Five-Year Capital Facilities Plan. The student generation rates, used to determine the impact of a particular development application on public schools, shall be reviewed and updated at least every 2 years in accordance with professionally accepted methodologies.

Policy 6.3      School Capacity and Enrollment. The uniform methodology for determining if a particular school is overcapacity, based on the adopted level of service standards, shall be determined by the School Board. The School Board hereby selects permanent program capacity as the methodology to determine the capacity of elementary, middle and high schools. Relocatables (portables) are not considered permanent capacity. For special schools, the methodology to determine capacity shall be based on total program capacity (includes portables). Consistent with Section 3.1 of the Interlocal Agreement for Public School Facility Planning, school enrollment shall be based on the annual enrollment of each individual school based on actual counts reported to the Department of Education in October of each year. The School Board will determine whether adequate capacity exists for a proposed development, based on the level of service standards and concurrency service areas according to the standards set in Section 4.2 (a) of the Interlocal Agreement Public School Facility Planning.

Policy 6.4      Concurrency Availability Standard.

- A. The City shall amend the concurrency management systems in its concurrency regulations to require that all new residential developments be reviewed for school concurrency at the time of subdivision final plat or site plan, using the coordination processes specified in Section 7 of Interlocal Agreement for Public School Facility Planning, within one year of the effective date of the plan amendments to adopt public school concurrency. The City may choose to provide an informational assessment of school concurrency at the time of preliminary plat, but the test of concurrency shall be at subdivision final plat or site plan approval.



B. The City shall not deny a subdivision or site plan for residential development for the failure to achieve and maintain the adopted level of service for public school capacity where:

1. Adequate school capacity will be in place or under actual construction within three years after the issuance of the subdivision or site plan (or functional equivalent) within the concurrency service area, or a contiguous concurrency service area and the impacts of development can be shifted to the area; or
2. The developer executes a legally binding commitment to provide mitigation proportionate to the demand for public school facilities to be created by the actual development of the property subject to the subdivision or site plan, as provided in Section 4.2(f) in the Interlocal Agreement for Public School Facility Planning.

C. In evaluating a subdivision final plat or site plan for concurrency, any relevant programmed improvements in the current year or years two or three of the five-year schedule of improvements shall be considered available capacity for the project and factored into the level of service analysis. Any relevant programmed improvements in years four or five of the five-year schedule of improvements shall not be considered available capacity for the project unless funding for the improvement is assured through School Board funding to accelerate the project, through proportionate share mitigation, or some other means of assuring adequate capacity will be available within three years. The School Board may use relocatable classrooms to provide temporary capacity while funded schools or school expansions are being constructed

D. This Action Strategy shall not be construed to limit the authority of the City to deny the subdivision final plat or site plan for residential development for reasons other than failure to achieve and maintain the adopted level of service for public school capacity.

E. Consistent with Subsection 4.2(f) of the Interlocal Agreement for Public School Facility Planning, in the event that there is not sufficient capacity in the affected concurrency service area based on the adopted level of service standard to address the impacts of a proposed development and the availability standard for school concurrency cannot be met, the following shall apply:

1. The project shall provide capacity enhancement(s) sufficient to meet its impact through proportionate share mitigation; or,
2. The project shall be delayed to a date when the level of service can be assured through capital enhancement(s) or planned capacity increases; or,
3. A condition of approval of the subdivision or site plan shall be that the project's impact shall be phased and phases delayed shall be delayed to a date when capacity enhancement and level of service can be assured; or,
4. The project shall not be approved.



Policy 6.5      Proportionate Share Mitigation. Options for providing proportionate share mitigation for any approval of residential dwelling units that triggers a failure of level of service for public school capacity shall include the following:

1. Contribution of, or payment for, acquisition of new or expanded school sites;
2. Construction or expansion of, or payment for, permanent school district facilities;
3. Mitigation banking within designated areas based on the construction of a public school facility in exchange for the right to sell capacity credits. Capacity credits shall be sold only to developments within the same concurrency service area or a contiguous concurrency service area; and,
4. Educational Facility Benefit Districts.

Mitigation shall be directed to projects into the School District's Five-Year Capital Facilities Plan that the School Board agrees will satisfy the demand created by that development approval, and shall be assured by a legally binding development agreement between the School Board, the City, and the applicant executed prior to the issuance of the subdivision or site plan.

If the School Board agrees to the mitigation, the School Board must commit in the agreement to placing the improvement required for mitigation into its Five-Year Capital Facilities Plan. This development agreement shall include the developer's commitment to continuing renewal of the development agreement until the mitigation is completed as determined by the School Board.

Policy 6.6      Amount of Mitigation. The amount of mitigation required shall be determined by calculating the number of student stations for each school type for which there is not sufficient capacity using the student generation rates applicable to a particular type of development and multiplying by the local costs per student station for each school type applicable to Sarasota County, as determined by the School Board. These costs are in addition to any land costs for new or expanded school sites, if applicable.

Policy 6.7      Financial Feasibility. Each year, the City will adopt plan amendments: 1) adding a new fifth year; 2) updating the financially feasible public schools capital facilities program; 3) coordinating the program with the 5-year district facilities work plan, the plans of other local governments; and, as necessary, 4) updating the concurrency service area map. The annual plan amendments shall ensure that the capital improvements program continues to be financially feasible and that the level of service standards will continue to be achieved and maintained.

**Objective 7**      **Monitoring and Evaluation.** On an annual basis, the School Board's Facility Strategy Team shall monitor and evaluate the Public School Facilities Chapter in order to assure the best practices of the joint planning processes and procedures for coordination of planning and decision-making.

Policy 7.1      Monitoring and Evaluation Strategies. The Public School Facilities Chapter shall be monitored for adherence to the established goals, objectives and policies and to ensure these goals, objectives and policies accurately reflect the existing needs and conditions of the public schools. This will be accomplished in a three-fold approach:

1. Each Action Strategy will be supported by identified implementation tasks, schedules and contact person(s). This allows for quick review for the implementation status of the adopted policies.
2. It is the intent of the City to meet annually with the School Board to review the progress in implementing the Public School Facilities Element. This provides the opportunity to formally review the implementation progress and review the current status of public schools.
3. Consistent with Section 163.3191, Florida Statutes, the City will prepare an evaluation and appraisal report for its comprehensive plan once every seven years. This process will provide an in-depth analysis of the success of the Public School Facilities Chapter to improve the conditions of public schools.

## Public School Facilities Element

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**GOAL:**      COLLABORATE AND COORDINATE WITH THE SCHOOL BOARD OF SARASOTA COUNTY TO PROVIDE AND MAINTAIN A HIGH QUALITY PUBLIC EDUCATION SYSTEM WHICH MEETS THE NEEDS OF VENICE'S EXISTING AND FUTURE POPULATION. UTILIZE INTERGOVERNMENTAL PARTNERSHIPS TO PROVIDE THE VENICE COMMUNITY A HIGH QUALITY OF LIFE AND ADEQUATE LEVEL OF PUBLIC SERVICES.

Objective 1      Coordination and Consistency. The City shall implement and maintain mechanisms designed to more closely coordinate with the School Board in order to provide consistency between the City's comprehensive plan and public school facilities programs, such as:

- A. Greater efficiency for the School Board and the City by the placement of schools to take advantage of existing and planned roads, water, sewer, parks, and drainage systems;
- B. Improved student access and safety by coordinating the construction of new and expanded schools with road and sidewalk construction programs;
- C. The location and design of schools with parks, ball fields, libraries, and other community facilities to take advantage of shared use opportunities; and,
- D. The expansion and rehabilitation of existing schools so as to support neighborhoods.

Policy 1.1      Adequate School Capacity. Manage the timing of new development to coordinate with

adequate school capacity. Where existing and planned capacity will not be available to serve students from the property seeking a plan amendment for residential development, the City may use the lack of school capacity as a basis for denial.

Policy 1.2      Interlocal Agreement. In cooperation with the School Board and the other local governments within Sarasota County, the City will implement the Interlocal Agreement for Public School Facility Planning for the County of Sarasota, Florida, between Sarasota County, all legislative bodies of the municipalities including the Town of Longboat Key, the City of North Port, the City of Sarasota, and the City of Venice, and the School Board. The Interlocal Agreement for Public School Facility Planning, as required by Sections 1013.33 & 163.31777, Florida Statutes, includes procedures for:

- O. Joint meetings;
- P. Student enrollment and population projections;
- Q. Coordinating and sharing of information;
- R. School site analysis;
- S. Supporting infrastructure;
- T. Comprehensive plan amendments, rezonings, and development approvals;
- U. Education Plant Survey and Five-Year District Facilities Work program;
- V. Co-location and shared use;
- W. Implementation of school concurrency;
- X. Level of service standards;
- Y. Concurrency service areas;
- Z. Proportionate-Share Mitigation;
- AA. Oversight process; and,
- BB. Resolution of Disputes.

Policy 1.3      School Board Representative. The City shall include a representative of the school district, appointed by the School Board, as a nonvoting member of the local planning agency, as required by Section 163.3174, Florida Statutes.

**Objective 2**      **School Siting Criteria and Infrastructure.** Enhance community and neighborhood design through effective school facility design and siting standards.

Policy 2.1      Coordinate Land Uses for School Sites. The City will continue to coordinate with the School Board to assure that proposed public school facility sites are consistent with the land use categories and policies of the City's Comprehensive Plan, pursuant to the Interlocal Agreement for Public School Facility Planning.

Policy 2.2      Land Use Designations. Consistent with Section 163.3177, Florida Statutes, the City will include sufficient allowable land use designations for schools approximate to residential development to meet the projected needs for schools.

Policy 2.3      Bicycle and Pedestrian Access. All public schools shall provide bicycle and pedestrian access consistent with Section 1006.23, Florida Statutes. Bicycle access to public schools

should be incorporated in the city bicycle plan. Adequate parking at public schools will be provided consistent to applicable Land Development Regulations.

Policy 2.4      Crosswalks and Sidewalks for Schools. In coordination with the School Board, the City will evaluate school crossing zones to consider safe crossing of children along major roadways, including prioritizing existing developed and subdivided areas for sidewalk improvements at locations such as schools with a high number of pedestrian and bicycle injuries or fatalities, schools requiring courtesy busing for hazardous walking conditions, schools with significant walking populations, but poor pedestrian and bicycle access, and needed safety improvements. The City will coordinate with the MPO Long Range Transportation Plans to ensure funding for safe access to schools including: development of sidewalk inventories and list of priority projects coordinated with the School Board recommendations are addressed.

Policy 2.5      Safe Walking Conditions. At the time of site plan or final plat approval, development, if applicable, will provide for safe walking conditions consistent with Florida's safe ways to school program which are:

- C. New developments adjacent to school properties shall be required to provide a right-of-way and a direct safe access path for pedestrian travel to existing and planned school sites, and shall connect to the neighborhood's existing pedestrian network;
- D. For new development and redevelopment within 2 miles of an existing or planned school, the City shall require sidewalks (complete, unobstructed, and continuous) along the corridor that directly serves the school, or qualifies as an acceptable designated walk or bicycle route to the school.

Policy 2.6      School Related Infrastructure Improvements. The School Board and City will jointly determine the need for and timing of on-site and off-site improvements necessary to support each new school or the proposed renovation or expansion of an existing school, and will enter into a written agreement as to the timing, location, and the party or parties responsible for constructing, operating and maintaining the required improvements, pursuant to Section 6 of the Interlocal Agreement for Public School Facility Planning.

**Objective 3**      **Funding.** Support supplemental and alternative sources for school capital funding.

Policy 3.1      School Impact Fees. The City will continue to collect the Educational System Impact Fees for the School Board that requires future growth to contribute its fair share of the cost of required capital improvements and additions for educational facilities.

Policy 3.2      Review of School Impact Fees. The School Board, Sarasota County, and municipal governments within Sarasota County, shall review and recommend amendments, as necessary, to the Educational System Impact Fees ordinance, consistent with applicable laws.

**Objective 4**      **Sustainability.** Encourage sustainable design and development for educational facilities.

- Policy 4.1      Co-location of Facilities. Coordinate with the School Board to continue to permit the shared-use and co-location of school sites, recreation, infrastructure, and City facilities with similar facility needs, according to the Interlocal Agreement for Public School Facility Planning for the County of Sarasota, Florida. Coordinate in the location, phasing, and design of future school sites to enhance the potential of schools as recreation areas.
- Policy 4.2      Green School Buildings. Encourage the School Board to use sustainable design and performance standards, such as using energy efficient and recycled materials, to reduce lifetime costs
- Policy 4.3      Schools as Emergency Shelters. The City shall coordinate efforts with the School Board to build new school facilities, and facility rehabilitation and expansions to be designed to provide emergency shelters.

**Objective 5**      **Ensure Adequate School Capacity.** Coordinate petitions for future land use, rezoning, and subdivision and site plans for residential development in locations with adequate school capacity. This will be accomplished recognizing the School Board's statutory and constitutional responsibility to provide a uniform system of free and adequate public schools, and the City's authority for land use, including the authority to approve or deny petitions for future land use, rezoning, and subdivision and site plans for urban residential development that generate students and impact the Sarasota County Public School system.

- Policy 5.1      School Board Findings. The City will consider the School Board's comments and findings on the availability of adequate school capacity when considering proposed comprehensive plan amendments and other land use decisions as provided for in Section 163.3177(6)(a), Florida Statutes.
- Policy 5.2      Location of Residential Development. Petitions for future land use, rezoning, and subdivision and site plans for urban residential development should be in areas with adequate school capacity. Where capacity will not be available to serve students from the property seeking a land use change, the applicant will coordinate with the School Board to ensure adequate capacity is planned and funded. Where feasible, in conjunction with the plan amendment or zoning change, early dedications of school sites shall be encouraged. To ensure adequate capacity is planned and funded, the School Board's long range facilities plans over the five-year, ten-year and twenty-year planning periods shall be amended to reflect the needs created by the land use plan amendment.
- Policy 5.3      Review of Petitions. Consistent with Section 7.4 of the Interlocal Agreement for Public School Facility Planning, in reviewing petitions for future land use, rezoning, and subdivision and site plans for urban residential development which may affect student enrollment or school facilities, the City will consider the following issues:
- L.    Provision of school sites and facilities within planned neighborhoods.

- M. Insuring the compatibility of land uses adjacent to existing schools and reserved school sites.
- N. The co-location of parks, recreation and community facilities with school sites.
- O. The linkage of schools, parks, libraries and other public facilities with bikeways, trails, and sidewalks.
- P. Insuring the development of traffic circulation plans to serve schools and the surrounding neighborhood.
- Q. Providing off-site signalization, signage, access improvements and sidewalks to serve all schools.
- R. The inclusion of school bus stops and turnarounds in new developments.
- S. Encouraging the private sector to identify and implement creative solutions to developing adequate school facilities in residential developments.
- T. School Board staff comments and findings of available school capacity for comprehensive plan amendments and other land-use decisions.
- U. Available school capacity or planned improvements to increase school capacity.
- V. Whether the proposed location is consistent with any local government's school design and planning policies.

**Objective 6**     **Implement Public School Concurrency.** The City shall manage the timing of petitions for future land use, rezoning, and subdivision and site plans for residential development to ensure adequate school capacity is available consistent with adopted level of service standards for public school concurrency

Policy 6.1     **Public School Concurrency Standards.** Consistent with the Interlocal Agreement for Public School Facility Planning, the School Board and County agree to the following standards for school concurrency in Sarasota County:

- F. Consistent with the Amended Interlocal Agreement for Public School Facility Planning, school concurrency requirements shall be effective for all applications for construction plans accepted on or after October 1, 2008. School concurrency under these LOS standards shall be as follows, however, within designated concurrency service areas for identified backlogged facilities, interim standards shall apply. The interim level of service standard within these designated areas shall apply over the period covered by the 10-year schedule of improvements. The level-of service standards are initially set as follows:

Type of School	Level of Service (LOS) Standard
Elementary	Initial standard: 115% of permanent program capacity. By Year 2012 elementary schools, with the exception of backlogged facilities, will achieve 105% of permanent program capacity. By Year 2017 all elementary school backlogged facilities will achieve 105% of permanent program capacity.

Middle	Initial standard: 100% of permanent program capacity. By Year 2012 all middle schools, with the exception of backlogged facilities, will achieve 100% of permanent program capacity. By Year 2017 all middle school backlogged facilities will achieve 100% of permanent program capacity.
High	Initial standard: 105% of permanent program capacity. By Year 2012 all high schools, with the exception of backlogged facilities, will achieve 100% of permanent program capacity.
Special Purpose	100% of total program capacity includes relocatables.

Within designated concurrency service areas for backlog facilities, interim standards as identified in Table PSFE 23 of the supporting data and analysis shall apply. The interim level of service standard within these designated areas will be improved to the district-wide standard over the period covered by the ten-year schedule of improvements corresponding to the long term concurrency management program.

Potential amendments to the level of service standards may be considered at least annually at the staff working group meeting to take place no later than April 1 of each year. If there is agreement to amend the level of service standards, it shall be accomplished by the execution of an amendment to the Interlocal Agreement by all parties and the adoption of amendments to the County and municipal comprehensive plans. The amended level of service standard shall not be effective until all plan amendments are effective and the amendment to the Interlocal Agreement for Public School Facility Planning is fully executed.

No change to level of service shall be adopted without a showing that the amended level of service is financially feasible, supported by adequate data and analysis, and can be achieved and maintained within the period covered by the first five years of the School Board's Capital Facilities Plan or within the period covered by the ten-year schedule of capital improvements for backlogged facilities. A plan amendment is required to add any school facility to the listing of backlogged facilities. As capacity improvements for backlogged facilities are included in the five-year schedule of capital improvements, the



facility will no longer be backlogged, shall be removed from the listing of such facilities, and shall meet the standards for that school type established herein. After the first five-year schedule of capital improvements, or for the initial 10-year schedule of improvements for backlogged facilities, level of service standards shall be maintained within each year of subsequent five-year schedules of capital improvements.

- G. Consistent with Subsection 4.2(c), of the Interlocal Agreement for Public School Facility Planning, the concurrency service area shall be coterminous with the applicable student attendance zone for elementary, middle and high schools. The most recent student attendance zones are shown on Maps PSFE 4, 5, and 6 of the supporting data and analysis. The concurrency service areas for special schools and charter schools are district-wide. For the purpose of implementing a long term concurrency management system, Maps PSFE 12 and 15 of the supporting data and analysis depict the concurrency service areas where backlogged facilities exist.
- H. Potential amendments to the concurrency service areas, other than periodic adjustments to student attendance zones, shall be considered annually at the staff working group meeting to take place each year no later than April 1. If there is agreement to amend the concurrency service area to establish boundaries other than those that are coterminous with student attendance zones, it shall be accomplished by the execution of an amendment to the Interlocal Agreement by all parties and amendment to the County's and each municipal comprehensive plan. The amended concurrency service area shall not be effective until the Amended Interlocal Agreement for Public School Facility Planning is fully executed and comprehensive plan amendments are in effect. No concurrency service area shall be amended without a showing that the amended concurrency service area boundaries are financially feasible.
- I. Concurrency service areas shall be established and subsequently modified to maximize available school capacity and make efficient use of new and existing public schools in accordance with level of service standards taking into account transportation costs, limiting maximum student travel times, the effect of court-approved desegregation plans, achieving social-economic, racial and cultural diversity objectives, and other relevant factors as determined by the School Board's policy on maximization of capacity. Other considerations for amending concurrency service areas may include safe access (including factors such as the presence of sidewalks, bicycle paths, turn lanes and signalization, general walkability), diversity and geographic or man-made constraints to travel. The types of adjustments to school operations that will be considered in the County shall be determined by the School Board's policies on maximization of capacity.
- J. Concurrency service areas shall be designed so that the adopted level of service will be able to be achieved and maintained within the five years or applicable 10 years of the capital facilities plan, and so that the five-year or applicable 10-year schedule of capital improvements is financially feasible. Plan amendments are required for changes to the concurrency service area other than modifications to student attendance zones.

Policy 6.2

Student Generation Rates. As provided in Section 4.2(f) of the Interlocal Agreement for Public School Facility Planning, the costs per student station and student generation rates



are to be established annually by the school district in the adopted Five-Year Capital Facilities Plan. The student generation rates, used to determine the impact of a particular development application on public schools, shall be reviewed and updated at least every 2 years in accordance with professionally accepted methodologies.

Policy 6.3

School Capacity and Enrollment. The uniform methodology for determining if a particular school is overcapacity, based on the adopted level of service standards, shall be determined by the School Board. The School Board hereby selects permanent program capacity as the methodology to determine the capacity of elementary, middle and high schools. Relocatables (portables) are not considered permanent capacity. For special schools, the methodology to determine capacity shall be based on total program capacity (includes portables). Consistent with Section 3.1 of the Interlocal Agreement for Public School Facility Planning, school enrollment shall be based on the annual enrollment of each individual school based on actual counts reported to the Department of Education in October of each year. The School Board will determine whether adequate capacity exists for a proposed development, based on the level of service standards and concurrency service areas according to the standards set in Section 4.2 (a) of the Interlocal Agreement Public School Facility Planning.

Policy 6.4

Concurrency Availability Standard.

A. The City shall amend the concurrency management systems in its concurrency regulations to require that all new residential developments be reviewed for school concurrency at the time of subdivision final plat or site plan, using the coordination processes specified in Section 7 of Interlocal Agreement for Public School Facility Planning, within one year of the effective date of the plan amendments to adopt public school concurrency. The City may choose to provide an informational assessment of school concurrency at the time of preliminary plat, but the test of concurrency shall be at subdivision final plat or site plan approval.

B. The City shall not deny a subdivision or site plan for residential development for the failure to achieve and maintain the adopted level of service for public school capacity where:

3. Adequate school capacity will be in place or under actual construction within three years after the issuance of the subdivision or site plan (or functional equivalent) within the concurrency service area, or a contiguous concurrency service area and the impacts of development can be shifted to the area; or
4. The developer executes a legally binding commitment to provide mitigation proportionate to the demand for public school facilities to be created by the actual development of the property subject to the subdivision or site plan, as provided in Section 4.2(f) in the Interlocal Agreement for Public School Facility Planning.

C. In evaluating a subdivision final plat or site plan for concurrency, any relevant programmed improvements in the current year or years two or three of the five-year schedule of improvements shall be considered available capacity for the project and

factored into the level of service analysis. Any relevant programmed improvements in years four or five of the five-year schedule of improvements shall not be considered available capacity for the project unless funding for the improvement is assured through School Board funding to accelerate the project, through proportionate share mitigation, or some other means of assuring adequate capacity will be available within three years. The School Board may use relocatable classrooms to provide temporary capacity while funded schools or school expansions are being constructed

D. This Action Strategy shall not be construed to limit the authority of the City to deny the subdivision final plat or site plan for residential development for reasons other than failure to achieve and maintain the adopted level of service for public school capacity.

E. Consistent with Subsection 4.2(f) of the Interlocal Agreement for Public School Facility Planning, in the event that there is not sufficient capacity in the affected concurrency service area based on the adopted level of service standard to address the impacts of a proposed development and the availability standard for school concurrency cannot be met, the following shall apply:

5. The project shall provide capacity enhancement(s) sufficient to meet its impact through proportionate share mitigation; or,
6. The project shall be delayed to a date when the level of service can be assured through capital enhancement(s) or planned capacity increases; or,
7. A condition of approval of the subdivision or site plan shall be that the project's impact shall be phased and phases delayed shall be delayed to a date when capacity enhancement and level of service can be assured; or,
8. The project shall not be approved.

Policy 6.5

Proportionate Share Mitigation. Options for providing proportionate share mitigation for any approval of residential dwelling units that triggers a failure of level of service for public school capacity shall include the following:

5. Contribution of, or payment for, acquisition of new or expanded school sites;
6. Construction or expansion of, or payment for, permanent school district facilities;
7. Mitigation banking within designated areas based on the construction of a public school facility in exchange for the right to sell capacity credits. Capacity credits shall be sold only to developments within the same concurrency service area or a contiguous concurrency service area; and,
8. Educational Facility Benefit Districts.

Mitigation shall be directed to projects into the School District's Five-Year Capital Facilities Plan that the School Board agrees will satisfy the demand created by that development approval, and shall be assured by a legally binding development agreement between the School Board, the City, and the applicant executed prior to the issuance of the subdivision or site plan.

If the School Board agrees to the mitigation, the School Board must commit in the agreement to placing the improvement required for mitigation into its Five-Year Capital Facilities Plan. This development agreement shall include the developer's commitment to continuing renewal of the development agreement until the mitigation is completed as determined by the School Board.

Policy 6.6      Amount of Mitigation. The amount of mitigation required shall be determined by calculating the number of student stations for each school type for which there is not sufficient capacity using the student generation rates applicable to a particular type of development and multiplying by the local costs per student station for each school type applicable to Sarasota County, as determined by the School Board. These costs are in addition to any land costs for new or expanded school sites, if applicable.

Policy 6.7      Financial Feasibility. Each year, the City will adopt plan amendments: 1) adding a new fifth year; 2) updating the financially feasible public schools capital facilities program; 3) coordinating the program with the 5-year district facilities work plan, the plans of other local governments; and, as necessary, 4) updating the concurrency service area map. The annual plan amendments shall ensure that the capital improvements program continues to be financially feasible and that the level of service standards will continue to be achieved and maintained.

**Objective 7**      **Monitoring and Evaluation.** On an annual basis, the School Board's Facility Strategy Team shall monitor and evaluate the Public School Facilities Chapter in order to assure the best practices of the joint planning processes and procedures for coordination of planning and decision-making.

Policy 7.1      Monitoring and Evaluation Strategies. The Public School Facilities Chapter shall be monitored for adherence to the established goals, objectives and policies and to ensure these goals, objectives and policies accurately reflect the existing needs and conditions of the public schools. This will be accomplished in a three-fold approach:

4. Each Action Strategy will be supported by identified implementation tasks, schedules and contact person(s). This allows for quick review for the implementation status of the adopted policies.
5. It is the intent of the City to meet annually with the School Board to review the progress in implementing the Public School Facilities Element. This provides the opportunity to formally review the implementation progress and review the current status of public schools.
6. Consistent with Section 163.3191, Florida Statutes, the City will prepare an evaluation and appraisal report for its comprehensive plan once every seven years. This process will provide an in-depth analysis of the success of the Public School Facilities Chapter to improve the conditions of public schools.