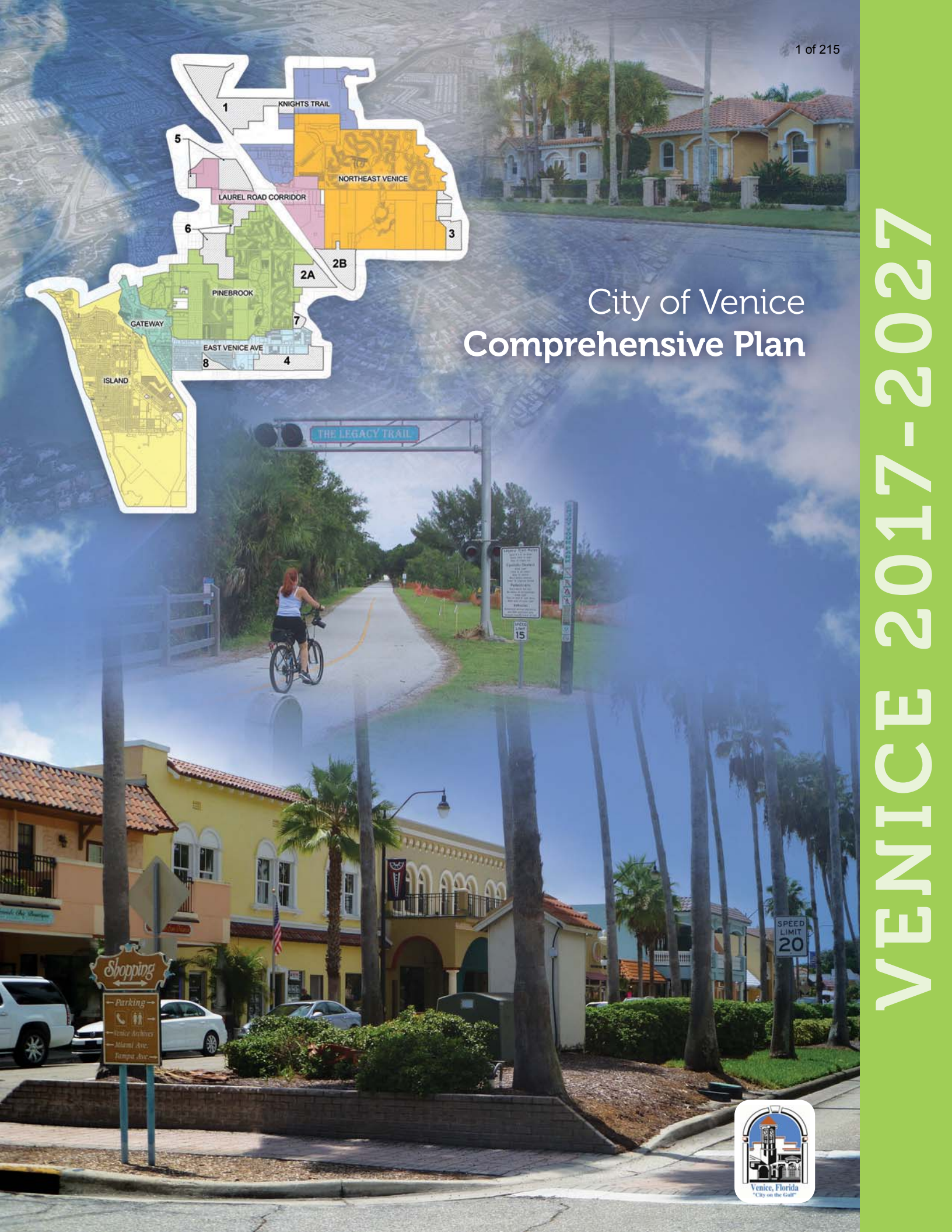




# City of Venice Comprehensive Plan

VENICE 2017-2027



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# INTRODUCTION

# City of Venice Comprehensive Plan 2017-2027

*The City of Venice has a history of charting its future through collaboration and hard work. Continued success will be achieved not through the leadership of a specific group or individual but through partnerships, both public and private. While recognizing the success of existing partnerships, we acknowledge new partnerships will play an important role in achieving the Visions of our community. [Working together](#), we can plan for quality growth, enhance what is uniquely Venice, and promote connections between our neighborhoods.*

*The [City of Venice Comprehensive Plan 2017-2027](#) is a new plan that provides an approach to the City's Vision based on a more realistic analysis of the City's carrying and development capacities while reflecting the City's key neighborhoods.*

## City of Venice

### Mayor and Council

John Holic, Mayor  
Kit McKeon, Vice-Mayor  
Jeanette Gates  
Bob Daniels  
Richard Cautero  
Deborah Anderson  
Fred Fraize

### Planning Commission

Barry Snyder, Chair  
Shaun Graser, Vice-Chair  
Thomas Murphy  
Jerry Towery  
Janis Fawn  
Helen Moore  
Charles Newsom

Emilio Carlesimo (*past Council Member*)  
Jim Bennett (*past Council Member*)  
David Sherman (*past Council Member*)

John Williams (*past Planning Commissioner*)

### City Manager's Office

Edward F. Lavalley, City Manager  
Len Bramble, Assistant City Manager

### Planning & Zoning Staff

Jeff Shrum, AICP, Development Services Director  
Roger Clark  
Scott Pickett, AICP  
Jim Koenig, AICP  
William Smith  
Christina Rimes  
JoAnn Brewer

### City of Venice Advisory Boards

Architectural Review Board  
Economic Development Advisory Board  
Environmental Advisory Board  
Historic Preservation Board  
Parks and Recreation Advisory Board  
Traffic Advisory Task Force

*The City of Venice Comprehensive Plan is the direct result of a collaborative effort between the City of Venice and its residents. We extend our sincere appreciation to the residents, business owners, elected officials, and stakeholders who participated in the planning process and guided the development of this plan. Everyone's time, input, and energy are greatly appreciated.*

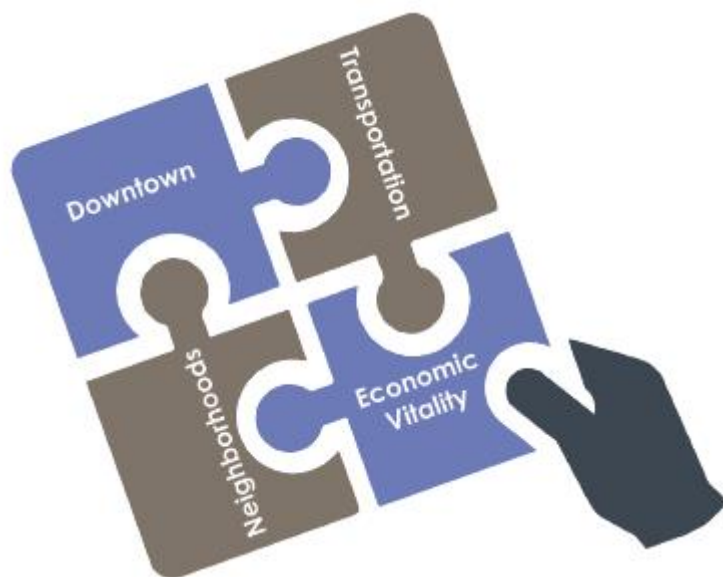
■ Thank You from your Kimley-Horn Team



## Plan Framework

The Venice Comprehensive Plan 2017-2027 was developed through a process that incorporated an assessment of the City's existing Comprehensive Plan, analysis of existing conditions, extensive series of community meetings and community outreach, input from City of Venice Advisory Boards, and work sessions with both the Planning Commission and the City Council.

The Comprehensive Plan is the City's blueprint for the future. The Plan and its Strategies are crucial when preparing for opportunities such as land use, transportation, housing and open spaces. People need a safe and secure place to live, a healthy economy that provides jobs and services, ways to get around the City (bike, pedestrian, car, transit), and quality recreational features. It is the responsibility of the City leadership to provide the necessary public services and facilities, develop strategies and adopt regulations and standards that implement this blueprint. The Comprehensive Plan is an umbrella document in that it guides other City plans, capital projects and programs which affect the community in large and small ways. This Plan promotes the City's neighborhoods, vibrancy of its downtown and the capacity of its transportation network.



Comprehensive plans may be perceived as being relatively general in nature; however, they form the legal basis for community development. Comprehensive Plans are complex policy documents that account for the relationships among the various community issues. The City's Comprehensive Plan has been developed in a manner to provide information and analysis on both the City-wide and the Neighborhood levels. Neighborhoods serve as the key components of the City and seven (7) have been identified based on their geography, make-up, and overall common characteristics. Within each Neighborhood, the *Vision, Intent and Strategies* are provided which are specific to that Neighborhood. The broad-based City-wide components are provided in Section II.

### Legal Status

The legal status of the Comprehensive Plan requires that all Strategies (Policies) will be considered in making legal determinations of consistency with the Comprehensive Plan, pursuant to State Laws and Statutes.

### Vested Rights

In accordance with Chapter 163, Section 163.3167, nothing in this Comprehensive Plan shall limit or modify the rights of any person to complete any development that has been authorized as a development of regional impact pursuant to Chapter 380, Florida Statutes ~~or who has been issued a final local development order and development has commenced and is continuing in good faith.~~ See the Land Development Code for the City's vested rights determination process.

## Graphics and Images

The use of graphics, images, photographs or similar throughout the Venice Comprehensive Plan 2017-2027 are for illustrative purposes only and not intended to convey or require a specific element(s).

## Use of Terms: "Shall", "Should", "Will" and "May"

The terms "shall", "should", "will", and "may" are included within this Comprehensive Plan and are understood to be used in the following manner:

Shall: provisions or items that are mandatory.

Will: declares a purpose to accomplish an item in the future.

Should/May: items that are more flexible in nature and are non-mandatory but encouraged.

## Plan Interpretation

- A. ~~It is the responsibility of the~~ The Development Services Director (hereinafter referred to as the Director) or his or her designee ~~shall to~~ interpret the Comprehensive Plan and its application to public and private land and to activities permitted thereon. Plan interpretations are to be based on the applicable text, maps, figures and tables within the adopted Comprehensive Plan along with the Data Inventory and Analysis (DIA) developed to support the Comprehensive Plan.
- B. Use and Status of Support Documentation – The DIA is not adopted as part of the Plan but may be used in any review, interpretation and update of the adopted Comprehensive Plan.
- C. Interpretation of Conflicts – Conflicts shall be judged under the following guidelines:
  - a. In the event of any difference of meaning or implication between the text of the Plan and any caption, illustration, graphic, summary table, or illustrative table, the text shall control.
  - b. In the event of an apparent conflict between the Future Land Use Map and any other map or figure in the adopted Comprehensive Plan, the Future Land Use Map shall control.
- D. Interpretation of Undefined Terms – Terms not otherwise defined in the Comprehensive Plan shall be interpreted first by reference to the relevant provisions of the Community Planning Act Part II, Chapter 163 F.S., or other relevant and appropriate State Statutes if specifically defined therein; secondly, by reference to terminology adopted by City Ordinance; thirdly, by reference to terminology generally accepted by Federal or State agencies; fourthly, by reference to terminology generally accepted by the planning profession; and otherwise according to the latest edition of Webster's New Collegiate Dictionary.
- E. Administrative Interpretations – It is the responsibility of the Director to make Comprehensive Plan administrative interpretations. Applications for an administrative interpretation together with the appropriate fee as may be required by resolution of the City Council shall be filed with the Director. Administrative interpretations may be required as a result of one of the following actions:
  - a. *Failure to obtain a Comprehensive Plan consistency finding based on submission of a development order application:* In the event a development order application is found inconsistent with the Plan, the application may be forwarded to the Director for an administrative interpretation. The building permit, subdivision or site plan application, or conditional use application shall serve as the application for an administrative interpretation.
  - b. *Request for interpretation of land use designation boundaries:* Written requests are required for administrative interpretations related to land use designation boundaries. The request shall include a legal description of the parcel(s) and depending on the circumstance a current survey may be required. The applicant may submit additional materials that he feels supports his application and the Director may ask for additional information to explain said request.
  - c. *Any other action that would require a Comprehensive Plan interpretation:* Any affected party may make application for an administrative interpretation of the Comprehensive Plan. Specifically, the

application shall include a written statement which clearly identifies the section or sections of the Plan for which an interpretation is required along with references to text, maps, figures and support document(s) which the applicant feels supports the application.

- F. Administrative Interpretation of Plan Consistency and its Relationship to the Concurrency Provisions of the Capital Improvements Element – An administrative interpretation resulting in a determination of consistency does not constitute a determination of concurrency, which is a separate determination that is subject to Chapter 94, Concurrency Management, of the City Code of Ordinances and the concurrency provisions of the Comprehensive Plan's Capital Improvements Element.
- G. Appeal of an Administrative Interpretation – Any administrative interpretation made by the Director under the provisions of this Chapter may be appealed in accordance with Section 86-23 of the Land Development Code.

## Plan Amendments

All amendments to the Comprehensive Plan shall be reviewed and adopted in accordance with the Community Planning Act.

## Vision, Intent and Strategies

*Vision, Intent and Strategies* take the place of the traditional form of Goals, Objectives and Policies; however, serve a similar purpose – to identify the broad-based goals of the City (*Vision*), what the City hopes to achieve, (*Intent*) and how the City envisions achieving the Vision (*Strategies*). As used throughout the Comprehensive Plan, the following terms are generally (commonly) referred to by Chapter 163, F.S. as:

- Vision = "Goal"; identified in the body of the Plan by "Vision" followed by the Element Identifier
- Intent = "Objective"; identified in the body of the Plan by "Intent" followed by the Element Identifier
- Strategy = "Policy"; identified in the body of the Plan by "Strategy" followed by the Element Identifier

The Comprehensive Plan's respective *Vision, Intents and Strategies* are coded by the Element identified below and then by a series of numbers. The first number represents the *Vision* number, the second represents the *Intent* number and the third number represents the *Strategy* number. For Example, *Strategy LU – 1.1.1* means that the information presented is the first Strategy under the first Intent within the first Vision.

## Example:

Vision LU 1 – The City of Venice envisions a development pattern that balances the economic, social, historical and environmental needs of the community and that preserves the high quality-of-life for all residents.

## Neighborhoods

Intent LU 1.1 – Neighborhoods.

The intent of the neighborhood planning approach is to link a variety of efforts to improve the City's neighborhoods in a broad-based way respecting and incorporating the different aspects of community life (residential, commercial, public, recreational) and to provide a method for addressing development issues within the City.

Strategy LU 1.1.1 – Neighborhoods Established.



THROUGH THE COMPREHENSIVE  
PLAN PROCESS AND THE  
SUBSEQUENT UPDATE TO THE LAND  
DEVELOPMENT CODE, THE CITY OF  
VENICE IS SETTING THE VISION AND  
PUTTING IN PLACE THE TOOLS TO  
IMPLEMENT IT

The City shall create seven (7) separate and distinct "Neighborhoods" which facilitate area specific development and redevelopment strategies. Neighborhoods are identified for reference purposes on Map LU-1. Seven (7) Neighborhoods have been identified, each including certain unique Strategies that shall apply in addition to those included in this Comprehensive Plan. The Neighborhoods are:

1. The Island
2. Gateway
3. East Venice
4. Pinebrook
5. Northeast Venice
6. Laurel Road Corridor
7. Knights Trail

## Organization of the Plan

The Comprehensive Plan has been developed into the following Sections or "Headings". Specifically, there is the Introduction, Background, Elements-City Wide, Elements-Neighborhood and the Appendix. The Appendix includes not only the Data Inventory and Analysis but also the comments and results from each of the public outreach sessions.

### Section I – INTRODUCTION

Section I – **INTRODUCTION** provides an overview of the City as well as how to use this Plan. This Section will provide a generalized overview of the Plan and its components. This Section will also provide an overview of why the 2010 Comprehensive Plan was changed and what this, the 2017 Comprehensive Plan, is and what it achieves.

### Section II – BACKGROUND

Section II – **BACKGROUND** provides a brief history of the City, historical and projected populations and an overview of the Community Outreach / Neighborhood Workshop meetings. This Section also provides a summary of, "What We Heard".

### Section III – ELEMENTS – City Wide

Section III – **ELEMENTS – CITY WIDE** provides the broad-based vision for the City as a whole. This Section includes all of the Comprehensive Plan's Elements as well as the Future Land Use Map ("FLUM") and any Element specific maps (Transportation, Parks, etc.). **ELEMENTS - CITY-WIDE** provides the *Vision, Intent and Strategies* that apply on a "City-Wide" basis and may not necessarily be repeated within the respective Neighborhoods.

## Section IV – ELEMENTS – Neighborhood

Section IV – **ELEMENTS - NEIGHBORHOOD** provides the *Vision, Intent and Strategies* that apply to each respective Neighborhood. It is incumbent upon the user to identify the specific Neighborhood and its respective language as strategies may vary between Neighborhoods. ~~The Island Neighborhood includes portions of all Elements; however, other Neighborhoods do not.~~ For example, based on community input and the analysis, the Venice Avenue Neighborhood includes only components of Land Use (Redevelopment) whereas the Pinebrook Neighborhood includes components of Parks and Transportation.

## Section V – APPENDIX

Section V – **APPENDIX** includes the community outreach results, analysis, Plan summaries, and other supporting documents. The Appendix also includes the required Data, Inventory and Analysis, commonly referred to as the "DIA"

### The Elements

The Plan's Elements include the following. Note, each of the Elements are identified by a 2-Letter Identifier for easier reference and is provided in parenthesis.



LU = LAND USE: Land Use Definitions, Future Land Use, Historic Preservation-~~(LU)~~



TR = TRANSPORTATION & MOBILITY ~~(TR)~~



OS = OPEN SPACE-~~(OS)~~: FUNCTIONAL , Parks, Public Spaces; CONSERVATION, Coastal Management, Environmental



HG = HOUSING–(~~HG~~): Housing, ~~Affordable~~ Attainable Housing,



IN = INFRASTRUCTURE–(~~IN~~): Water, Wastewater, Capital Improvements Plan

Community Services (Police, Fire, Hospital, Library)



SCHOOLS (*Note: the Sarasota County School Board is currently in-process of revising the County-wide Schools Master Plan including level of service standards. When adopted by the School Board, the Element will be incorporated into the City's Comprehensive Plan.*)

## The 2017-2027 Comprehensive Plan...*What it Achieves*

- Creates a community-wide vision to guide growth and development.
- Improves the stability, physical condition, and economic well-being of the city.
- Makes Venice a more livable and sustainable community of choice between now and 2026.
- Emphasizes the importance of not only creating a plan, but translating it into real action and tangible results.
- Adds a strategic perspective to what is otherwise developed as a guide to the City's long-term vision over the next 10 to 20 years.
- Underscores the need to keep the plan relevant through reviews and periodic updates.
- Advocates ongoing community engagement as the Plan is implemented.

## So Why Change the City's Comprehensive Plan?

The City's Comprehensive Plan may be amended at any time. The State of Florida requires municipalities to review and update, where appropriate, their Comprehensive Plan at least every seven (7) years to reflect changes in Growth Management Laws, changing conditions within the community, updates to policies which may no longer be accurate or effective as well as based on where the community thinks the Plan is working or not working.

The City of Venice is scheduled to provide the State Land Planning Agency with its review and direction of the current Comprehensive Plan by June 1, 2017 with adoption of the EAR-Based Amendments (Evaluation and Appraisal Report) within one year of that date. However, municipalities are not limited to this schedule and may undertake a review prior to this date if, in the municipality's opinion, the review and update is warranted.

In early 2015, the City noted that the current comprehensive plan (2010 Adopted Plan) was not adequately providing guidance for a number of reasons including:

- a lack of clear understanding and direction regarding the Planning Areas established in the 2010 Plan,
- an increased number of regulatory policies typically reserved for the City's Zoning Codes/Land Development Codes,
- studies and sub-plans required per the Plan were either not completed (or undertaken by the City based on, but not limited to, extraordinary fiscal / funding requirements to complete the studies identified), no longer relevant or not envisioned to achieve a specific goal of the City,
- allow for a more realistic build out (development) scenario that is sustainable by the City, consistent with community comments,

- changes in the Florida Growth Management Laws which have either rendered certain policies moot or would require an update to existing policies for the Plan to be in compliance. Note: changes to the currently adopted comprehensive plan based on regulatory changes are identified within the Appendix X.

The City took this opportunity to redefine its land uses and their related policies, develop a Plan that was based on the City's neighborhoods and more importantly, create a document that is simple yet direct and easy to use.

### Comprehensive Plan Review Summary

In addition to the items identified previously in the "Why Change the Plan?" section, the Planning Commission identified several obstacles or challenges which led to inconsistencies in the current plan, changes in state statutes, policy language better suited for the City's Land Development Code as well as items that were not defined or provided insufficient guidance to the City (Figure I1). Specifically, the following items were reviewed as part of the initial Comprehensive Plan review:

- Growth Management (GM) Change (changes in Florida Statutes)
- Regulatory (Code related)
- Consistency (with Other Elements and/or Policies)
- Studies/Dates
- Master Plans
- Other/Planning Areas
- Undefined Topics
- Insufficient Guidance

The current Comprehensive Plan includes over 7210 Goals, Objectives and Policies within its Elements, the majority of which are included in the Future Land Use & Design Element. Based on analysis and review with the Planning Commission, ~~over 600~~ 647 items were identified as items of possible concern (see following Table). These items were further identified (color coded) within the existing Comprehensive Plan based on their recommended disposition (language to remain, language modified, language deleted). The full color coded 2010 Comprehensive Plan and the initial review matrix are retained within the Planning Offices for public review.

## Comprehensive Plan Review Summary

(by Element and Category)

	GM Change (changes in Florida Statutes)	Regulatory (Code related)	Inconsistency (with other Elements and/or Policies)	Studies (required by certain date)	Master Plans (Required)
Future Land Use & Design	0	30	57	7	94
Capital Improvements	2	0	10	5	0
Coastal Waterfront Management	8	0	16	4	0
Community Character	1	1	4	1	1
Community Linkage	1	0	17	0	1
Conservation Open Space	0	0	31	5	0
Emergency Management	2	0	5	3	2
Housing	2	3	11	5	1
Parks Public Spaces	3	0	22	1	2
Public Facilities	1	1	8	0	0
Public School Facilities <i>(to be reviewed with School Board staff)</i>					
Regional Partnerships	1	0	17	0	2
Transportation	5	0	6	3	0
Utilities	1	0	8	1	0
<b>TOTAL</b>	<b>27</b>	<b>35</b>	<b>212</b>	<b>35</b>	<b>103</b>
	Planning Areas Referenced (not within FLU&D Objectives 15-16)	Undefined Topics (by definition)	Insufficient Guidance	Total Occurrences (by Element)	Goals, Objectives, Policies (by Element)
Future Land Use & Design	10	79	63	340	170
Capital Improvements	0	0	1	18	65
Coastal Waterfront Management	0	0	2	81	51
Community Character	0	0	5	13	30
Community Linkage	1	1	3	24	22
Conservation Open Space	1	0	9	46	62
Emergency Management	0	1	3	51	35
Housing	2	3	13	40	54
Parks Public Spaces	1	7	16	92	40
Public Facilities	0	1	1	12	19
Public School					33
Regional Partnerships	8	3	1	32	47
Transportation	0	0	0	14	34
Utilities	0	0	0	10	59
<b>TOTAL</b>	<b>23</b>	<b>95</b>	<b>117</b>	<b>647</b>	<b>721</b>

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# BACKGROUND

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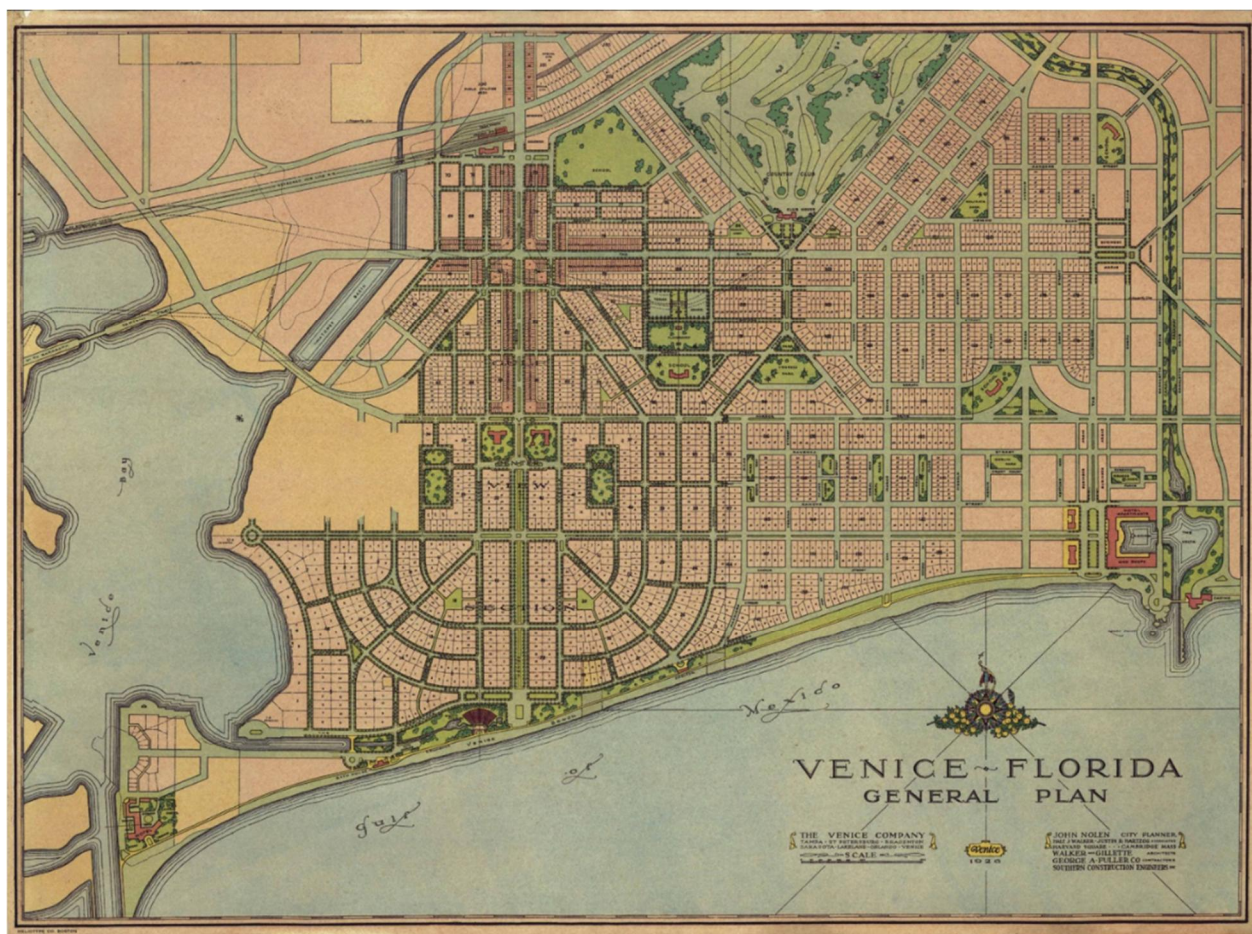
## Section I – BACKGROUND – *What Influenced the Plan*

### The City of Venice – *Our Community*

The City of Venice's location, rich history dating back to the 1926 John Nolen Plan, enviable transportation infrastructure, and cultural resources have made it a desirable community for both residents and business to locate. These same elements have positioned the city for continued, but managed growth during the foreseeable planning horizon. With a refocus of community goals and expectations, it demands a purposeful plan for the future—a plan that emerges from a visioning process but yields an actionable strategy grounded in foreseeable economic realities.

The Nolen Plan has served as the basis for this and similar planning exercises throughout the City's history. The Nolen Plan centered on a mix of land uses, connected street network, and parks. The Plan included much of what is identified today as the historic "core" or downtown of Venice, centered on the Island. Today, much of Nolen's 1926 Plan remains intact with some obvious alterations since that time with the development of the Intracoastal Waterway, conversion of the railroad into the Legacy Trail, and the removal of the golf course on the east side of downtown.

Historically, development in Venice began on the Island following the creation of a community master plan by John Nolen in 1926. The Island represents a true mixture of uses, including the Venice Municipal Airport, historic downtown, a post office, Venice Regional Hospital, Venice High School, and government offices.

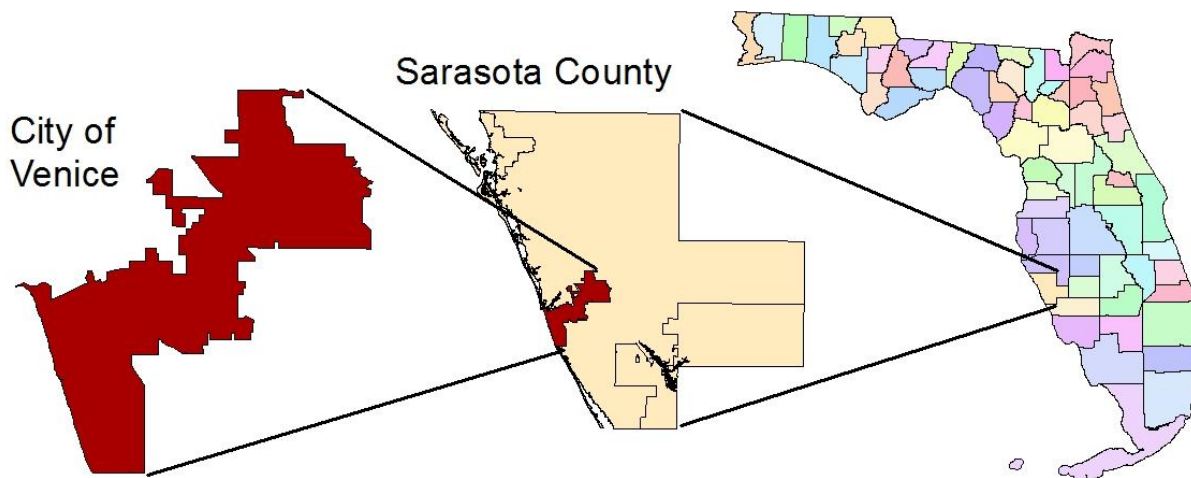


Since the Nolen Plan was developed, there have been significant events in Venice's history which have led to its current development form and pattern including:

- Venice Municipal Airport – The airport was built on the Island in the early 1940s by the United States government to serve as a flight training facility during World War II. At the end of the war, the airport was given to the City of Venice with the stipulation that if it were not used as an airport it would revert back to the U.S. government. Today, the general aviation airport serves a variety of personal and business uses within the region.
- Intracoastal Waterway – The ICW was constructed during the 1964-1967 time frame as a means to “give commercial shipping a safer alternative than the sometimes rough Gulf of Mexico”. The ICW created the area commonly referred to as “The Island”, and was not well received by the residents of Venice at that time due to concerns of safety (school age children falling in), precluding business and industries within the Seaboard area from building spurs for their expansion and concerns of a “long ditch of stagnant water.” (*Sarasota Herald-Tribune*, April 7, 2014)
- Interstate 75 – Interstate 75 was extended from its terminus in Tampa south through Sarasota County in the 1960's creating a much needed and desired alternative for north-south travel along U.S. 41 aka Tamiami Trail, connecting Tampa to Naples, Miami and South Florida.
- The 1970s City decision to allow high rise development on the beach.
- Relocation of the City's Wastewater Treatment Plant west of US 41 Bypass to its current location east of Interstate 75, south of Laurel Road. The relocation was coupled with an expansion of services providing much needed City infrastructure to this portion of the City and South Sarasota County.
- The City's annexations east of I-75.
- Implementation of state water management districts (i.e., SWFWMD) and its resulting regulatory impacts on land development.

## GEOGRAPHY

The City currently includes approximately 9,488,500 acres or roughly 15 square miles in size extending from the Gulf of Mexico east to the Myakka River. Venice's location in the region and in Sarasota County is viewed as an asset. It's a community that has excellent access to highways (Interstate 75, U.S. 41), is served by a municipally owned airport (VNC), and provides its residents and visitors a wide range of environments and amenities including almost 4 miles of beaches, access to the Myakka River, Roberts Bay, and the Intracoastal Waterway as well as several environmental corridors including Curry Creek and Hatchett Creek. There are also a number of both local and regional parks and trail systems connecting the City's neighborhoods to the rest of Sarasota County.



## MARKET ASSESSMENT

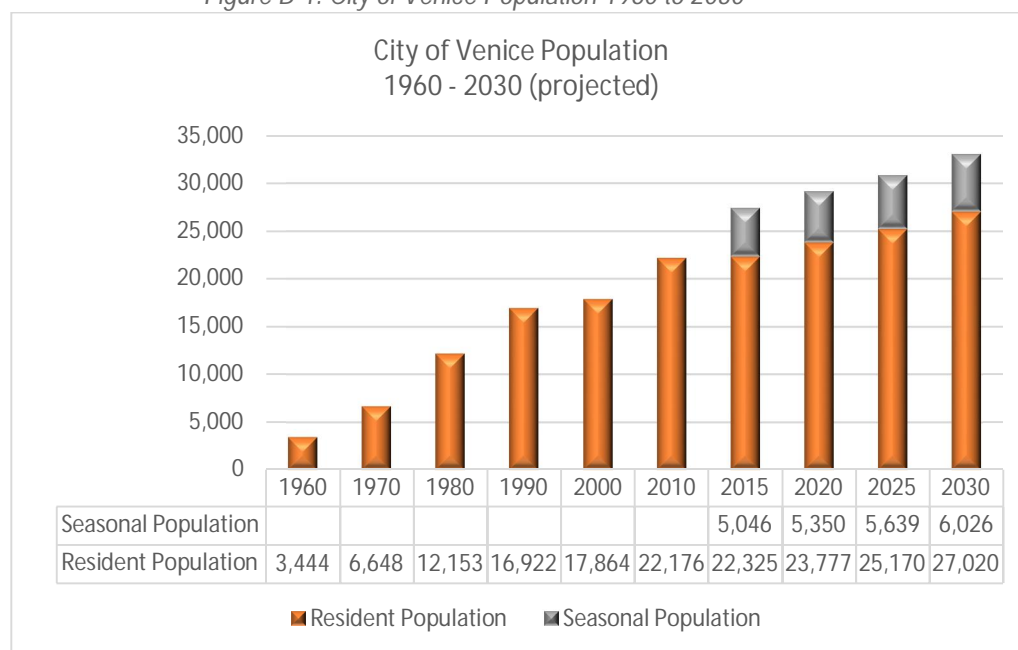
The City undertook a Market Assessment in an effort to document the existing conditions from a demographic and real estate market perspective, providing baseline market statistics to inform potential development opportunities. Real estate demand forecasts have been prepared through 2026 for residential, retail, office, industrial, and hospitality uses. The market assessment considers both local and regional market forces impacting the City of Venice. Ultimately, this document helps to reconcile the full market potential for the City with the community service, infrastructure improvements, and land use policy needed to foster success. The full Market Study is included in the Appendix.

## DEMOGRAPHICS

A growing population creates more opportunities to enhance the quality of life but places increased demands on services and infrastructure. In looking at the City's population and demographics, information was obtained from Sarasota County, the Bureau of Economic and Business Research (BEBR), Southwest Florida Water Management District (SWFWMD) and the Sarasota-Manatee Metropolitan Planning Organization (MPO). From these sources, the City identified both historic and future population trends for both a full-time resident population as well as an increased population based on the City's seasonal population (generally November through April).

Specific to the full-time population, since 2000, Venice has grown by approximately 4,461 persons and is expected to add another 2,845 persons between now and 2025 for a total estimated population of 25,170. The City's total (permanent) population accounts for approximately 5.5 percent of the total population of Sarasota County; however, that percentage is anticipated to decrease to approximately 5.3 percent as both unincorporated Sarasota County and the City of North Port continue to grow at rates greater than Venice. The largest segment during this time remains in the 55 and over population as current residents "age in place" and new retirees ("baby boomers") move to the City. Currently, residents 55 and over account for over three-fourths of the City's total population. The median age in Venice has increased from approximately 67 years old in 2010, now Venice's median age is estimated to be 68.4 years old.

Figure B-1: City of Venice Population 1960 to 2030



1960-2010 population based on historical decennial U.S. Census data

As noted within the Market Assessment and identified below, Figure B-2 and Table B-1, demonstrates the population change between 2000 and 2015 by age group for the City of Venice. Residents aged between 55 and 74, representing the Baby Boomer generation, demonstrated the fastest growth over the 15-year period. The 1,365 new residents between the age of 65 and 74 made up more than one-half of the total increase. This age group also posted the highest rate of growth over the five-year period at 29.9%. Only two of the age groups experienced declines, 0-14 and 35-44, representing a loss in population typically representing families.

Figure B-2: Comparison of Population by Age Group, 2000-2015

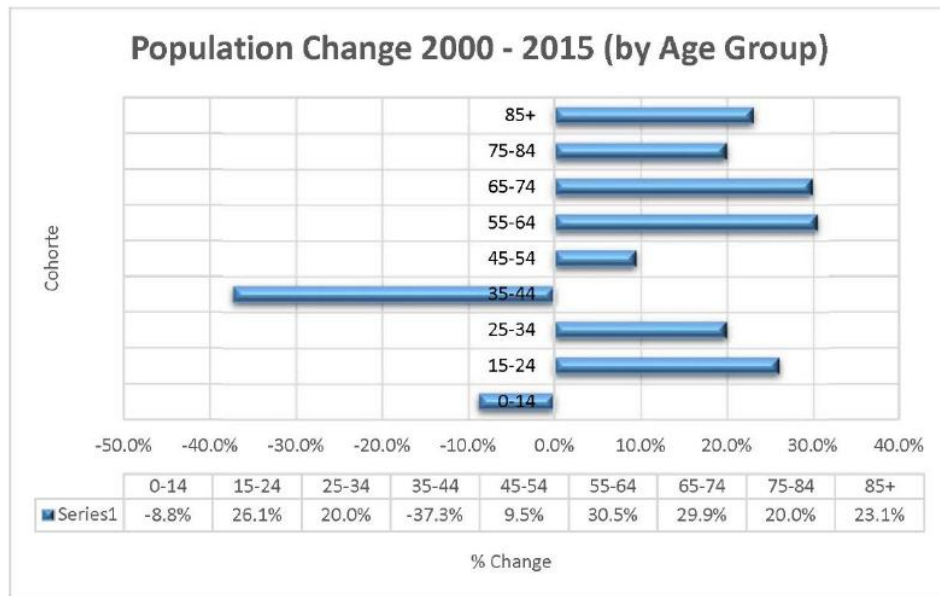


Table B-1: Population by Age Group, City of Venice, 2000-2015

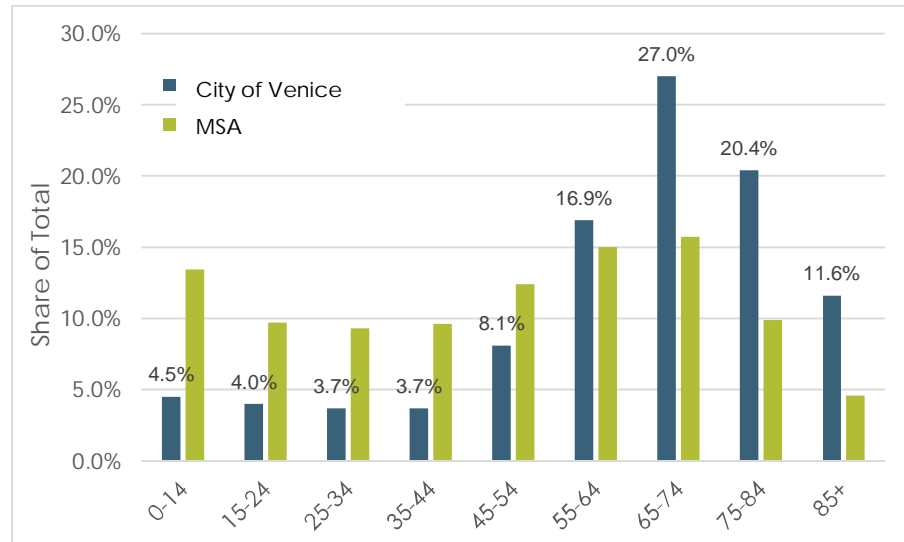
Cohort	2000	2010	2015	2000-2015 Δ	
				#	%
0-14	1,084	996	989	-95	-8.8%
15-24	697	768	879	182	26.1%
25-34	678	705	813	136	20.0%
35-44	1,297	871	813	-484	-37.3%
45-54	1,627	1,909	1,781	154	9.5%
55-64	2,847	3,672	3,715	868	30.5%
65-74	4,570	5,249	5,935	1,365	29.9%
75-84	4,473	4,212	4,484	11	0.2%
85+	2,072	2,365	2,550	478	23.1%
<b>Total</b>	<b>19,365</b>	<b>20,748</b>	<b>21,982</b>	<b>2,617</b>	<b>13.5%</b>

Source: ESRI; US Census; Kimley-Horn

Figure B-3 compares the share of the Venice population from each age cohort to the North Port-Bradenton-Sarasota MSA. The MSA has larger shares of all population cohorts less than 54 years. Conversely, Venice holds a larger share of residents 55+. Overall, more than three-quarters of the total population in Venice is over age 55. As a result,

the median age in 2015 in the City of Venice was estimated at 68.4, compared to 51.4 for the North Port-Bradenton-North Port-Bradenton-Sarasota MSA.

Figure B-3: Comparison of Population by Age Group, 2015



With respect to Household Size, households in the City of Venice grew at a slightly faster rate than population between 2000 and 2015, indicating a declining household size. The average household size in the City of Venice was estimated at 1.75 people in 2015, less than 2.23 people for the North Port-Bradenton-North Port-Bradenton-Sarasota MSA (Figure B-4). With higher shares of younger residents, particularly those representing families, Sarasota County has experienced an increase in average household size in the last 15 years.

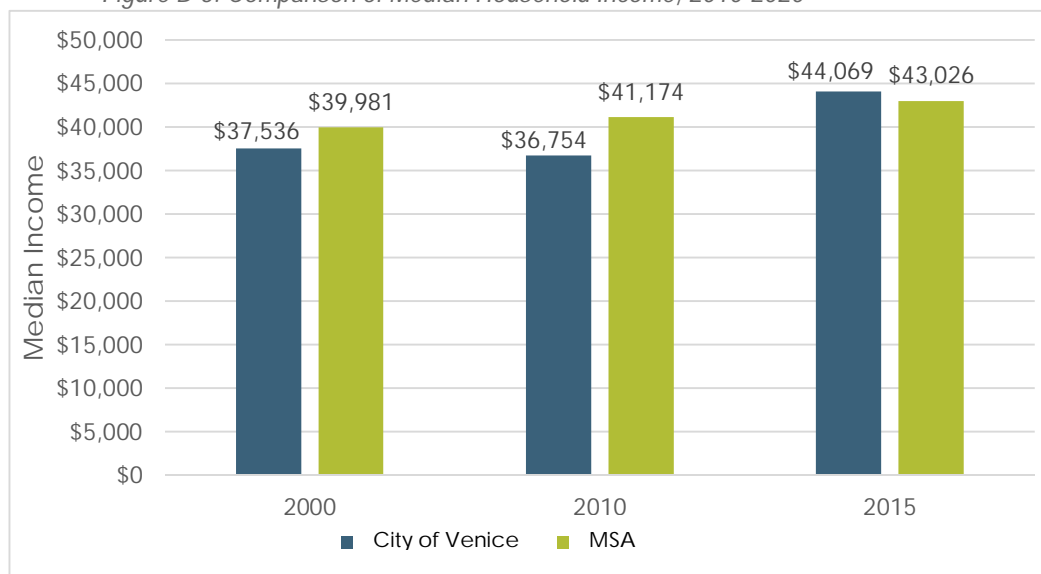
Figure B-4: Comparison of Average Household Size, 2000-2015



Figure B-5 shows the median incomes of the North Port-Bradenton-North Port-Bradenton-Sarasota MSA and the City of Venice between 2000 and 2015. The median household income in both geographies increased over the last 15

years. The City of Venice median income in 2015 was estimated at \$44,069, slightly higher than the MSA's at \$43,026. Although the City of Venice has historically reported a lower median income than the larger MSA, a stronger increase of 20% between 2010 and 2015 resulted in a slightly higher measure comparatively.

Figure B-5: Comparison of Median Household Income, 2010-2020

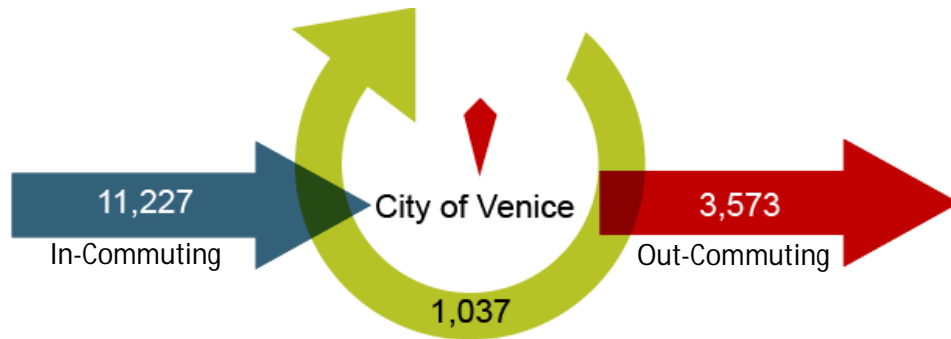


### EMPLOYMENT SUMMARY

The City of Venice is home to a number of major employers, most notably PGT, Tervis Tumbler, and Venice Regional Hospital. These entities support over 5,000 combined jobs in the local economy. With a large seasonal population, this analysis considers the impact of tourism on the market. The City of Venice measured a 23.2% increase in tourism revenue between 2013 and 2014, indicating continued improvement following the 2007-2009 Recession. The Economic and Demand Drivers for Venice are identified in the Market Assessment as Tourism, Manufacturing, Healthcare and Social Assistance, and the Airport; other drivers outside of the City which impact the community include the Sarasota-Bradenton International Airport and Port Manatee. Based on available information, there were almost 13,000 jobs within the City of Venice, the majority of those in the Healthcare and Social Service and Manufacturing sectors.

Based on the Market Assessment and as shown in Figure B-6, approximately 11,227 people are employed in Venice, but live outside of the city boundaries, commuting into the City for work. Only 3,573 employed residents commute to jobs outside the City. Another 1,037 people are estimated to live and work in the City limits. Based on feedback from area stakeholders, the large employee inflow could be partially attributable to the comparatively high cost of housing. It is likely that many of the people commuting in are accessing lower paying jobs targeting the tourism economy – retail, restaurants, and entertainment services. According to PGT, more than one-half of their employees live in North Port/Port Charlotte, while only 15% live in Venice.

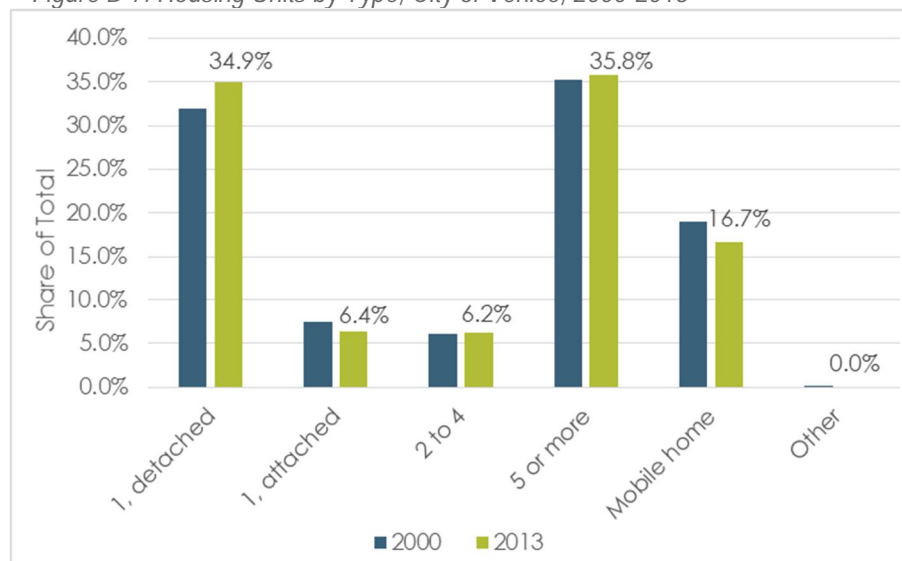
Figure B-6: Commuting Patterns, City of Venice, 2013



### HOUSING SUMMARY

Within the City of Venice, there are over 18,000 housing units constructed, most of which are either multi-family housing (as defined by the U.S. Census, five or more units together in a building) or single family detached (Figure B-7). Based on the 2010 Census, approximately 42 percent of the City's housing stock was classified as "multi-family" (Note: it is understood multi-family as defined by the Census included the City's numerous condominium developments). Based on a 2015 independent analysis performed in support of this Comprehensive Plan (review of the Sarasota County Property Appraiser's data) and assuming the same definition as the 2010 Census, this percent dropped to approximately 36 percent. This confirms the Market Analysis' findings that "Recent trends indicate single family housing are being constructed at an increased rate than other forms of residential housing". The majority of this new construction has occurred in close proximity to I-75 and within planned communities. However, as Venice's population continues to age, "Aging in Place" or continuing care communities are expected to be in greater demand.

Figure B-7: Housing Units by Type, City of Venice, 2000-2013



### EXISTING (ADOPTED 2010 PLAN) & PROPOSED (2017 PLAN) LAND USE

Existing Land Use is a term generally used to describe "what's constructed on the land" at a given point in time. This information is useful in that it provides the City with a base from which it provides public services – water, wastewater

(sewer), police, fire, parks and cultural activities to name a few. The A review of the existing land uses, including the "Carrying Capacity" within the City provides an overview of development patterns in the area today and guidance for the (re)development and planning initiatives desired by its residents.

Based on the review of the Sarasota County Property Appraiser's 2016 data, and as~~As~~ previously noted, the City contains ~~over approximately 18,000-800~~ residential units. In addition, there are ~~over~~is approximately 8.5 million square feet of non-residential uses (Note: non-residential is defined to include: retail/commercial, office, industrial, public spaces and similar).

The City's ~~current 2010 Comprehensive Plan~~ includes land use designations and standards within both the Planning Areas ~~and Joint Planning Areas/Interlocal Service Boundary areas, which when combined~~, allow for a total development (build out) of over 5850,000 residential units and ~~almost approximately 100-94~~ million square feet of non-residential development. Based on the City's persons per household (pph; 1.75 pph) and similar statistics, these totals would support a combined full time and seasonal residential population exceeding ~~400~~88,000 persons.

Based on this, the 2017 Plan, approximately 39,000 residential units (maximum) and approximately 82 million square feet of non-residential uses- could be developed. Based on the City's pph, these totals would support a combined full time and seasonal residential population of 68,000 persons.

## The Public Process

Key to the update of the City's Comprehensive Plan is an inclusionary public engagement process. Understanding community values today ensures that this plan, supports and advances those priorities over the long term.

The planning process began in early 2015 with an exploration of existing conditions and a multi-faceted public outreach and community involvement campaign. The approach was simple:

- to create a strategy that achieves desirable results over the next 10 to 20 years,
- understand the City's successes and challenges since the 2010 Comprehensive Plan,
- take a community snapshot to reassess the vision and priorities expressed by the community and its leadership.

The Comprehensive Plan helps us achieve success against a set of community initiatives that are clear, relatable, and important to city leaders and residents. The underlying philosophy was based on the belief that planning should be done by community leaders, citizens, and stakeholders. Participants not only should value the process and support the outcome, but also have a clear understanding of how to execute and achieve desired results.

Upon adoption of the Comprehensive Plan, the City will then undertake the required process to amend (update) the City's Zoning and related Land Development Codes.

### PUBLIC OUTREACH

Creating a community Vision which can be used as the basis for Comprehensive Plan is a critical step in the overall planning process and one that should not be taken lightly. It requires a thoughtful approach to engaging the community and empowering stakeholders. Community engagement for the Venice Comprehensive Plan encouraged open dialogue while understanding why decisions were made. In doing so, three basic questions were asked:

- *What does Venice want to be?*
- *What steps will be required for Venice to be successful?*
- *How will we measure and what should we anticipate as a result of Venice's success?*

Asking these questions allowed the extensive public outreach process to yield a set of desired outcomes and action items that align with community and neighborhood values. The questions were asked in a variety of ways at numerous events during this phase. These events included two Community-Wide Kickoff sessions, an initial workshop in each of the seven Neighborhoods, a second Community-wide meeting, bi-weekly updates and workshops with the Planning Commission and quarterly reviews with the City Council.

### PUBLIC INPUT

The Plan identifies issues and opportunities, identified through public input, facing Venice today in order to proactively address concerns and capitalize on possibilities to improve the quality of life for its citizens. It provides a broad vision of the future for Venice based on a set of goals defined by residents, business owners, community leaders and other stakeholders. In addition, the plan presents strategies for achieving that vision

The understanding of community dynamics and the outcomes of the initial engagement activities were critical pieces in the creation of the Venice Comprehensive Plan. A common theme that emerged from the planning process is the community's understanding that the physical environment of the city—it's neighborhoods, buildings, streets, utilities, and natural resources—have a far reaching impact on economic vitality and cultural legacy.

Stakeholder interviews were conducted to verify and supplement the data gathered and mapped through the Community Meetings, Neighborhood Workshops, Planning Commission Workshops and the Online Survey. In addition, interested persons were afforded the opportunity to provide comments, formally or informally, in writing for the duration of the Comprehensive Plan process. This input supplemented the data and analysis derived through the process.

### Community Meetings and Workshops

Throughout the process, a series of community outreach meetings and neighborhood workshops was held in order to allow the residents and interested persons the opportunity to voice their opinions. Beginning with the Community-wide Project Kick-off through the Neighborhood Workshops, and extending through the Planning Commission meetings and public workshops, over ~~XX~~ community meetings were held. In addition, the City hosted an Online Survey in an effort to allow for the public process to be truly public and receive comments from those unable to attend the neighborhood workshops or the Planning Commission workshops.

### Neighborhood Workshops

Neighborhood specific workshops were held between December 7<sup>th</sup> and December 14<sup>th</sup>, followed by a Community-Wide Neighborhood Workshop on January 11, 2016.

### Planning Commission Updates

Between June 2015 and ~~January~~ April 2017, the Planning Commission has held approximately 42 workshops and or public hearings where information specific to the Comprehensive Plan has been presented. Attendees at the workshops and the public hearings were provided the opportunity to address the Planning Commission members and provide comments and information as well as ask questions.

### ~~Neighborhood Community Workshops Meetings~~

~~Additional second series of Community Neighborhood Workshops Meetings was held on between January 30-31 and April February 130, 2017. During these is meetings, the community members was invited to provide the Planning Commission with comments regarding the draft and reviewed the final plan, including discussed recommendations to implement the vision, and prioritized action steps.~~

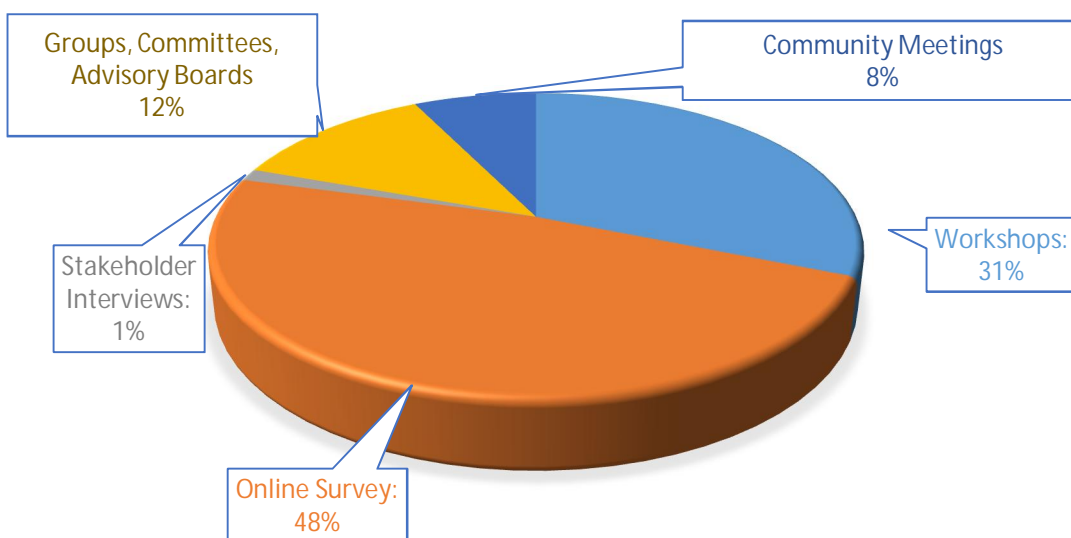
### BY-THE-NUMBERS

#### Total Community Outreach (Workshops, Stakeholders and Online Survey):

Workshops:	640
Online Survey:	987
Stakeholder Interviews:	26
Groups, Committees, Advisory Boards	250
<del>Neighborhood Community Workshops Meetings Part 2</del>	150
TOTAL	<u>1,653</u> 2,053

Note: except for the Online Survey, these numbers are estimates

## COMMUNITY AND PUBLIC OUTREACH



### What We Heard... A Summary of Public Comments

The City of Venice Planning Commission, working with the project team, and based on the community input, developed the following goals. These goals were refined from the initial five (5) goals presented at the outset of the Comprehensive Plan review and update, which were vetted at the community meetings and work sessions. These Goals served as the basis and are used to guide the development of the Comprehensive Plan through the *Vision, Intent and Strategies*.

*What We Heard*...from the various public workshops and through the planning process:

- Preserve Venice's character, historical places, John Nolen's planning heritage, and cultural resources.
- Protect the City's environmental and natural resources, and encourage retention of open space for functional and conservation purposes.
- Balance future growth in a way that transitions and integrates new and existing developments, and provides sufficient infrastructure and community services for the increased population.
- Support mixed-use areas and pedestrian-oriented streets that encourage active lifestyles and new urbanism principles.
- Provide a transportation system that enhances mobility and includes a well-connected pedestrian and bicycle network.
- Ensure a variety of housing types that are available to a wide range of incomes and market demands.
- Promote a diversified business environment that encourages entrepreneurs, supports existing businesses and employment centers, and attracts new employers.

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# LAND USE

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## Section III – ELEMENTS – LAND USE



Land Use defines a community's physical form and function and provides a framework for all infrastructure related decisions, including transportation, economic development, public utilities, community facilities, parks, and environmental protection. Land Use is the generalized term used to include information including Vision, Intent and Strategies addressing the types of development, identification of the Neighborhoods (on the larger scale), residential densities, and non-residential intensities envisioned to be developed within the City. Land Use also includes the

City's strategies regarding Historic Preservation, development design and strategies that link development with the built environment components.

Neighborhoods are an integral part of the City and as such, the City has created Neighborhood Planning Strategies. Neighborhoods form the backbone of the community. Quality neighborhood planning and development identifies and capitalizes on the assets of the neighborhood and the City of Venice as a whole.

Vision LU 1 – The City of Venice envisions a development pattern that balances the economic, social, historical and environmental needs of the community and that preserves the high quality-of-life for all residents.

### *Neighborhoods*

Intent LU 1.1 – Neighborhoods.

The intent of the neighborhood planning approach is to link a variety of efforts to improve the City's neighborhoods in a broad-based way respecting and incorporating the different aspects of community life (residential, commercial, public, recreational) and to provide a method for addressing development issues within the City.

Strategy LU 1.1.1 – Neighborhoods Established.

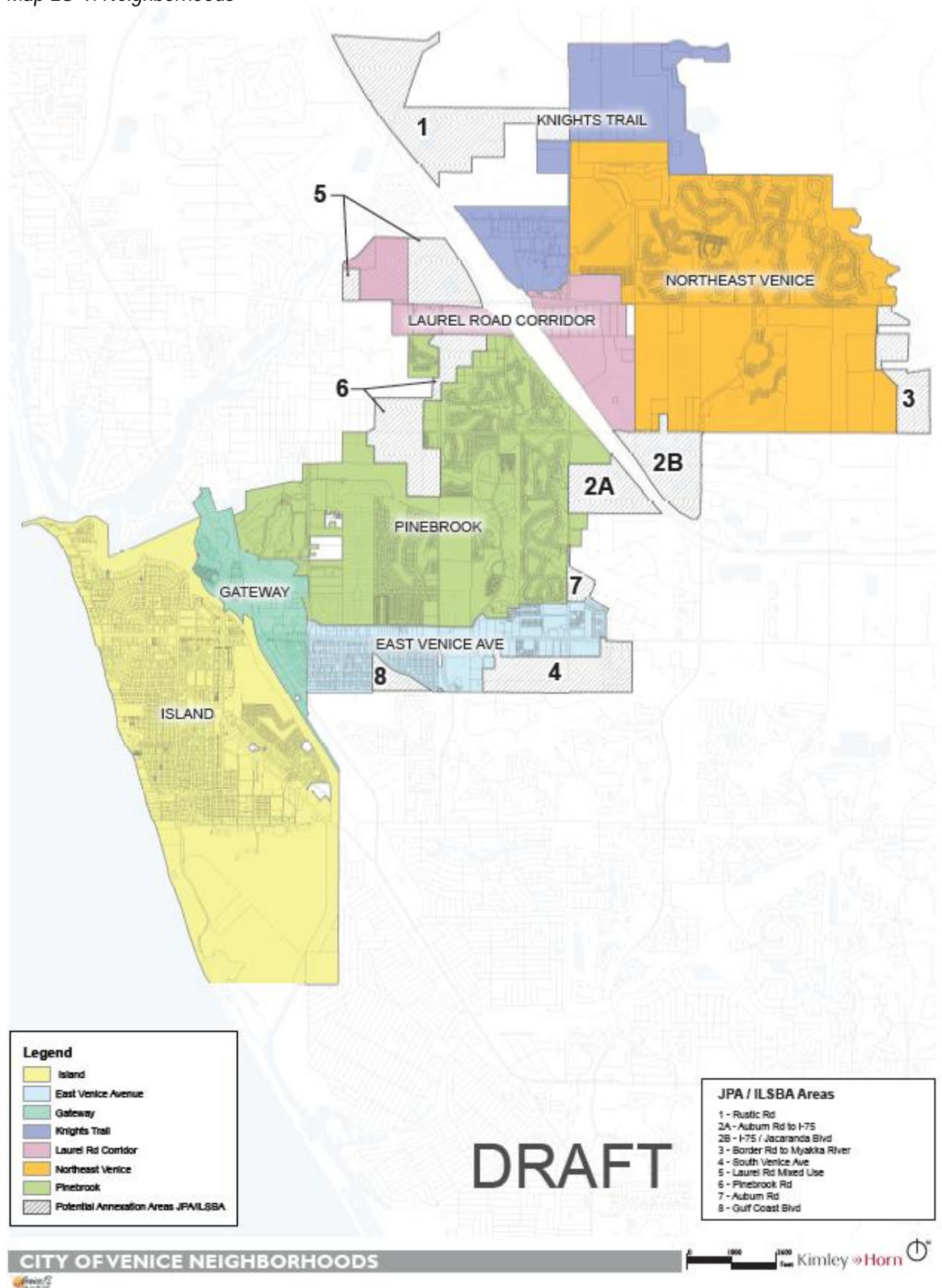
The City shall create seven (7) separate and distinct "Neighborhoods" which facilitate area specific development and redevelopment strategies. Neighborhoods are identified for reference purposes on Map LU-1. Seven (7) Neighborhoods have been identified, each including certain unique Strategies that shall apply in addition to those included in this Comprehensive Plan. The Neighborhoods are:

1. The Island
2. Gateway
3. East Venice
4. Pinebrook
5. Northeast Venice
6. Laurel Road Corridor
7. Knights Trail

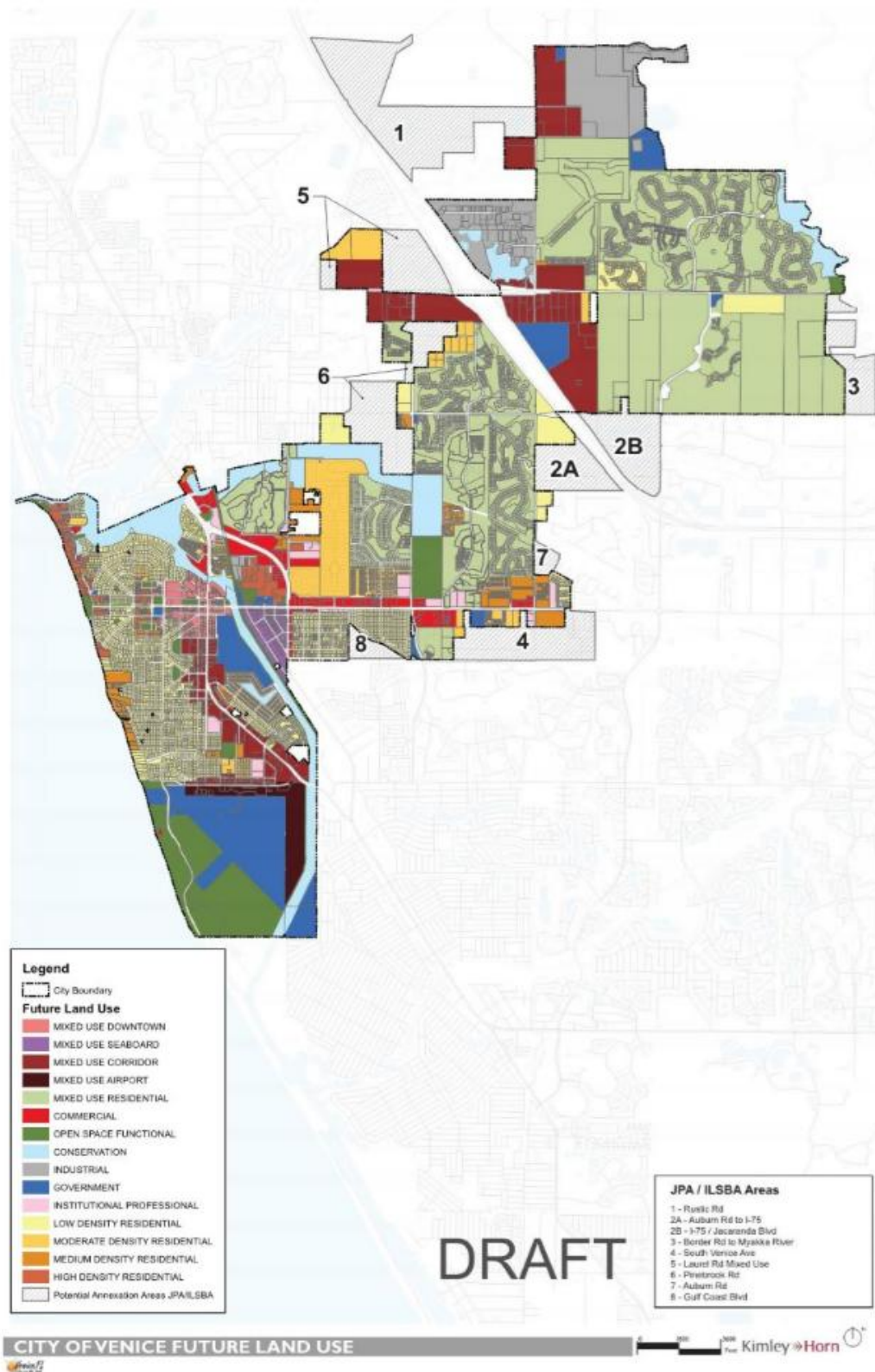
Strategy LU 1.1.2 – Planning Areas. In support of the Neighborhood Planning approach, the Planning Areas previously identified in the Land Use and Urban Design Element are eliminated except as identified in the transitional language Strategies.



Map LU-1: Neighborhoods



## FUTURE LAND USE MAP (Map LU-2)



## Future Land Use

### Intent LU 1.2 – Land Use Designations.

The City shall ~~provide~~ ~~redefine existing~~ land use categories to provide ~~a~~ that include a variety of densities and intensities appropriate to the different neighborhoods, and link these land uses to implementing zoning districts.

#### Strategy LU 1.2.1 – Future Land Use Map.

The Future Land Use Map, Map LU-2, shall identify the future land use designations for all property within the City of Venice. The Future Land Use Map shall also identify the Neighborhood Boundaries and CHHA at a minimum.

#### Strategy LU 1.2.2 - Land Use Designations.

The City's Land Use Designations, general description and implementing Zoning Districts are provided in the Strategies below. The Designations are grouped by the overarching Planning Categories of conventional designation of *Residential*, *Non-Residential*, *Open Space* and *Mixed Use*.

#### Strategy LU 1.2.3 Residential.

Density Defined. Dwelling Units Per Acre (DU/AC): Residential Development ("Density") is measured in dwelling units per (gross) acre.

Residential Land Use	Density per Gross Acre	Implementing Zoning Districts
Low Density	1.0 to 5.0	RE, RSF1, RSF2, RSF3
Moderate Density	5.1 to 9.0	RSF4, RMF1, RMF2, RMH
Medium Density	9.1 to 13.0	RMF3
High Density	13.1 to 18	RMF4



#### Strategy LU 1.2.3.a Low Density Residential:

1. Supports single family detached residential and limited attached residential
2. Establishes and maintains single family areas within the neighborhoods

Figure LU-1: Low Density Residential Example





#### Strategy LU 1.2.3.b Moderate Density Residential:

1. -Supports single family detached and attached residential, with a focus on attached residential; multifamily uses ~~are~~ may also be supported
2. ~~Serves as a transition to Medium and High Density Residential or Institutional Professional Land Use Designations~~
3. Recognizes existing mobile home parks

*Figure LU-2: Moderate Density Residential Example*



#### Strategy LU 1.2.3.c Medium Density Residential:

1. -Supports a variety of residential types – single family attached and multifamily; supports mixed use residential development
2. ~~May be used as a transition from Low Moderate Density Residential, to Mixed Use and Commercial Land Use Designations~~

*Figure LU-3: Medium Density Residential Example*



#### Strategy LU 1.2.3.d High Density Residential:

1. -Supports higher density residential uses including multi-family residential
2. ~~May be used as a transition from Low Moderate Density Residential, to Mixed Use and Commercial Land Use Designations~~



3. Non-Residential Uses in the High Density Residential Designation. In order to provide predictable land uses, non-residential uses previously provided for or permitted through the conversion factor, including its allocation ratio, have been removed from this Comprehensive Plan

Figure LU-4: High Density Residential Example



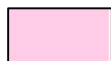
#### Strategy LU 1.2.4 Non-Residential.

Non-Residential Land Use	Intensity (Floor Area Ratio)	Implementing Zoning Districts
Commercial	1.0	CN, CG, CI, CBD, CHI, CSC, PCD
Institutional-Professional	0.5	OPI, OMI
Industrial	2.0	ILW, PID
Government	No Maximum	GU



##### Strategy LU 1.2.4.a Commercial

1. Reflects more conventional commercial uses and development patterns
2. Typical uses may include retail, service, financial, automotive convenience centers, and similar
3. Lodging/Transient lodging (i.e., hotels) may be provided consistent with the underlying zoning district
4. ~~May be used as a transition from Institutional Professional and Medium/High Residential to Industrial and Government Land Use Designations~~



##### Strategy LU 1.2.4.b Institutional-Professional:

1. Provides areas within the City for professional offices, educational, healthcare, religious or similar uses
2. ~~May be used as a transition from Low/Moderate Residential to Commercial and Mixed Use Land Use Designations~~



##### Strategy LU 1.2.4.c Industrial

1. Supports industrial uses located within the City either on individual lots or part of an industrial park
2. Typical uses may include manufacturing, storage and warehouse/distribution uses including those with outdoor storage; agricultural and agricultural related



uses are also permitted. This Strategy does not preclude providing supporting retail, office, open space and other non-industrial uses which are determined to be accessory and necessary to support the industrial use (i.e., child care)

3. ~~Except where adjacent to other Industrial Land Use Designations, buffers (landscape and/or setbacks) shall be provided between Industrial and all other Land Use Designations as defined within the Land Development Regulations~~



#### Strategy LU 1.2.4.d Government:

1. Property owned by the City of Venice, Sarasota County, Sarasota County School Board, State of Florida, or United States Government.
2. Typical government uses include educational facilities, cultural, social services, transportation facilities including aviation functions, which support the City and its residents
3. Depending on the nature of certain intensive governmental uses such as water and wastewater treatment plants, solid waste facilities including transfer facilities, significant mitigation techniques ~~buffers (landscape and/or setbacks)~~ shall be provided

#### Strategy LU 1.2.5 – Residential Uses in Non-Residential Designations

In order to provide predictable land uses, residential uses previously provided for or permitted through the conversion factor, including its allocation ratio, have been removed from this Comprehensive Plan.

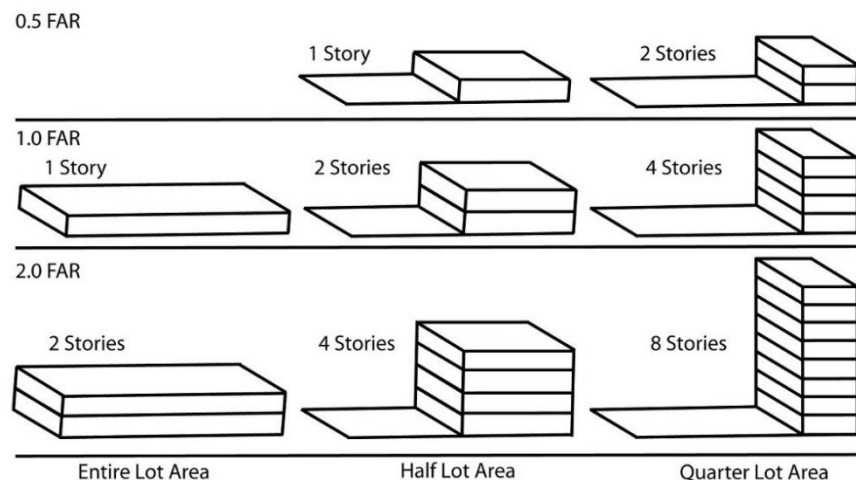
#### Strategy LU 1.2.6 – Non-Residential Intensity Defined; Floor Area Ratio (FAR)

Non-Residential Development ("Intensity") is measured in Floor Area Ratio (FAR). FAR is calculated by dividing the total size of the building/structure (in square feet) by the total size (in square feet) of the lot on which the building is located.

#### EXAMPLE

A 5,000 square foot building on a 10,000 square foot lot equals an FAR of 0.5.

Figure LU-5: FAR Examples



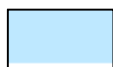
## Strategy LU 1.2.7 Open Space.

Open Space Land Use	Implementing Zoning Districts
Functional	GU, PUD, PID, PCD
Conservation	GU, PUD, PID, PCD



## Strategy LU 1.2.7.a Functional

1. Identifies public parks, trails, natural systems (not including those provided or required as part of a conservation easement), publicly accessible lands for either active or passive recreation
2. May include community amenities, focal points comprised of publicly accessible outdoor gathering spaces (great lawn, shade structures/trellis, or similar as determined by the Development Services Director, golf courses, sports fields, playgrounds, public beaches, stormwater facilities as identified below. In addition, portions of existing and or proposed parks may be utilized for City public safety uses.



## Strategy LU 1.2.7.b Conservation:

1. Identifies those areas including but not limited to protected open spaces (wetland, wetland buffers, coastal and riverine habitats), preserves, native habitats including those of endangered or threatened species or species of special concern, wildlife corridors; natural lands owned and managed by the City, Sarasota County, State (i.e., FDEP, SWFWMD) or Federal Agency that do not qualify as Open Space (Functional) defined above; watercourses, other surface waters, aquifer recharge areas, or other areas as identified within the Open Space Element of this Plan.

## Strategy LU 1.2.8 – Compatibility Between Land Uses.

Figure LU-6 (below) establishes the Compatibility Review Matrix between existing and proposed Future Land Use categories. The Land Development Code shall set forth a hierarchy of a similar matrix for zoning districts and associated buffering/open space requirements, based on the density and intensity of permitted uses, mitigation techniques and review processes. The LDC shall establish review processes and mitigation standards. Compatibility does not mean “the same as”, rather, it refers to the sensitivity of development proposals in maintaining the character of existing development. Developments which propose an amendment to the Future Land Use designation (map) of a particular property shall demonstrate to the City Council’s approval, upon recommendation by the Planning Commission, how compatibility is provided and by what means. Compatibility is assumed to include but not be limited to a reduction in density and or intensity, reduction or stepping down of building heights, increased setbacks, increased buffering and opacity standards, or similar.



Figure LU-6: FLU Compatibility Review Matrix

FLU Proposed	Adjacent (Existing) FLU									
	LDR	MODR	MEDR	HDR	IP	COMM	GOVT	IND	OS-F	OS-C
	LDR	Y	Y	Y	N	N	N	N	Y	Y
	MODR	Y	Y	Y	N	N	N	N	Y	Y
	MEDR	Y	Y	Y	Y	Y	N	N	Y	Y
	HDR	N	N	Y	Y	Y	N	N	Y	Y
	IP	N	N	Y	Y	Y	N	N	Y	Y
	COMM	N	N	N	Y	Y	Y	N	Y	N
	GOVT	N	N	N	N	Y	Y	Y	N	N
	IND	N	N	N	N	N	Y	Y	N	N
	OS-F	Y	Y	Y	Y	Y	Y	Y	Y	Y
	OS-C	Y	Y	Y	Y	Y	Y	Y	Y	Y

Y	Presumed Compatible
N	Potentially Incompatible

Strategy LU 1.2.9 – Mixed Use Category. The City has developed new mixed-use future land use land use categories and provided the minimum and maximum targeted land uses, densities, and intensities identified below.

Mixed Use Land Use	Intensity (Floor Area Ratio)	Residential Density	Implementing Zoning Districts
Downtown	See Strategies below for the respective Intensity and Density Standards including Maximum Levels of Development. Residential densities below are per parcel and not an average across the Mixed Use Designation.		CBD, RMF-3, RMF-4, CN, CG, OPI, CMU
Seaboard			RMF-3, RMF-4, CN, CG, CI, CSC, PCD, ILW, PID, CMU
Corridor			RMF-3, RMF-4, PUD, CN, CG, CI, OPI, OMI, PCD, ILW, CMU
Airport			GU, PCD, PID
Residential			PUD



#### Strategy LU 1.2.9.a Downtown (MUD)

1. Limited to the Island Neighborhood, generally centered on Venice Avenue and Tamiami Trail (Business 41)
2. Supports mixed use (horizontal and vertical)
3. Medium and High Residential Designation uses are permitted



4. Commercial/Office are envisioned on the ground floor
5. ~~Single family~~ (Low Density and Moderate Density Residential) and Industrial uses are not permitted
6. Designation Total Acreages (Min/Max Percentages) as follows:
  - a) Non-Residential: 50% / 80%
  - b) Residential: 20% / 50%
7. Typically walkable in nature; ~~developed utilizing form-based code concepts and standards for building placement, design, and parking~~
8. Intensity/Density:
  - a) Non-Residential Intensity (FAR): 0.65 (average) Designation-Wide; 3.0 maximum per individual property
  - b) Residential Density (Du/Ac): 9.1 - 18.0



#### Strategy LU 1.2.9.b Seaboard (MUS)

1. Limited to the Gateway/Waterway Neighborhood, bounded by Venice Avenue (generally south side of Venice Avenue) and Tamiami Trail (bypass 41) (west side of Tamiami Trail)
2. Supports mixed use (horizontal and vertical)
3. All Non-Residential Uses are envisioned; however, new Industrial Uses are prohibited
4. Medium and High Residential ~~Designation~~ uses are permitted; Low and Moderate Density Residential ~~Designations and~~ uses are prohibited except where legally non-conforming.
5. Designation Total Acreages (Min/Max Percentages) as follows:
  - a) Non-Residential: 65% / 90%
  - b) Residential: 10% / 35%
6. Supports redevelopment and adaptive reuse of existing buildings
7. ~~Developed utilizing form-based code concepts and standards for building placement, design, and parking~~
8. Intensity/Density:
  - a) Non-Residential Intensity (FAR): 0.75 (average) Designation-Wide; 1.5 maximum per individual property
  - b) Residential Density: 9.1 - 18.0



#### Strategy LU 1.2.9.c Corridor (MUC)

1. Envisioned to be located in and support the Island Neighborhood, Laurel Road Corridor and limited portions of the Northeast Venice Neighborhood and Knights Trail Neighborhood.
2. Supports mixed use (horizontal and vertical).
3. Moderate to Medium Density Residential ~~Designation~~ uses are permitted; low density/single family uses are not permitted.
4. Non-Residential uses are limited to Commercial and Institutional-Professional.
5. Industrial Uses are not permitted except as noted below.
6. Min/Max Percentages as follows (except as noted below for the Laurel Road



Corridor):

- a) Non-Residential: 50% / 90%
- b) Residential: 10% / 50%

7. Intensity/Density:

- a) Non-Residential Intensity (FAR): 0.75 (average) Designation-Wide; 1.0 maximum per individual property
- b) Residential Density: 5.1 - 13.0

- 8. Typically developed utilizing form based code concepts and standards for building placement, design, and parking; "campus-style" design may be used.
- 9. Except for MU-C located within the Laurel Road Corridor, Large-scale, single use commercial buildings and uses including those requiring outdoor display of goods are not permitted within this Designation.
- 10. Within the Laurel Road Corridor existing ILW Zoned properties shall be permitted to remain as "grandfathered".
  - a) Min/Max Percentages specific to the Laurel Road Corridor as follows:
    - i. Non-Residential: 75% / 90%
    - ii. Residential: 10% / 25%

Strategy LU 1.2.9.d Airport (MUA)

- 1. Primarily encompasses the non-aeronautical areas of the Venice Municipal Airport (i.e., not runways and taxiways).
- 2. Uses shall be consistent with the adopted Airport Master Plan
- 3. Intensity/Density:
  - a) Non-Residential Intensity (FAR): 0.5 (average) Designation-Wide; 1.0 maximum per individual property
  - b) Residential: not permitted

Strategy LU 1.2.9.e Residential

- ~~1. Limited to existing and proposed properties zoned PUD.~~
- ~~2. Consistent with the PUD Zoning, conservation and functional open spaces are required. See also Strategy OS 1.11.1 Mixed Use Residential District Requirements.~~
- ~~3. Development standards including bulk development standards and housing types are designated at the PUD Zoning level.~~
- ~~4. A variety of residential density ranges are envisioned providing the overall density does not exceed 5.0 dwelling units per gross acre for the subject project/property.~~
- ~~5. Previously approved PUD developments exceeding the standards of this section shall be permitted / retain their currently approved density and intensity, open space percentage / provisions, and other previously approved development standards~~

Min/Max Percentages as follows:

- a) Residential: 45% / 50%



- ~~b) Non Residential: 0% / 5%~~
- ~~c) Open Space (including both Functional and Conservation): 50% (min).  
Open spaces shall not be less than a minimum 10% conservation or a minimum 10% functional~~
  - ~~i. The City shall require an amendment to the Comprehensive Plan to exceed 55% Open Space~~

~~Intensity/Density:~~

- ~~d) Residential Density: 1.0 – 5.0~~
- ~~e) Non Residential Intensity: 0.10 for qualifying non-residential uses based on the gross acreage of the PUD~~

Strategies LU 1.2.9 through 1.2.14 apply to all mixed use categories excluding MUR

Strategy LU 1.2.9 – Mixed Use Category – Minimum thresholds.

Development and or redevelopment projects within the Mixed Use designations shall not be denied solely because the individual project does not meet the overall the minimum threshold (percentage) of the category ~~is not achieved~~.

Strategy LU 1.2.10 - Mixed Use Development Principles.

Mixed-use developments should generally provide non-residential (such as retail, eating establishments, food stores, and banks), and other uses such as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian-friendly form. All uses permitted internal/within a mixed use category shall be deemed to be compatible for the comprehensive plan Future Land Use and in the City's Land Development Code.

~~Strategy LU 1.2.11 – Mixed Use Designations~~

~~Based on the nature of the Mixed Use designations, transitions and/or buffering of uses (i.e. residential to non-residential), shall not be required.~~

~~Strategy LU 1.2.10 – Mixed Use Designations – Government Uses.~~

~~Government uses shall be permitted within the Mixed Use Designations.~~

Strategy LU 1.2.11 - Form Based Code.

The City shall adopt a Form Based Code for the Mixed Use designations to achieve the Context Sensitive Design. ~~Until such time as the Form Based Code is adopted, the City shall utilize Form Based Code concepts in its reviews.~~

~~Strategy LU 1.2.12 – Mixed Use Development Principles.~~

~~Mixed-use developments should generally provide non-residential (such as retail, eating establishments, food stores, and banks), and other uses such as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian-friendly form. All uses permitted within the respective Mixed Use designation shall be deemed to be compatible and not subject to internal transitions and or buffering.~~

Strategy LU 1.2.12~~3~~ - Mixed Use Development Transitions.

Mixed-use areas are deemed to be compatible with the adjacent land use designations.



#### Strategy LU 1.2.13-4 - Mixed Use Development Connectivity.

A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. ~~In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major street, where feasible.~~

#### Strategy LU 1.2.14 – Mixed Use Designations – Government Uses.

Government uses shall be permitted within the Mixed Use Designations.



#### Strategy LU 1.2.15 Mixed Use Residential

1. Limited to existing and proposed properties zoned or proposed to be zoned PUD.
2. Consistent with the PUD Zoning, conservation and functional open spaces are required. See also Strategy OS 1.11.1 – Mixed Use Residential District Requirements.
3. Development standards including bulk development standards and housing types are designated at the PUD Zoning level.
4. A variety of residential density ranges are envisioned providing the overall density does not exceed 5.0 dwelling units per gross acre for the subject project/property.
5. Previously approved PUD developments exceeding the standards of this section shall be permitted to retain their currently approved density and intensity, open space percentage, provisions, and other previously approved development standards.
6. Min/Max Percentages as follows:
  - a) Residential: 45% / 50%
  - b) Non-Residential: 0% / 5%
  - c) Open Space (including both Functional and Conservation): 50% (min). Open spaces shall not be less than a minimum 10% conservation or a minimum 10% functional
7. Intensity/Density:
  - a) Residential Density: 1.0 – 5.0
  - b) Non-Residential Intensity (FAR): 0.1 (average) Designation-Wide; 0.25 maximum per individual property. Non-Residential Intensity is based on a maximum of 5% non-residential development within the MUR.

#### Strategy LU 1.2.16 – Mixed Use Residential Open Space Connectivity

Within the MU-R land use designations, new development shall provide open space connectivity by means of either functional and or conservation uses. Open space connectivity shall be a minimum of 25 feet wide.

#### Strategy LU 1.2.17 – Mixed Use Categories, Monitoring and Reporting (applies to all Mixed Use Categories).

The City Planning and Development Services staff shall develop an annual report provide the Planning Commission with an annual update on development activity within the Mixed Use Categories. City as a whole, Neighborhoods and all of the Mixed Use land use designations



Staff shall develop a tracking mechanism and include the percent development in conjunction with the thresholds of development established within the mixed use land use designations

Strategy LU 1.2.12.a Maximum Thresholds

~~Development and or redevelopment within the Mixed Use designations shall not exceed the maximum threshold without receiving an amendment to this Comprehensive Plan initiated by the City of Venice or receiving non-residential reserve square footage per Strategy LU 1.2.20.~~

Strategy LU 1.2.12.b Thresholds Applied

~~The minimum and maximum thresholds shall be applied on a per Neighborhood basis and not applied on a City wide basis.~~

Strategy LU 1.2.18 Thresholds Applied

The minimum and maximum thresholds in each of the Mixed Use categories are not intended to be an allocation of land but are used as a mechanism to determine the maximum density and intensity within each mixed use area and Neighborhood. The intent of this strategy is to eliminate the need to calculate/allocate a vertical mixed use development as a percentage of acreage. This strategy also recognizes that applications which propose to amend a property for Mixed Use or the reverse shall also identify the revised and updated carrying capacity (maximum density and intensity standards) for the respective designation and Neighborhood standards.

Strategy LU 1.2.19 – Attainable Housing Density Bonus

Within the Medium and High Density Residential Land Use Designations and the Mixed Use Designations, excluding MUR and MUA-R, a development bonus may be granted, if developments provide qualifying Attainable Housing as defined in Strategy HG 1.5.3. Attainable Housing Density Bonuses shall be reviewed as part of a rezoning and accompanying binding development plan and Strategy HG 1.6.3. Any attainable housing bonus approved by the City shall count against the reserve density allocation in Strategy LU 1.2.20.

Strategy LU 1.2.19 - Reserve Density and Intensity

In order to facilitate the creation of attainable housing pursuant to Strategy HG 1.5.3 and encourage development and redevelopment within the Mixed Use designations, excluding MUR, the City has established a reserve of 1,000,000 square feet of non-residential intensity and 500 dwelling units to be allocated by the City Council upon recommendation by the Planning Commission at the time of rezoning and/or site plan review. Standards for the application of the reserve density and intensity, including the implementation, shall be provided in the Land Development Code.

~~In order to encourage development and redevelopment that seeks to facilitate multi use and mixed use projects within targeted areas of the City, the Mixed Use designations, excluding the MUR, are created to provide for an effective mix of office, service, retail, entertainment, residential, open space and transportation uses that will promote livable areas. Total densities and intensities of development within the respective Mixed Use designations (MUD, MUS, MUC, MUA) may be increased through the application of the City's reserve density and intensity. The reserve density and intensity may be applied on a city wide basis specific to (limited) the respective Mixed Use designations. as follows:~~

~~Standards for the application of these densities and intensities, including the implementation shall be provided in the Land Development Code:~~



1. ~~Non Residential: 1,000,000 square feet are held in reserve to be allocated by the City Council upon recommendation by the Planning Commission at the time of rezoning and/or site plan.~~
2. ~~Residential: 500 dwelling units are held in reserve to be allocated by the City Council upon recommendation by the Planning Commission at the time of rezoning and/or site plan.~~

Strategy LU 1.2.20 - Essential services-

Essential Services as defined by the City's Land Development Code shall be permitted in all Land Use Designations.

## *Planning and Design Principles*

Intent LU 1.3 Planning and Design Principles.

The City intends to guide future development and redevelopment through planning and design principles that foster successful urban communities. The City's Future Land Use designations are intended to establish the following planning and design principles to guide the growth, development and redevelopment efforts within the City. The following Strategies are designed to help guide the City's Land Development Code and review processes.

### Strategy LU 1.3.1 Mix of Uses

The City shall promote a mix of uses including a mixture of residential and non-residential uses (where desired by the Community) of varying densities, non-residential intensities, and uses designed to encourage multiple modes of travel such as pedestrian activities, bicycles, transit, low-emission vehicles/golf carts and automobiles.

### Strategy LU 1.3.2 Functional Neighborhoods

The City shall promote functional neighborhoods defined at the Planning Level which include neighborhood centers, a variety of housing types, public/civic space designed for the context of the Neighborhood and a variety of open space amenities.

### Strategy LU 1.3.3 Walkable Streets

The City shall promote walkable streets integrated within and between neighborhoods that designs a community based on reasonable walking distances, enhanced landscape design, the location of parking, and the design of streetlights, signs and sidewalks.

### Strategy LU 1.3.4 Interconnected Circulation

The City shall promote interconnected circulation Network that prioritizes pedestrians and bicycles; linking individual neighborhoods to retail (shopping) areas, parks and other recreational features and civic spaces.

### Strategy LU 1.3.5 Natural Features

The City shall respect natural features through designs that recognize the natural and environmental features of the area and incorporates the protection, preservation and enhancement of these features as a resource to the Neighborhood as a whole.



#### Strategy LU 1.3.6 - Coordination with Public Infrastructure.

The City shall ensure that 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.

#### Strategy LU 1.3.7 – Infill Development - Compatibility

New buildings and development shall relate to the context of the neighborhood and community with regard to building placement, height and design.

#### Strategy LU 1.3.8 Co-Location of Facilities

The City shall promote the co-location of parks, schools, and other community facilities to support community interaction, enhance neighborhood identity, and leverage limited resources.

### *Historical Resources*

#### Intent LU 1.4 - Residential and Non-Residential Development and Planning

The City shall recognize and preserve its historic and architectural character with emphasis of areas identified in the Nolen Plan.

#### Strategy LU 1.4.1 – Historic Preservation

The City shall utilize the City's land development regulations to require that redevelopment projects are consistent with the historical character of the City, specifically regarding:

1. Historic grid street patterns established by the Nolen Plan.
2. Integrated open spaces including parks and pocket parks.
3. Architectural detailing and materials that reflects the existing character of the City, and are compatible with adjacent existing developments.
4. The City recognizes the Nolen Plan which the City recognizes has been modified since its inception and there may be situations in the future that warrant additional deviations from this physical plan. This Strategy shall not be construed to limit development and redevelopment activities which are deemed acceptable through a super majority vote by the City Council approved by an affirmative vote of five (5) council members.

#### Strategy LU 1.4.2 – Historic Structures, City Review and Assistance

The City through the Land Development Review Process shall:

1. Include historic resource staff as a reviewing member of the Technical staff charged with reviewing all development and redevelopment activities in the City.
2. Ensure historic resource staff review demolition permits for all structures.
3. Provide information and education to property owners to facilitate economic viability for the retention of historic structures

#### Strategy LU 1.4.2 – Historical Structures and Economic Viability

The City shall through the Land Development Code and review processes shall ensure that economic viability be evaluated for maintaining and preserving of historic structures.



### Strategy LU 1.4.3 – Preserve Existing Structures

The City recognizes the importance of the City's historic structures and wishes to preserve them by use of various means, such as the following:

1. Support efforts of private non-profit organizations to raise funds for adaptive reuse of historic structures.
2. Advising property owners and potential developers of historic structures of the advantages of local, state and federal tax credits for rehabilitation of income-producing historic structures, land trusts, alternative site development standards.
3. Grandfathering legal non-conforming densities, provided that the building is listed as a historic resource on the National Register of Historic Places or is greater than 50-years in age, that the building is included in the historic district, and-or that the reconstruction is an authentic replica of the original building except for compliance with new building codes.
4. Historic Resource Demolition Alternatives such as project redesign to protect historic resources, alternative site and design standards, documentation of the historical resource through pictures and written report, and adaptive reuse.
5. Pursue Certified Local Government (CLG) designation.

### Strategy LU 1.4.4 – Historically Significant Structures

The City shall encourage the preservation of historic structures through adaptive reuse. The City recognizes that fFor structures in, or eligible to be included in the Historical Register, Local and or National, the existing floor area ratio of the vacant structure may be considered conforming with the underlying land use plan category even if it exceeds the maximum permitted. The City shall develop standards within the Land Development Code and review processes for the preservation of historically significant housing, buildings and neighborhoods within the City including incentives for preservation. See also Map LU-3 for the locations of Historical/Architectural Review and Historic Structures

### Strategy LU 1.4.2 — Preserving the Nolen Plan Layout

The City, through the Land Development Code and review processes, shall protect the original urban design principles of the historic district (Nolen Plan) by ensuring that the form and function of the historic grid, including streets, alleys and right of ways is substantially maintained.

The City recognizes the physical plan has been modified since its inception and there may be situations in the future that warrant additional deviations from this physical plan. This Strategy shall not be construed to limit development and redevelopment activities which are deemed acceptable through a super-majority vote by the City Council.

### Strategy LU 1.4.5 – Historic Resources Inventory

The City shall develop and maintain an inventory of historic resources to ensure all applicable resources are considered for federal, state and local historic preservation designation. See also Map LU-3 and Map LU-3a for the locations of the Historic district and Historic Structures.



Map LU-3 was developed for the submittal of the John Nolen Plan of Venice Historic District submittal to the National Register. This map provides a base inventory of historic resources within the City and the identification of structures contributing to Venice's historic heritage. The historic district and inventory of historic resources shall be maintained and updated by the City.

#### Strategy LU 1.4.6 – Archeological and Historical Resources

The City shall preserve and protect significant archaeological and historical sites from incompatible development and require that all land development applications requiring site plan, or subdivision plat review address the occurrence or potential occurrence of historical and archaeological resources within their property boundaries.

## *Airport Land Use Compatibility*

### Intent LU 2.1 - Airport Land Use Compatibility

The City shall promote and protect the value of the Venice Regional Airport and through land use planning and the adoption of airport compatibility and zoning standards shall support uses compatible with aircraft operations as identified through the Airport Master Plan.

#### Strategy LU 2.1.1 - Airport Compatibility

The City shall adopt and support land use policies that protect the airport from new development and redevelopment that is deemed to be incompatible with the Master Plan. Airport zoning and land use standards shall provide standards that prevent obstructions of aircraft operations by intersecting the airport's clear zones, approach zones, transition surface, horizontal surface, and conical surfaces. In support of this effort, the City shall adopt airport compatibility and zoning standards consistent with Chapter 333, F.S. and Part 77, FAR.

#### Strategy LU 2.1.2 - Airport Compatibility - Reviews

The City shall include the Venice Regional Airport Manager or their designee in all development and redevelopment related petitions within the airport's review area as defined by Chapter 333, F.S.

## *Industrial Development*

### Intent LU 2.2 Industrial Development

The City's industrial development areas including existing industrial parks are intended to provide economic benefits and a diversification of the City's land use and tax base.

#### Strategy LU 2.2.1 Industrial Development

The City shall promote and maintain industrial areas, specifically the Knight's Trail area, that provide for the manufacturing of goods, flex space, and research and development that are attractive, compatible with adjoining non-industrial uses, and well-maintained.



## Coastal Management

### Vision LU 3 – Coastal Management

Coastal Management is an integral component of the City of Venice and the City's coastal areas are viewed as an asset within the community. Planning for the coastal areas provides the opportunity to coordinate development and redevelopment activities which may otherwise diminish these areas.

#### Intent LU 3.1 Coastal Management Directives.

The City shall, ~~within the Open Space Element define~~, identify and provide Strategies for the protection of coastal planning areas and to maintain and enhance the environmental quality for its residents.

##### Strategy LU 3.1.1 – Coastal High Hazard - Density

The City shall direct future population concentrations away from the Coastal High Hazard Area (CHHA) so as to achieve a no net increase in overall residential density within the CHHA.

##### Strategy LU 3.1.2 – Coastal High Hazard Area Identified

The boundary of the CHHA is shown on the Future Land Use Map series (Map LU-4) and shall serve as the basis for the boundary determinations.

##### Strategy LU 3.1.3 – Coastal High Hazard Area Defined

The CHHA is hereby defined 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.

##### Strategy LU 3.1.4 – Public Infrastructure

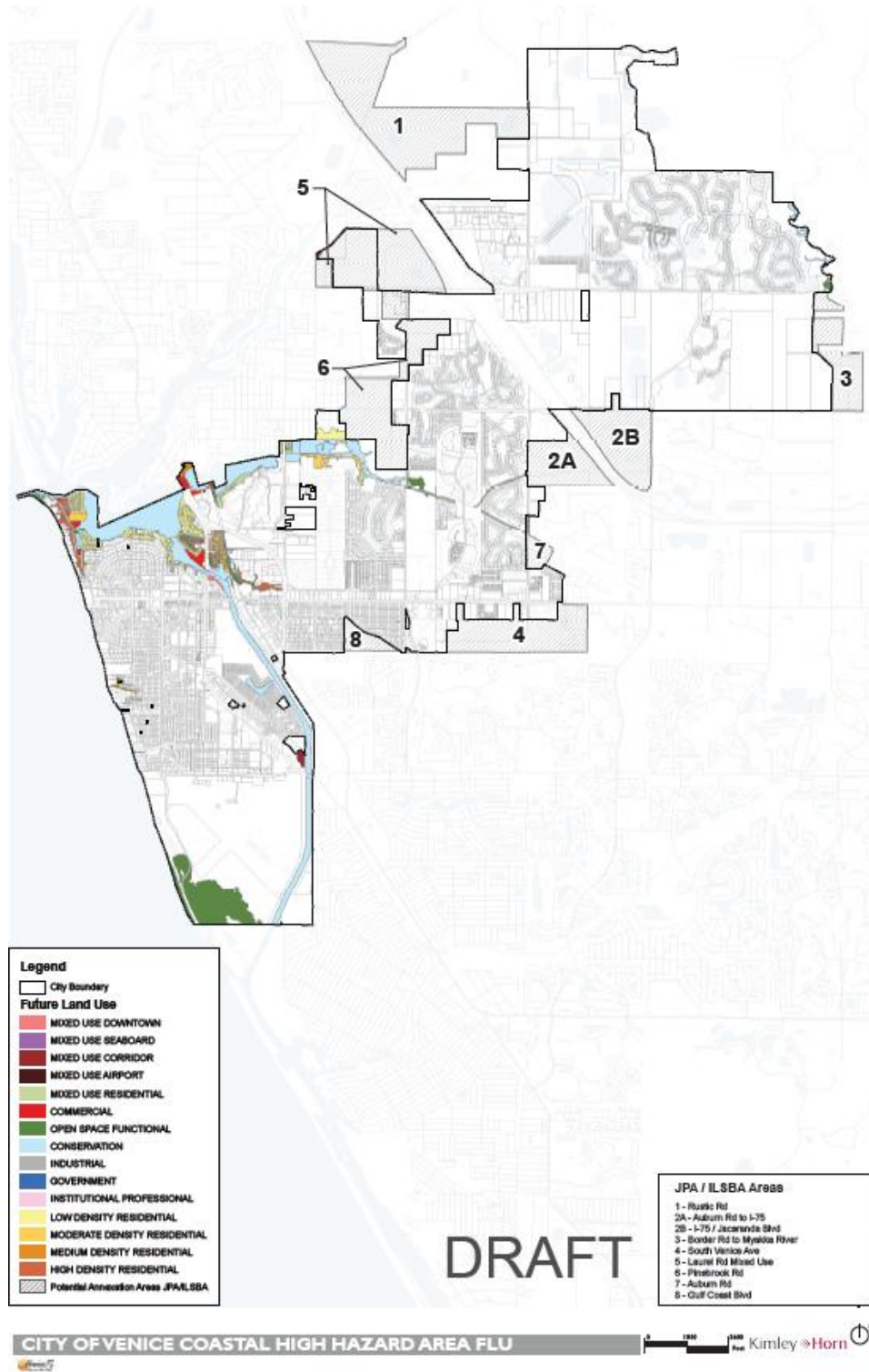
Consistent with the Open Space Element, the City shall limit public funds for infrastructure expenditures in the CHHA except as necessary to protect the public health, welfare, and safety, and provide adequate evacuation in the event of an emergency.

##### Strategy LU 3.1.5 – Coastal High Hazard Area – additional strategies

Additional Strategies specific to the CHHA shall be provided in Open Space Element, specifically those within Intent OS 1.9.



Map LU-4: Future Land Use Map with CHHA



## *Transitional Strategies (Policies) and the Land Development Code*

### Vision LU 4 Land Development Code and Transition Issues

#### Intent LU 4.1 Land Development Code and Transition Strategies.

The City realizes that certain Policies adopted in the 2010 City of Venice Comprehensive Plan have been amended which included regulatory language and served as the basis for development applications. The City shall adopt standards within the Land Development Code which implement the Comprehensive Plan including those original Policies. Until such time as the Land Development Code is amended, the applicable regulatory standards of the 2010 Comprehensive Plan shall apply.

#### Strategy LU 4.1.1 Transitional Language specific to Comprehensive Plan regulatory language.

The City realizes that certain Policies adopted in the 2010 City of Venice Comprehensive Plan have been amended which included regulatory language and served as the basis for development applications. The City shall adopt standards in the Land Development Code which regulate building height, architectural standards, and compatibility. Until such time as the Land Development Code is amended, the development standards included within the 2010 Comprehensive Plan shall continue to be applied as follows:

Within the 2010 Comprehensive Plan - Planning Areas shown on the Maps in the Appendix

- A. Height:
  - 1. Maximum building height: 45 feet (as measured in the Land Development Code)
- B. Architecture:
  - 1. Northern Italian Renaissance
  - 2. Mediterranean Revival

Other Policies and Items that shall be implemented until such time as the Land Development Code is amended:

- A. Land Use Compatibility Review Procedures
  - 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.

B. Site Plan Design and Architectural Review Procedures

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.

Strategy LU 4.1.2 Transitional Language specific to Implementing Zoning Districts.

The City shall, through the update to the Land Development Code process, analyze and update the current zoning districts and where feasible, consolidate and eliminate districts. The City shall also develop zoning districts which utilize and or include form based codes within the applicable Mixed Use designations.

~~Strategy LU 4.1.3 Transitional Language specific to Implementing the Reserve Density and Intensity.~~

~~The City shall, through the update to the Land Development Code and review processes, adopt implementing standards and requirements governing the application of the reserve density and intensity levels, in whole or in part.~~



## Joint Planning Areas

### Intent LU 5.1 Joint Planning Areas

The City and County have entered into a Joint Planning Agreement and Interlocal Service Boundary Agreement (JPA/ILSBA) which guides land use and development within certain areas adjacent to the City of Venice. Consistent with the adopted JPA/ILSBA, the following Strategies shall apply.

The City shall continue to coordinate planning, development practices, land use, infrastructure, public services, and facility planning in the JPA/ILSBA Planning Areas and Extra Jurisdictional Planning Areas with Sarasota County and private property owners in accordance with the JPA/ILSBA.

#### Strategy LU 5.1.1 JPA/ILSBA

The City shall utilize the JPA/ILSBA to guide the growth and development of the City's future annexations 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)

*The following is a summary of the JPA/ILSBA Areas. The specific, previously adopted JPA/ILSBA Standards are included in the Appendix.*



JPA/ILSBA	Development Standards			
	Uses	Density	Intensity	Open Space Requirements
Rustic Road Neighborhood (JPA/ILSBA Area No. 1) 489 Acres	<ul style="list-style-type: none"> <li>Residential</li> <li>Retail</li> <li>Office Space</li> <li>Industrial</li> <li>Manufacturing</li> </ul>	<ul style="list-style-type: none"> <li><u>Subarea No. 1</u>: 5 to 9 units per acre, calculated on a gross acreage basis</li> <li><u>Subarea No. 2</u>: Up to 5 units per acre, calculated on a gross acreage basis</li> </ul>	<ul style="list-style-type: none"> <li>Up to 50% of the acreage non-residential</li> <li>Shall not exceed a Floor Area Ratio of 2.0 for the gross acreage.</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>At least 34.2 gross acres shall be conservation/open space</li> </ul>
Auburn Road to I-75 Neighborhood (JPA/ILSBA Area No. 2a) 176 Acres	<ul style="list-style-type: none"> <li>Residential</li> <li>Retail</li> <li>Office Space</li> <li>Commercial</li> <li>Equestrian uses in Subarea No. 2</li> </ul>	<ul style="list-style-type: none"> <li>Up to 3 units per acre, calculated on a gross acreage basis</li> </ul>	<ul style="list-style-type: none"> <li>Up to 10% of the acreage non-residential</li> <li>Shall not exceed a Floor Area Ratio of 0.25 for the gross acreage.</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>At least 7.4 gross acres shall be conservation/open space</li> </ul>
I-75 / Jacaranda Boulevard Sector (JPA/ILSBA Area No. 2b) 175 Acres	<ul style="list-style-type: none"> <li>Residential</li> <li>Retail</li> <li>Office space</li> <li>Industrial</li> <li>Manufacturing</li> </ul>	<ul style="list-style-type: none"> <li><u>Subarea No. 1</u>: 9 units per acre, calculated on a gross acreage basis.</li> <li><u>Subarea No. 2</u>: 13 units per acre, calculated on a gross acreage basis.</li> <li><u>Subarea No. 3</u>: 18 units per acre, calculated on a gross acreage basis.</li> </ul>	<ul style="list-style-type: none"> <li>Up to 10% of the acreage non-residential</li> <li>Shall not exceed a Floor Area Ratio of 2.0 for the gross acreage.</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>At least 4.6 gross acres shall be conservation/open space</li> </ul>
Border Road to Myakka River	<ul style="list-style-type: none"> <li>Residential</li> <li>Retail</li> </ul>	<ul style="list-style-type: none"> <li><u>Subarea No. 1</u>: Up to 5 units per acre,</li> </ul>	<ul style="list-style-type: none"> <li>Up to 5% of the acreage non-residential</li> </ul>	<ul style="list-style-type: none"> <li>At least 57 gross acres</li> </ul>



Neighborhood (JPA/ILSBA Area No. 3) 629 Acres	<ul style="list-style-type: none"> <li>• Office Space</li> <li>• Commercial</li> </ul>	<p>calculated on a gross acreage basis.</p> <ul style="list-style-type: none"> <li>• <u>Subarea No. 2:</u> Up to 3 units per acre, calculated on a gross acreage basis.</li> </ul>	<ul style="list-style-type: none"> <li>• Shall not exceed a Floor Area Ratio of 0.25 for the gross acreage.</li> <li>• 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</li> </ul>	shall be conservation/open space
South Venice Avenue Neighborhood (JPA/ILSBA Area No. 4) 239 Acres	<ul style="list-style-type: none"> <li>• Residential</li> <li>• Retail</li> <li>• Office Space</li> <li>• Commercial</li> </ul>	<ul style="list-style-type: none"> <li>• Up to 3 units per acre, calculated on a gross acreage basis</li> </ul>	<ul style="list-style-type: none"> <li>• Up to 33% of the acreage non-residential</li> <li>• Shall not exceed a Floor Area Ratio of 1.5 for the gross acreage.</li> <li>• 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</li> </ul>	<ul style="list-style-type: none"> <li>• No minimum</li> </ul>
Laurel Road Mixed Use Neighborhood (JPA/ILSBA Area No. 5) 296 Acres	<ul style="list-style-type: none"> <li>• Residential</li> <li>• Retail</li> <li>• Office Space</li> <li>• Commercial</li> </ul>	<ul style="list-style-type: none"> <li>• Up to 8 units per acre, calculated on a gross area basis</li> </ul>	<ul style="list-style-type: none"> <li>• <u>Subarea No. 1:</u> Up to 33% of the acreage non-residential</li> <li>• <u>Subarea No. 2:</u> Up to 50% of the acreage non-residential</li> <li>• <u>Subarea No. 3:</u> Up to 100% of the acreage non-residential</li> <li>• 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</li> </ul>	<ul style="list-style-type: none"> <li>• At least 13.8 gross acres shall be conservation/open space</li> </ul>
Pinebrook Road Neighborhood (JPA/ILSBA Area No. 6) 232 Acres	<ul style="list-style-type: none"> <li>• Residential</li> </ul>	<ul style="list-style-type: none"> <li>• Up to 3 units per acre, calculated on a gross area basis</li> </ul>	<ul style="list-style-type: none"> <li>• None Permitted</li> </ul>	<ul style="list-style-type: none"> <li>• At least 11.2 gross acres shall be conservation/open space</li> </ul>



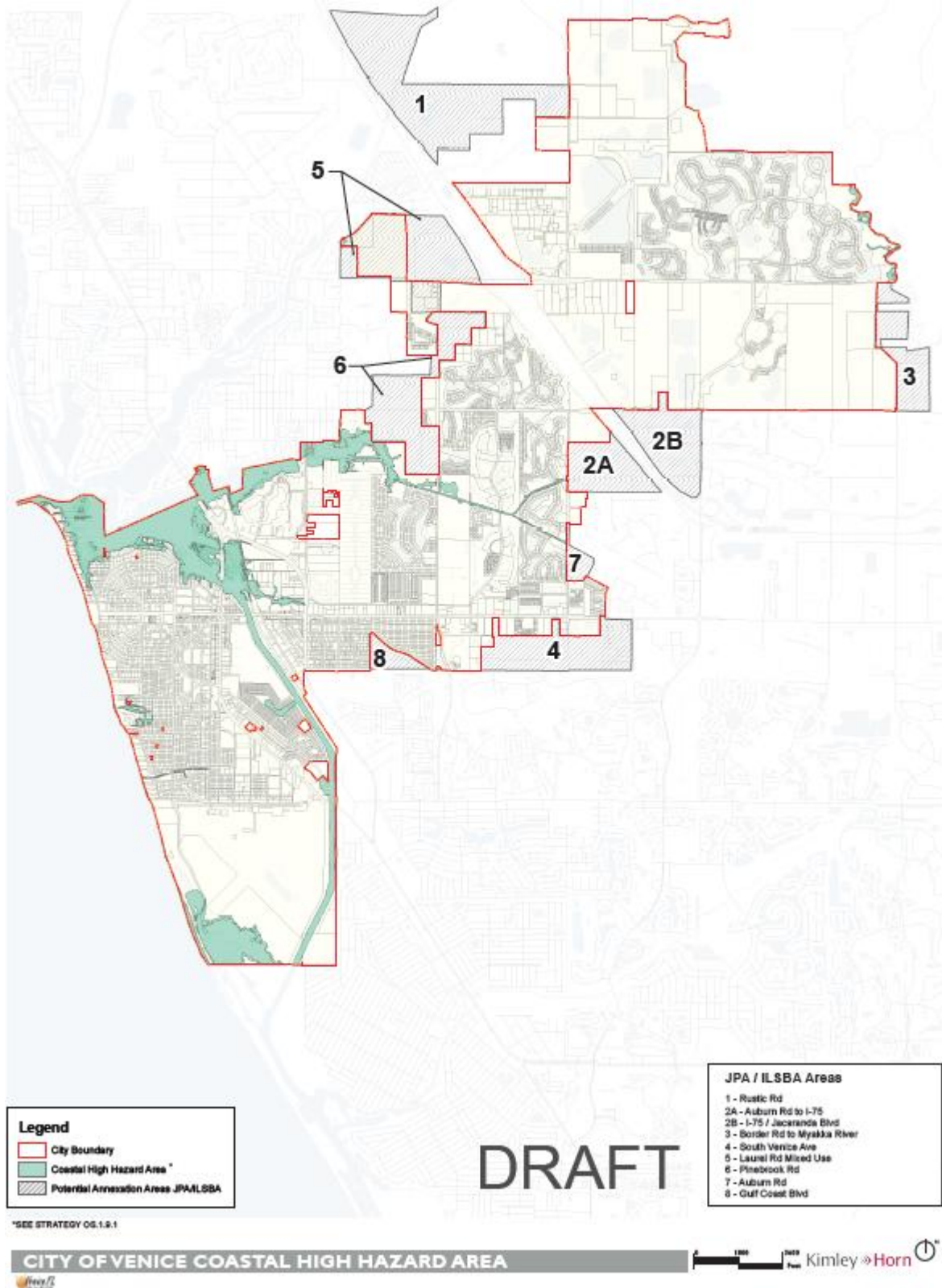
Auburn Road Neighborhood (JPA/ILSBA Area No. 7) 25 Acres	<ul style="list-style-type: none"> <li>• Residential</li> </ul>	<ul style="list-style-type: none"> <li>• Up to 5 units per acre, calculated on a gross area basis</li> </ul>	<ul style="list-style-type: none"> <li>• None Permitted</li> </ul>	<ul style="list-style-type: none"> <li>• At least 2.7 gross acres shall be conservation/open space</li> </ul>
Gulf Coast Boulevard Neighborhood (JPA/ILSBA Area No. 8) 33 Acres	<ul style="list-style-type: none"> <li>• Residential</li> </ul>	<ul style="list-style-type: none"> <li>• Up to 3.5 units per acre, calculated on a gross area basis</li> </ul>	<ul style="list-style-type: none"> <li>• None Permitted</li> </ul>	<ul style="list-style-type: none"> <li>• No minimum</li> </ul>



*Page Left Blank for Map LU-3: Historic District*



Map LU-4a: Coastal High Hazard Area Identified



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# TRANSPORTATION & MOBILITY

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## Section III – ELEMENTS –TRANSPORTATION & MOBILITY



The transportation & mobility element addresses traffic circulation, levels of service, funding, and design considerations. It involves a combination of roadway, pedestrian, bicycle, and transit modes to enhance access to and connectivity within the City. It also addresses the City's airport operations and facilities.

**Vision TR 1 – To provide a safe, convenient, efficient, financially sound, environmentally sensitive and integrated multimodal transportation system which meets current and future demands.**

### *Multimodal System*

#### **Intent TR 1.1 – Multimodal System Definition**

The City defines its multimodal system to include roadways, bicycle, pedestrian, and transit facilities as follows:

##### **Strategy TR 1.1.1 – Roadway Classifications**

The City shall use functional classifications established by the Florida Department of Transportation, the Sarasota/Manatee Metropolitan Planning Organization (MPO) and the Federal Highway Administration and further desires to recognize other local roadways to provide a complete analysis of the City's roadway system. Roadway classifications are generally defined as follows:

**Freeways/Expressways** are controlled access facilities with grade separated intersections providing for interregional and/or interstate travel at high operating speeds. Typically, expressways accommodate high volumes of traffic.

**Major Arterials** facilitate relatively long trip lengths at moderate to high operating speeds with somewhat limited access to adjacent properties. Major arterials generally serve major centers of activity in urban areas and have the highest traffic volume corridors.

**Minor Arterials** provide somewhat shorter trip lengths than major arterials and generally interconnect with and augment major arterial routes at moderate operating speeds, and allowing somewhat greater access to adjacent properties than major arterials.

**Major Collectors** collect and distribute significant amounts of traffic between arterials, minor collectors and local roads at moderate to low operating speeds. Major collectors provide for more accessibility to adjacent properties than arterials.

**Minor Collectors** collect and distribute moderate amounts of traffic between arterials, major collectors and local roads at relatively low operating speeds with greater accessibility than major collectors.

**Local Roads** generally provide access to abutting properties. Local roads possess relatively low traffic volumes, operating speeds and trip lengths and minimal through traffic movements.



When high traffic volumes compromise a local road's ability to accommodate pedestrian and bicycle traffic, the road should be considered for designation as a significant local road.

**Significant Local Roads (City Designation)** are local roads that provide a limited mobility function. They serve the accessibility role of local roads but have traffic characteristics and a collection/distribution function of low volume collector roads. Typically, the roadways are residential subdivision streets that are characterized by higher volumes than local roads. Traffic volumes are high enough that traffic calming, traffic abatement, or additional or enhanced pedestrian and bicycle amenities may be needed to ensure the road can serve its local road function. (Note: the City shall ensure that necessary roadway data for these designations are collected).

The City has identified the following roads as Significant Local Roads:

- Ridgewood Ave.
- Lucaya Ave.
- Seaboard Ave.
- Nokomis Ave
- Harbor Drive, South
- Park Blvd.
- The Esplanade
- Tarpon Center Dr.
- Airport Ave.
- Beach Rd. (*Segment between Harbor Dr. and Airport Ave.*)

Map TR-1 illustrates the functional classification for roadways in the City.

#### **Strategy TR 1.1.2 – Pedestrian Facility Classifications**

Pedestrian facilities include sidewalks and trails. The assessment of pedestrian facilities is related to the roadway functional classification, as further described in Strategy TR 1.2.3.

#### **Strategy TR 1.1.3 – Bicycle Facility Classifications**

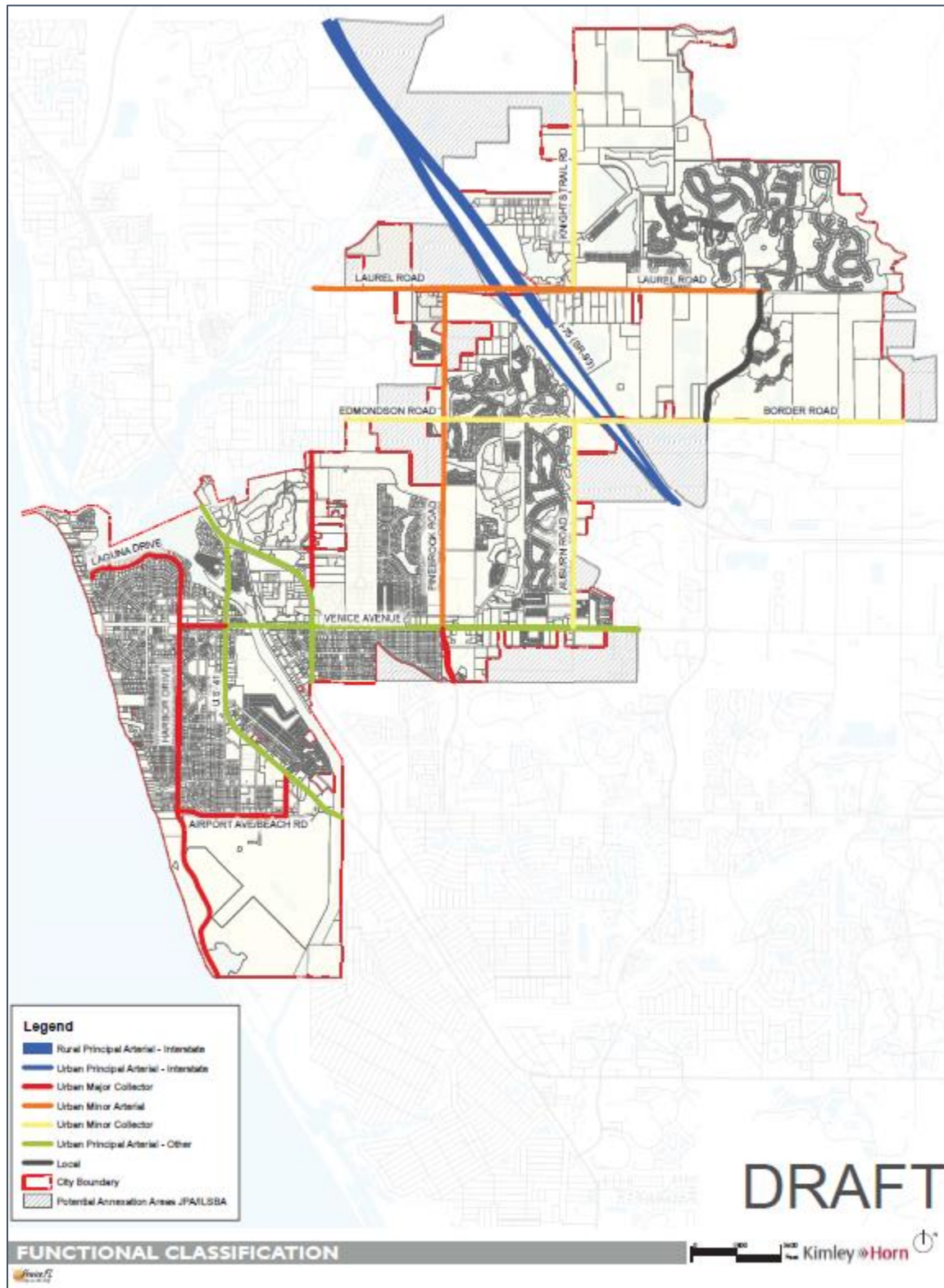
Bicycle facilities include bicycle lanes, paved shoulders, sharrows (roads striped to indicate a shared lane environment for bicycles and automobiles), and trails. The assessment of bicycle facilities is related to the roadway functional classification, as further described in Strategy TR 1.2.4.

#### **Strategy TR 1.1.4 – Transit Facility Classifications**

Transit facilities include fixed route transit service which is operated by Sarasota County Area Transit (SCAT).



Map TR-1: Functional Classification



## Service Standards

### Intent TR 1.2 – Service Standards

The City desires to provide a safe, effective, environmentally sensitive, financially sound, and integrated multimodal transportation system through the use of applicable service standards.

#### Strategy TR 1.2.1 – Roadway Level of Service Standards – Defined

Level of service is defined as a qualitative measure describing operational conditions within a stream of traffic and the perception of those conditions by motorists and passengers. A level of service category generally describes these conditions in terms of speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Six levels of service have been defined, with LOS A representing the best operating conditions and LOS F the worst. Operating conditions defined under these levels of service are as follows (Highway Capacity Manual 2010, Transportation Research Board):

**LOS A:** Motorists are unaffected by the presence of others in the stream of traffic. Freedom to select desired speeds and to maneuver within the stream of traffic is extremely high. The general level of comfort and convenience is excellent.

**LOS B:** Freedom to select desired speeds is relatively unaffected, but there is a reduction in the freedom to maneuver within the stream of traffic. The level of comfort and convenience is less, because the presence of others in the stream of traffic begins to affect individual motorist behavior.

**LOS C:** Motorists become significantly affected by the interactions with others within the stream of traffic. The selection of speed is affected, and maneuvering within the stream of traffic requires substantial effort on the part of the motorist comfort and convenience declines noticeably at this level.

**LOS D:** Speed and freedom to maneuver are severely restricted, and a poor level of comfort and convenience is experienced by the motorist. Small increases in traffic will generally cause operational problems at this level.

**LOS E:** Operating conditions are at or near capacity. All speeds are significantly reduced. Freedom to maneuver is difficult. Comfort and convenience is extremely poor, and motorist frustration is generally high.

**LOS F:** Operating conditions at this level are forced or have broken down. This condition exists wherever the amount of traffic approaching a point exceeds the amount that can traverse the point. Queues typically form at such locations. Operations are characterized by stop and go waves; vehicles may proceed at reasonable speeds for short distances, and then be required to stop in a cyclical fashion. Comfort and convenience are extremely poor, and frustration is high.

#### Strategy TR 1.2.2 – Roadway Level of Service Standards

The City shall adopt and seek to maintain a Level of Service (LOS) standard of “D” for peak hour conditions for all roadways within the City. The City, through the Land Development Code and review process, will establish analysis and review criteria. Roadways unable to obtain the adopted



LOS due to environmental constraints or are not financially feasible will be identified as constrained or backlogged roadways.

For informational purposes, the existing roadway LOS is identified in Table TR-1, which also identifies the number of lanes by segment, the traffic count year used to determine the annual average daily traffic (AADT) volume, the peak hour peak direction (PHPD) volume, and the calculated LOS. Map TR-2 illustrates the existing LOS.

### Strategy TR 1.2.3 – Pedestrian Level of Service Standards

The City shall adopt and seek to maintain a pedestrian LOS standard of “D” along all roadways within the City. Pedestrian LOS shall be established as below:

#### Pedestrian Level of Service Thresholds

Functional Classification	Sidewalk Coverage		
	LOS C	LOS D	LOS E
Arterials and Collectors	85% to 100%	50% to 84%	0% to 49%
Local Roadways	50% to 100%	0% to 49%	n/a

The 2016 pedestrian LOS is identified in Table TR-2 and illustrated in Map TR-3.

### Strategy TR 1.2.4 – Bicycle Level of Service Standards

The City shall adopt and seek to maintain a bicycle LOS standard of “D” along all roadways within the City. Bicycle LOS shall be established as below:

#### Bicycle Level of Service Thresholds

Functional Classification	Paved Shoulder/Bicycle Lane/Sharrow Coverage *		
	LOS C	LOS D	LOS E
Arterials and Collectors	85% to 100%	50% to 84%	0% to 49%
Local Roadways	50% to 100%	0% to 49%	n/a

\* - Coverage can include bicycle facility on parallel roadway.

The 2016 bicycle LOS is identified in Table TR-3 and illustrated in Map TR-4.



Table TR-1: Existing Roadway Level of Service

Roadway	From	To	No. Lanes	Count Year	AADT	PHPD	Road LOS
Airport Ave./Beach Rd.	Harbor Dr.	Avenida del Circo	2	2015	3,700	170	C
Albee Farm Road	Colonia Ln	Lucaya Ave	4	2014	8,848	410	C
Albee Farm Road	Lucaya Ave	U.S. 41	4	2014	8,156	370	C
Auburn Road	Border Rd	Venice Ave	2	2015	3,500	160	C
Avenida del Circo	Airport Ave	U.S. 41	2	2014	3,475	160	C
Border Road *	Auburn Rd	Jacaranda Blvd	2	2015	2,700	130	C
Border Road *	Jacaranda Blvd	Jackson Rd	2	2015	1,350	70	C
Edmondson Road *	Albee Farm Rd	Pinebrook Rd	2	2015	3,200	170	C
Edmondson Road	Pinebrook Rd	Capri Isles Blvd	2	2015	3,200	190	C
Edmondson Road	Capri Isles Blvd	Auburn Rd	2	2015	3,200	190	C
Harbor Dr/Bayshore Dr	Park Blvd	Venice Ave	2	2015	550	30	C
Harbor Drive	Venice Ave	Beach Rd	2	2015	3,200	150	C
Harbor Drive	Beach Rd	South of Beach Rd	2	2015	3,800	170	C
I-75 (SR 93) *	SR 681	Laurel Rd	6	2015	78,500	4,270	C
I-75 (SR 93) *	Laurel Rd	Jacaranda Blvd	6	2015	81,500	4,430	C
Jacaranda Boulevard	Laurel Rd	Border Rd	2	2014	2,113	100	C
Knights Trail Rd	Laurel Rd	Rustic Rd	2	2015	6,900	410	C
Laguna Drive	Tarpon Center Dr	Park Blvd	2	2015	650	30	C
Laurel Road *	Albee Farm Rd	Pinebrook Rd	4	2015	14,400	660	C
Laurel Road	Pinebrook Rd	I-75	4	2015	14,400	660	C
Laurel Road	I-75	Knights Trail Rd	4	2014	14,931	690	C
Laurel Road	Knights Trail Rd	Jacaranda Blvd	2	2014	14,931	690	C
Pinebrook Road	Laurel Rd	Edmondson Rd	4	2015	6,200	691	C
Pinebrook Road	Edmondson Rd	Venice Ave	2	2015	6,200	280	D
Pinebrook Road *	Venice Ave	Center Rd	2	2015	7,500	340	C
U.S.41 By-Pass (SR 45A)	US 41	Bird Bay Dr	6	2015	32,500	1,490	C
U.S.41 By-Pass (SR 45A)	Bird Bay Dr	TJ Maxx Ent.	6	2015	32,500	1,490	C
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	4	2015	32,500	1,490	C
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	4	2015	38,500	1,770	C
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	4	2015	39,500	1,810	C
U.S.41 (SR 45)	Colonia Ln	U.S. 41 By-Pass	6	2015	44,500	2,040	C
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	4	2015	15,000	690	C
U.S.41 (SR 45)	Venice Ave	Miami Ave	4	2015	25,000	1,150	D
U.S.41 (SR 45)	Miami Ave	Milan Ave	4	2015	25,000	1,150	D
U.S.41 (SR 45)	Milan Ave	Turin St	4	2015	25,000	1,150	D
U.S.41 (SR 45)	Turin St	Palermo Pl	4	2015	25,000	1,150	D
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	4	2015	25,000	1,150	D
U.S.41 (SR 45)	San Marco Dr	Avenida Del Circo	4	2015	25,000	1,150	C
U.S.41 (SR 45)	Avenida Del Circo	U.S. 41 By-Pass	4	2015	25,000	1,150	C
Venice Avenue	Harbor Drive	Bus. U.S. 41	4	2015	8,800	400	C
Venice Avenue	Bus. U.S. 41	Grove St	4	2015	14,200	650	C
Venice Avenue	Grove St	U.S. 41 By Pass	4	2015	14,200	650	C
Venice Avenue	U.S. 41 By-Pass	Cherry St.	4	2015	19,200	880	D
Venice Avenue	Cherry St	Pinebrook Rd	4	2015	19,200	880	D
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	4	2015	19,200	880	D
Venice Avenue *	Auburn Rd	Jacaranda Blvd	4	2015	15,400	710	C

Note: \* - A portion of the segment is outside the city limits.



Map TR-2: Existing (2015) Roadway Level of Service

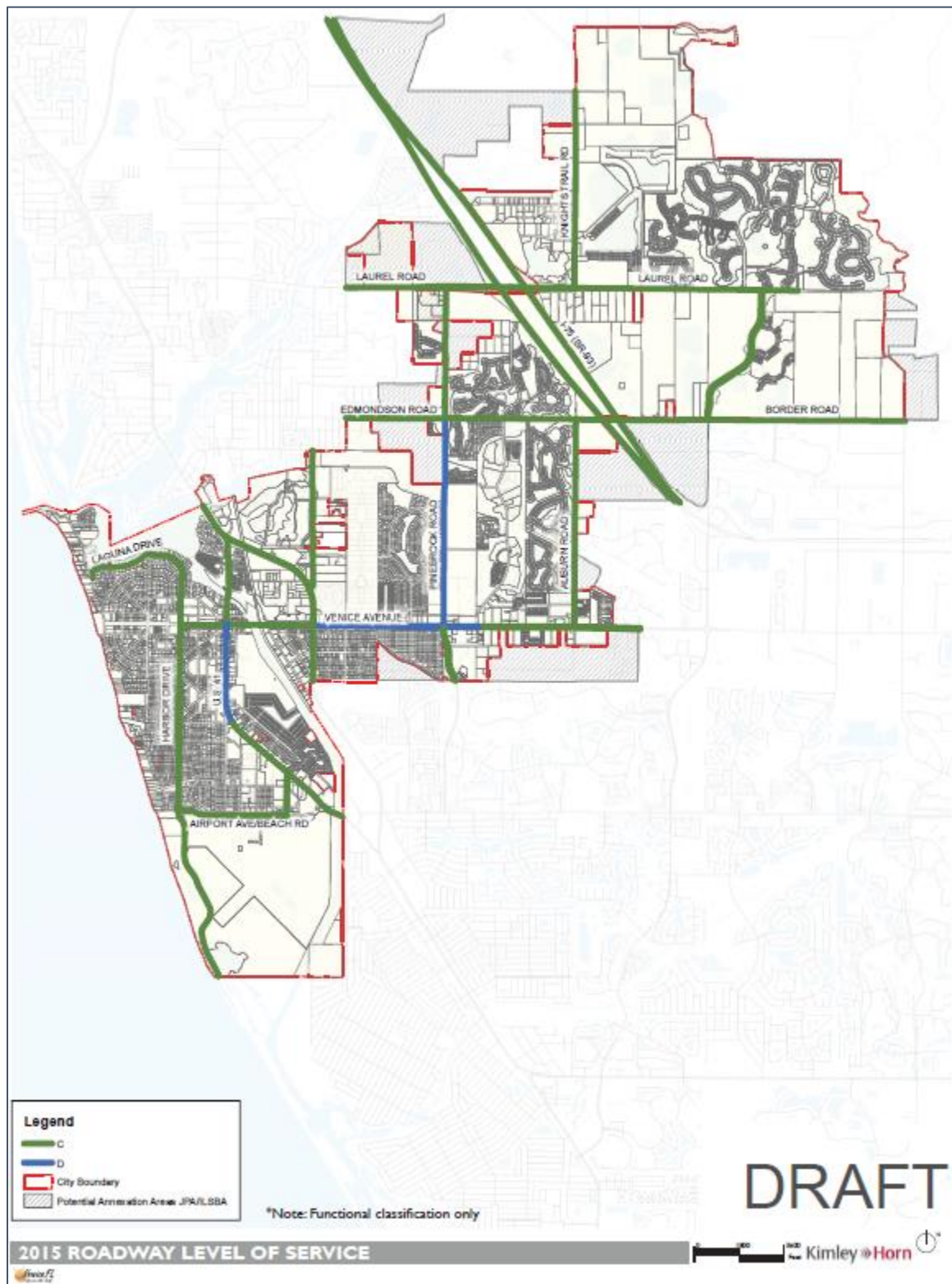


Table TR-2: 2016 Pedestrian Level of Service

Roadway	From	To	Functional Classification	Ped LOS
Airport Ave./Beach Rd.	Harbor Dr.	Avenida del Circo	Major Collector	D
Albee Farm Road	Colonia Ln	Lucaya Ave	Major Collector	C
Albee Farm Road	Lucaya Ave	U.S. 41	Major Collector	C
Auburn Road	Border Rd	Venice Ave	Minor Collector	E
Avenida del Circo	Airport Ave	U.S. 41	Major Collector	C
Border Road *	Auburn Rd	Jacaranda Blvd	Minor Collector	D
Border Road *	Jacaranda Blvd	Jackson Rd	Minor Collector	E
Edmondson Road *	Albee Farm Rd	Pinebrook Rd	Minor Collector	C
Edmondson Road	Pinebrook Rd	Capri Isles Blvd	Minor Collector	D
Edmondson Road	Capri Isles Blvd	Auburn Rd	Minor Collector	D
Harbor Dr/Bayshore Dr	Park Blvd	Venice Ave	Major Collector	E
Harbor Drive	Venice Ave	Beach Rd	Major Collector	D
Harbor Drive	Beach Rd	South of Beach Rd	Major Collector	E
I-75 (SR 93) *	SR 681	Laurel Rd	Principal Arterial (Rural)	n/a
I-75 (SR 93) *	Laurel Rd	Jacaranda Blvd	Principal Arterial (Urban)	n/a
Jacaranda Boulevard	Laurel Rd	Border Rd	Local	C
Knights Trail Rd	Laurel Rd	Rustic Rd	Minor Collector	E
Laguna Drive	Tarpon Center Dr	Park Blvd	Major Collector	E
Laurel Road *	Albee Farm Rd	Pinebrook Rd	Minor Arterial	C
Laurel Road	Pinebrook Rd	I-75	Minor Arterial	E
Laurel Road	I-75	Knights Trail Rd	Minor Arterial	E
Laurel Road	Knights Trail Rd	Jacaranda Blvd	Minor Arterial	D
Pinebrook Road	Laurel Rd	Edmondson Rd	Minor Arterial	C
Pinebrook Road	Edmondson Rd	Venice Ave	Minor Arterial	D
Pinebrook Road *	Venice Ave	Center Rd	Major Collector	C
U.S.41 By-Pass (SR 45A)	US 41	Bird Bay Dr	Principal Arterial	C
U.S.41 By-Pass (SR 45A)	Bird Bay Dr	TJ Maxx Ent.	Principal Arterial	E
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	Principal Arterial	E
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	Principal Arterial	E
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	Principal Arterial	E
U.S.41 (SR 45)	Colonia Ln	U.S. 41 By-Pass	Principal Arterial	C
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	Principal Arterial	C
U.S.41 (SR 45)	Venice Ave	Miami Ave	Principal Arterial	C
U.S.41 (SR 45)	Miami Ave	Milan Ave	Principal Arterial	C
U.S.41 (SR 45)	Milan Ave	Turin St	Principal Arterial	C
U.S.41 (SR 45)	Turin St	Palermo Pl	Principal Arterial	C
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	Principal Arterial	C
U.S.41 (SR 45)	San Marco Dr	Avenida Del Circo	Principal Arterial	C
U.S.41 (SR 45)	Avenida Del Circo	U.S. 41 By-Pass	Principal Arterial	C
Venice Avenue	Harbor Drive	Bus. U.S. 41	Major Collector	C
Venice Avenue	Bus. U.S. 41	Grove St	Principal Arterial	C
Venice Avenue	Grove St	U.S. 41 By Pass	Principal Arterial	C
Venice Avenue	U.S. 41 By-Pass	Cherry St.	Principal Arterial	C
Venice Avenue	Cherry St	Pinebrook Rd	Principal Arterial	C
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	Principal Arterial	C
Venice Avenue *	Auburn Rd	Jacaranda Blvd	Principal Arterial	C

Note: \* - A portion of the segment is outside the city limits.



Map TR-3: Existing Pedestrian Level of Service

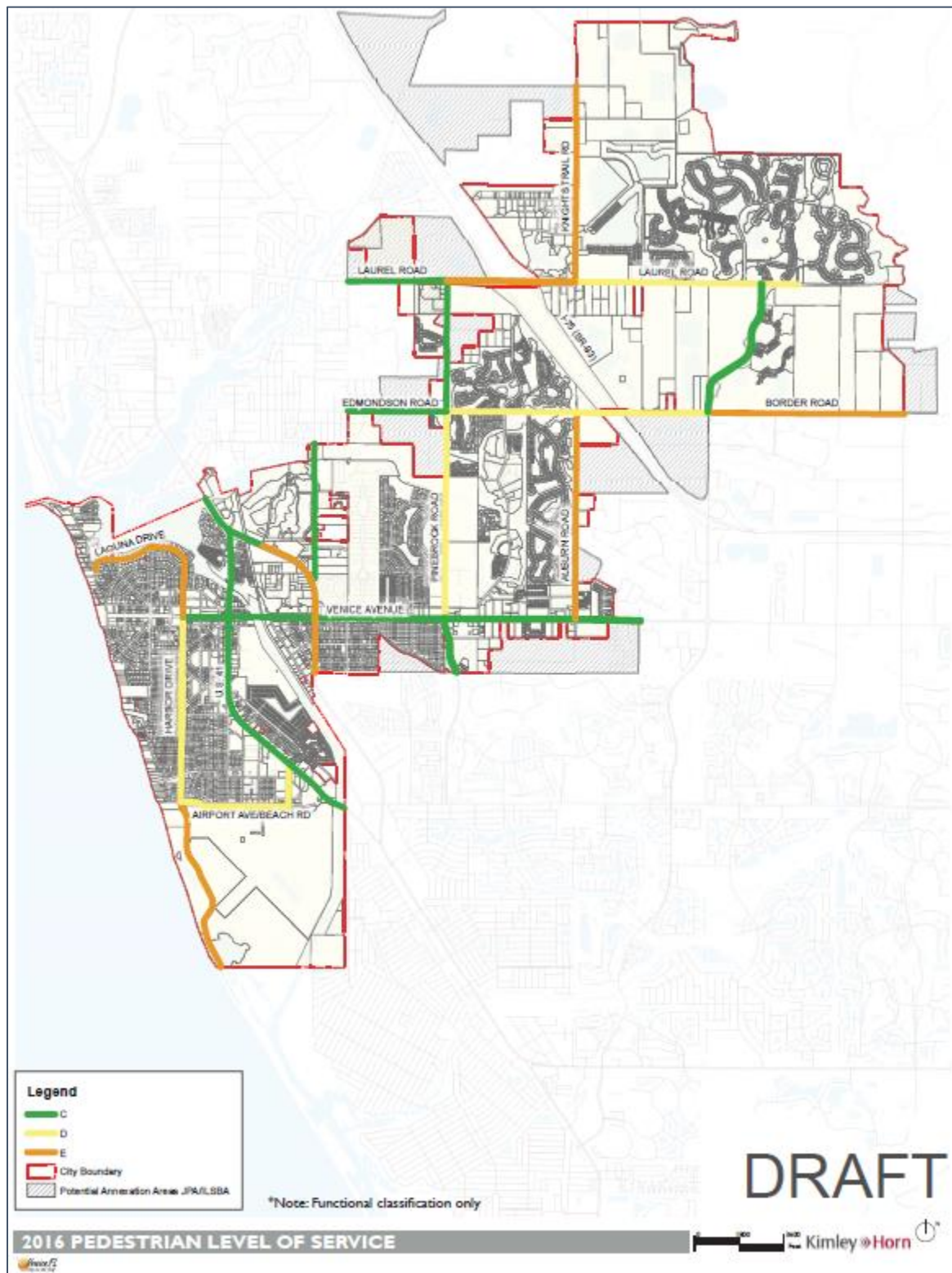


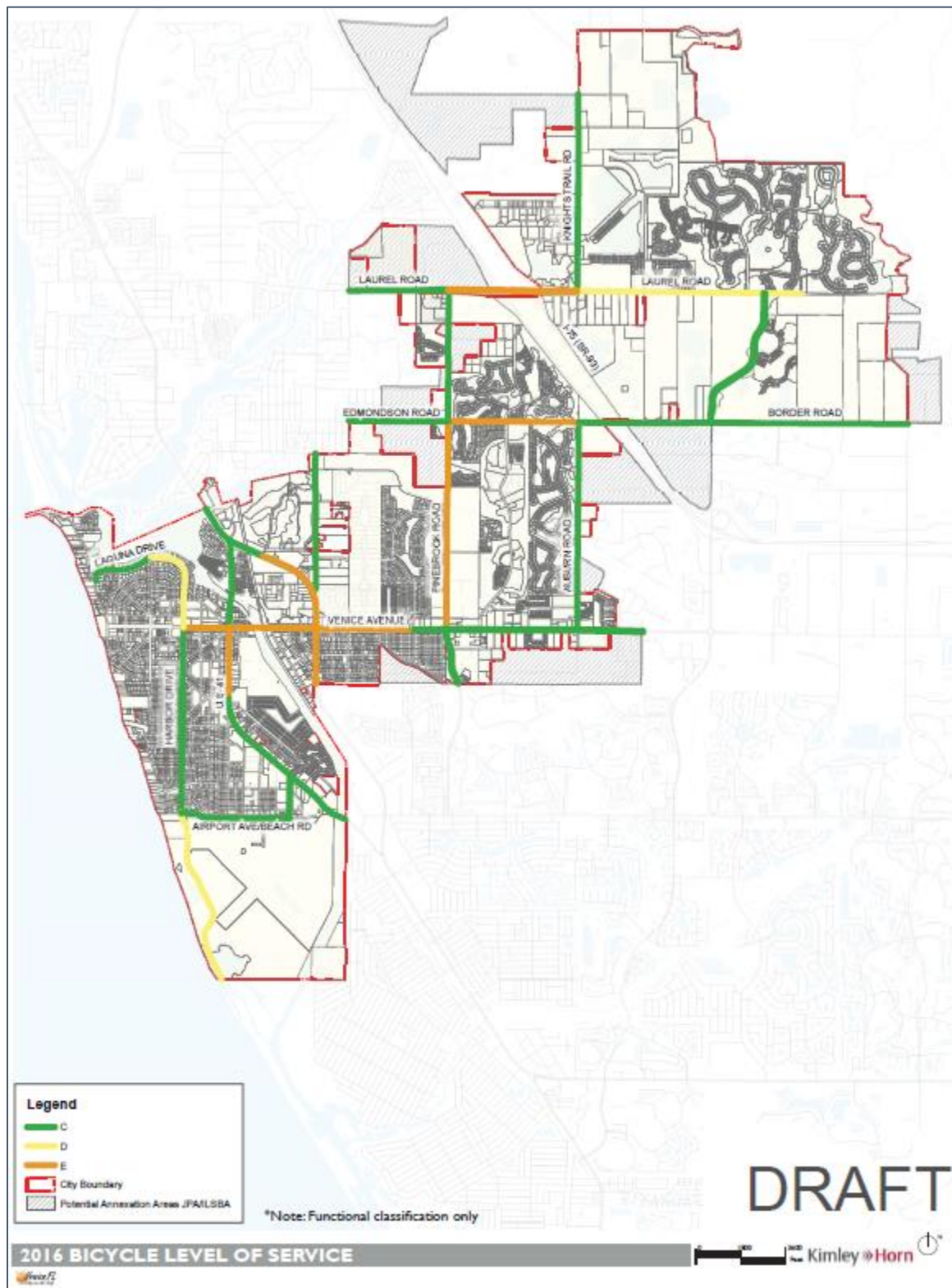
Table TR-3: 2016 Bicycle Level of Service

Roadway	From	To	Functional Classification	Bike LOS
Airport Ave./Beach Rd.	Harbor Dr.	Avenida del Circo	Major Collector	C
Albee Farm Road	Colonia Ln	Lucaya Ave	Major Collector	C
Albee Farm Road	Lucaya Ave	U.S. 41	Major Collector	C
Auburn Road	Border Rd	Venice Ave	Minor Collector	C
Avenida del Circo	Airport Ave	U.S. 41	Major Collector	C
Border Road *	Auburn Rd	Jacaranda Blvd	Minor Collector	C
Border Road *	Jacaranda Blvd	Jackson Rd	Minor Collector	C
Edmondson Road *	Albee Farm Rd	Pinebrook Rd	Minor Collector	C
Edmondson Road	Pinebrook Rd	Capri Isles Blvd	Minor Collector	E
Edmondson Road	Capri Isles Blvd	Auburn Rd	Minor Collector	E
Harbor Dr/Bayshore Dr	Park Blvd	Venice Ave	Major Collector	D
Harbor Drive	Venice Ave	Beach Rd	Major Collector	C
Harbor Drive	Beach Rd	South of Beach Rd	Major Collector	D
I-75 (SR 93) *	SR 681	Laurel Rd	Principal Arterial (Rural)	n/a
I-75 (SR 93) *	Laurel Rd	Jacaranda Blvd	Principal Arterial (Urban)	n/a
Jacaranda Boulevard	Laurel Rd	Border Rd	Local	C
Knights Trail Rd	Laurel Rd	Rustic Rd	Minor Collector	C
Laguna Drive	Tarpon Center Dr	Park Blvd	Major Collector	C
Laurel Road *	Albee Farm Rd	Pinebrook Rd	Minor Arterial	C
Laurel Road	Pinebrook Rd	I-75	Minor Arterial	E
Laurel Road	I-75	Knights Trail Rd	Minor Arterial	E
Laurel Road	Knights Trail Rd	Jacaranda Blvd	Minor Arterial	D
Pinebrook Road	Laurel Rd	Edmondson Rd	Minor Arterial	C
Pinebrook Road	Edmondson Rd	Venice Ave	Minor Arterial	E
Pinebrook Road *	Venice Ave	Center Rd	Major Collector	C
U.S.41 By-Pass (SR 45A)	US 41	Bird Bay Dr	Principal Arterial	C
U.S.41 By-Pass (SR 45A)	Bird Bay Dr	TJ Maxx Ent.	Principal Arterial	E
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	Principal Arterial	E
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	Principal Arterial	E
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	Principal Arterial	E
U.S.41 (SR 45)	Colonia Ln	U.S. 41 By-Pass	Principal Arterial	C
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	Principal Arterial	C
U.S.41 (SR 45)	Venice Ave	Miami Ave	Principal Arterial	E
U.S.41 (SR 45)	Miami Ave	Milan Ave	Principal Arterial	E
U.S.41 (SR 45)	Milan Ave	Turin St	Principal Arterial	E
U.S.41 (SR 45)	Turin St	Palermo Pl	Principal Arterial	E
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	Principal Arterial	C
U.S.41 (SR 45)	San Marco Dr	Avenida Del Circo	Principal Arterial	C
U.S.41 (SR 45)	Avenida Del Circo	U.S. 41 By-Pass	Principal Arterial	C
Venice Avenue	Harbor Drive	Bus. U.S. 41	Major Collector	E
Venice Avenue	Bus. U.S. 41	Grove St	Principal Arterial	E
Venice Avenue	Grove St	U.S. 41 By Pass	Principal Arterial	E
Venice Avenue	U.S. 41 By-Pass	Cherry St.	Principal Arterial	E
Venice Avenue	Cherry St	Pinebrook Rd	Principal Arterial	C
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	Principal Arterial	C
Venice Avenue *	Auburn Rd	Jacaranda Blvd	Principal Arterial	C

Note: \* - A portion of the segment is outside the city limits.



Map TR-4: Existing Bicycle Level of Service



### Strategy TR 1.2.5 – Transit Level of Service Standards

The City shall adopt and seek to maintain a transit LOS standard of “D” along all roadways served by Transit within the City. Transit LOS shall be established as below:

#### Transit Level of Service Thresholds

Sidewalk Coverage	Transit Vehicles in Peak Hour in Peak Direction			
	LOS B	LOS C	LOS D	LOS E
0% to 84%	> 5	≥ 4	≥ 3	≥ 2
85% to 100%	> 4	≥ 3	≥ 2	≥ 1

The 2016 transit LOS is identified in Table TR-4 and illustrated in Map TR-5.



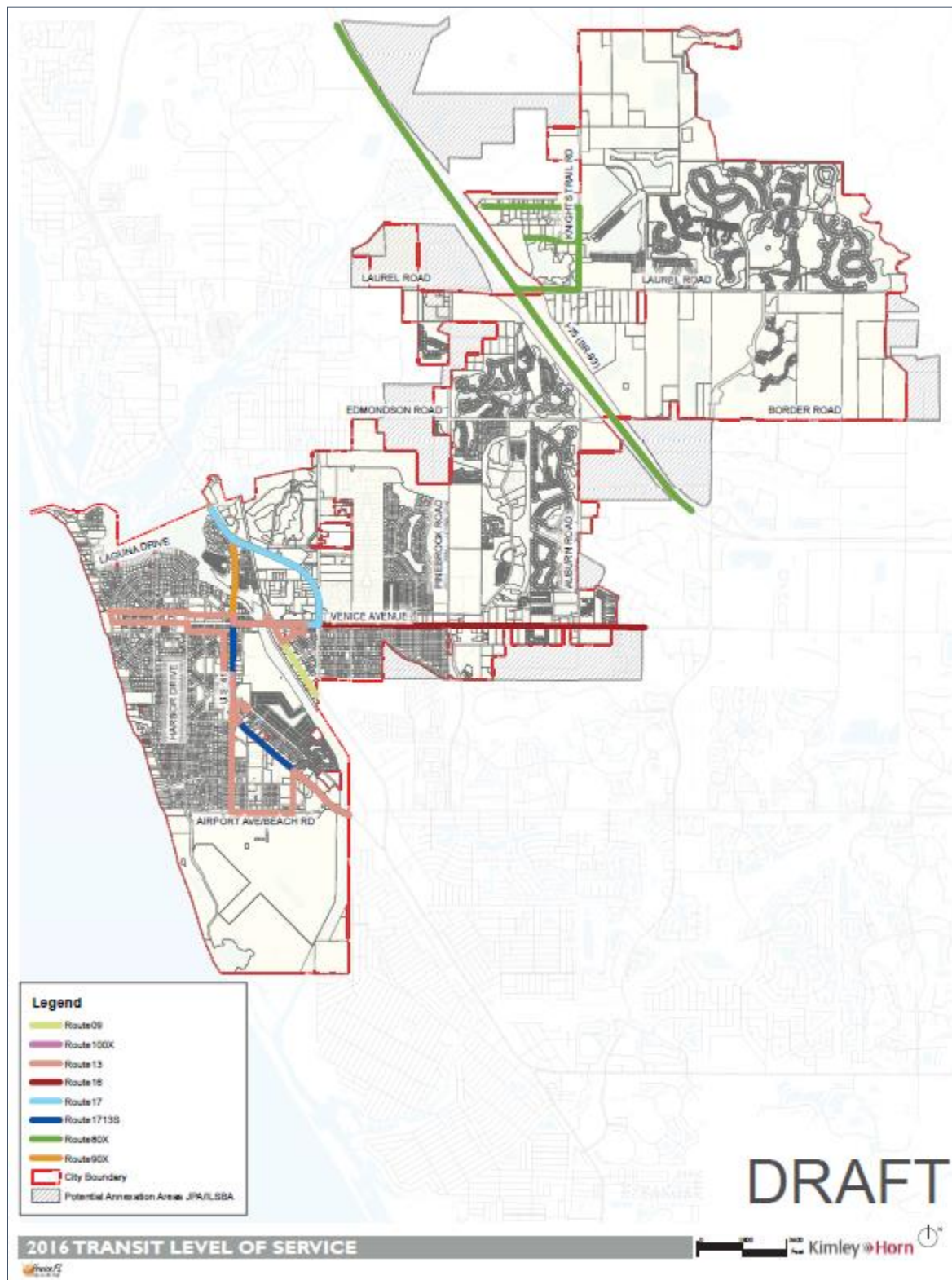
Table TR-4: 2016 Transit Level of Service

Roadway	From	To	Bus LOS
Airport Ave./Beach Rd.	Harbor Dr.	Avenida del Circo	E
Albee Farm Road	Colonia Ln	Lucaya Ave	n/a
Albee Farm Road	Lucaya Ave	U.S. 41	n/a
Auburn Road	Border Rd	Venice Ave	n/a
Avenida del Circo	Airport Ave	U.S. 41	E
Border Road *	Auburn Rd	Jacaranda Blvd	n/a
Border Road *	Jacaranda Blvd	Jackson Rd	n/a
Edmondson Road *	Albee Farm Rd	Pinebrook Rd	n/a
Edmondson Road	Pinebrook Rd	Capri Isles Blvd	n/a
Edmondson Road	Capri Isles Blvd	Auburn Rd	n/a
Harbor Dr/Bayshore Dr	Park Blvd	Venice Ave	n/a
Harbor Drive	Venice Ave	Beach Rd	n/a
Harbor Drive	Beach Rd	South of Beach Rd	n/a
I-75 (SR 93) *	SR 681	Laurel Rd	n/a
I-75 (SR 93) *	Laurel Rd	Jacaranda Blvd	n/a
Jacaranda Boulevard	Laurel Rd	Border Rd	n/a
Knights Trail Rd	Laurel Rd	Rustic Rd	n/a
Laguna Drive	Tarpon Center Dr	Park Blvd	n/a
Laurel Road *	Albee Farm Rd	Pinebrook Rd	n/a
Laurel Road	Pinebrook Rd	I-75	n/a
Laurel Road	I-75	Knights Trail Rd	n/a
Laurel Road	Knights Trail Rd	Jacaranda Blvd	n/a
Pinebrook Road	Laurel Rd	Edmondson Rd	n/a
Pinebrook Road	Edmondson Rd	Venice Ave	n/a
Pinebrook Road *	Venice Ave	Center Rd	n/a
U.S.41 By-Pass (SR 45A)	US 41	Bird Bay Dr	D
U.S.41 By-Pass (SR 45A)	Bird Bay Dr	TJ Maxx Ent.	E
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	E
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	E
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	E
U.S.41 (SR 45)	Colonia Ln	U.S. 41 By-Pass	D
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	n/a
U.S.41 (SR 45)	Venice Ave	Miami Ave	D
U.S.41 (SR 45)	Miami Ave	Milan Ave	D
U.S.41 (SR 45)	Milan Ave	Turin St	D
U.S.41 (SR 45)	Turin St	Palermo Pl	D
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	E
U.S.41 (SR 45)	San Marco Dr	Avenida Del Circo	n/a
U.S.41 (SR 45)	Avenida Del Circo	U.S. 41 By-Pass	E
Venice Avenue	Harbor Drive	Bus. U.S. 41	E
Venice Avenue	Bus. U.S. 41	Grove St	B
Venice Avenue	Grove St	U.S. 41 By Pass	E
Venice Avenue	U.S. 41 By-Pass	Cherry St.	E
Venice Avenue	Cherry St	Pinebrook Rd	E
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	E
Venice Avenue *	Auburn Rd	Jacaranda Blvd	E

Note: \* - A portion of the segment is outside the city limits.



Map TR-5: Existing Transit Level of Service



## Complete Streets

### Intent TR 1.3 – Complete Streets.

The multimodal transportation system shall enable City residents the opportunity to live and travel utilizing an integrated, intermodal transportation system based on complete streets design principles and the latest technological innovations and trends including sharing of vehicles, alternative energy source vehicles, low speed vehicles and bicycles.

### Strategy TR 1.3.1 – Complete Streets – Defined

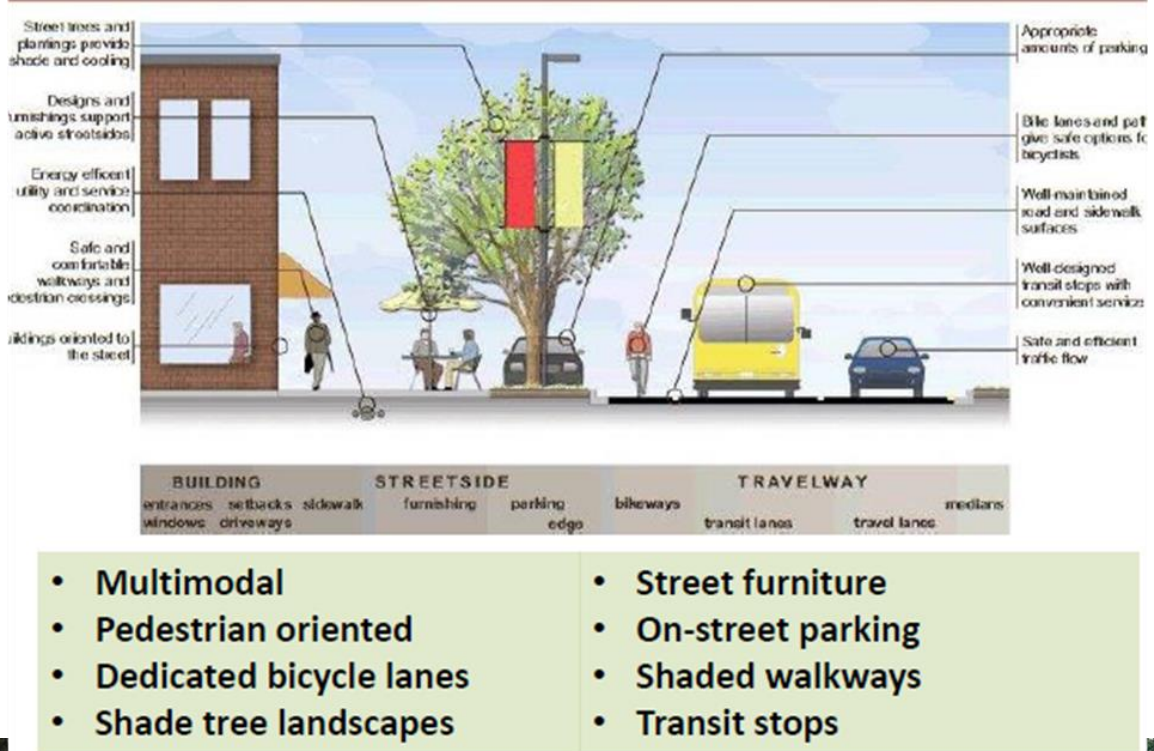
The City shall establish and implement complete streets in order to simultaneously accommodate users (pedestrians, bicyclists, transit riders, and motorists) of all ages and abilities, improve public health and safety, active mobility and environmental quality.

Complete Streets elements are understood to include but not limited to the following. Figure TR-1 provides examples of possible complete streets components.

- Bike Lanes
- Buffered Bike Lanes
- Neighborhood Greenway
- Multi-Use Trails/Shared Use Paths
- Cycle Tracks
- Good Sidewalk Design
- Crosswalks
- Interactive Flashing Beacon
- Pedestrian Hybrid Beacon
- Curb Extensions/Bulb-outs
- Median Islands/Refuges
- Lighting
- On-Street Parking
- Shading/Trees
- Bus Shelters
- Road Diets



Figure TR-1: Examples of Complete Street components



### **Strategy TR 1.3.2 – Planned Developments**

The City shall update and maintain provisions in the Land Development Code to require planned developments to provide for bicycle and pedestrian facilities in their plans.

### **Strategy TR 1.3.3 – New Roadway Construction**

The City shall maintain provisions in the Land Development Code so that all new construction and reconstruction of collector and arterial roadways shall provide for safe pedestrian and bicycle mobility. New construction or reconstruction should facilitate pedestrian connections through sidewalks and other pedestrian facilities between private property and right-of-way, prioritizing projects that will enhance connectivity to existing facilities. Where feasible Crime Prevention Through Environmental Design (CPTED) standards to ensure pedestrian safety should be applied.

### **Strategy TR 1.3.4 – Complete Street Segments by Neighborhood**

The City shall design multimodal transportation improvements in a context sensitive manner and incorporate appropriate complete street principles based upon the location of the improvement within the community. Specific complete streets elements to be included on a particular street segment shall be subject to further analysis and approval on a segment by segment basis. Figure TR-2 (below) includes a list of streets organized by Neighborhood, which have been identified as potential candidates for complete streets principles.

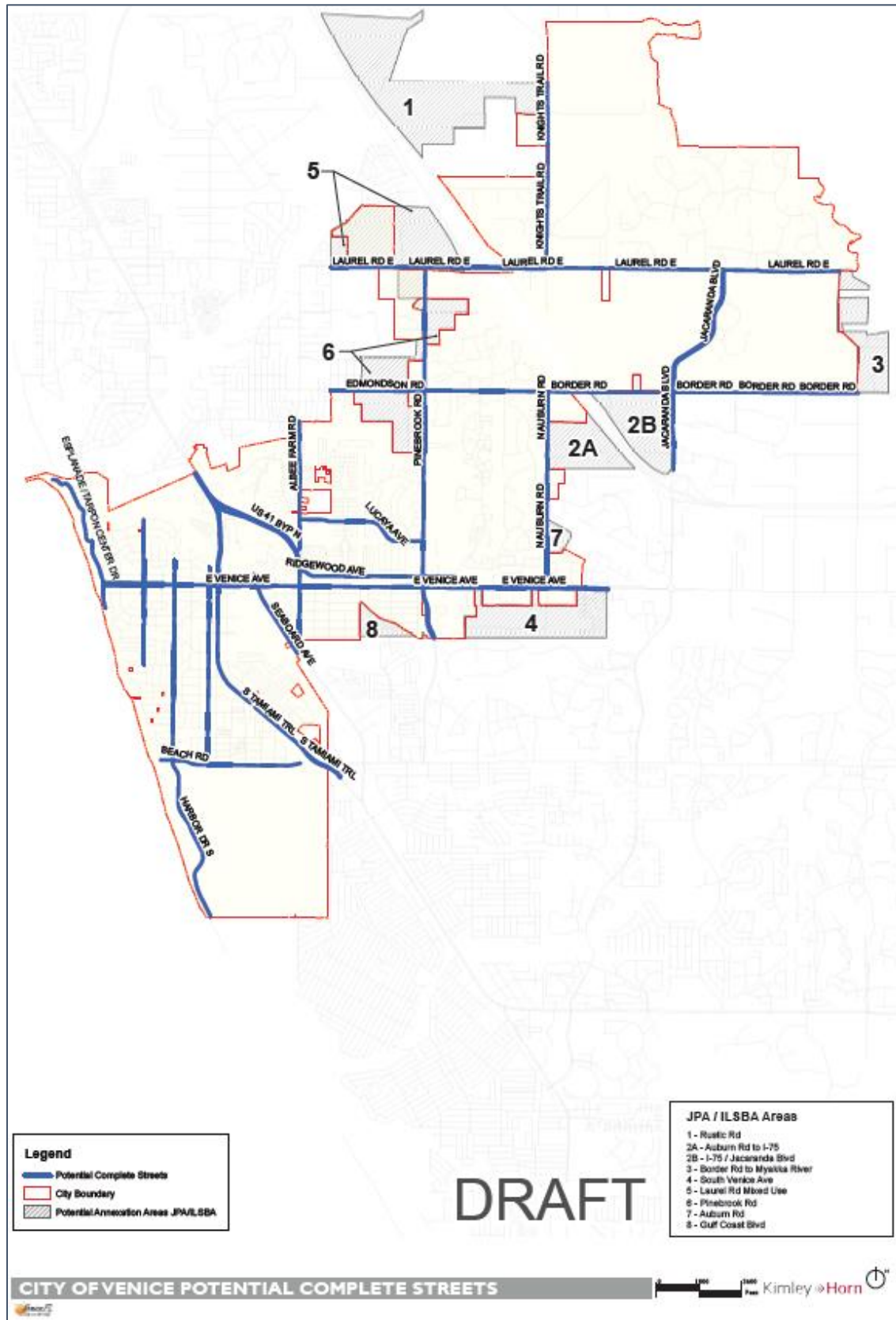


Figure TR-2: Possible Complete Street Segments by Neighborhood

Streets	Neighborhoods						
	Island	Gateway	Venice Avenue	Pinebrook	Laurel Road	North East	Knights Trail
US 41 Tamiami Trail	X						
W. Venice Ave.	X						
Harbor Drive	X						
Park Blvd.	X						
Nokomis Ave.	X						
Palermo Pl.	X						
Airport Ave.	X						
US 41 Bypass		X					
US 41/ Tamiami Trail		X					
E. Venice Ave.		X	X				
Pinebrook Rd.			X	X	X		
Edmondson Rd.				X			
Auburn Rd.			X	X			
Albee Farm Rd.		X		X	X		
Seaboard Ave		X					
Laurel Rd.						X	
The Esplanade/Tarpon Center Dr.	X						
Lucaya Ave				X			
Ridgewood Ave.			X				
Honore Ave.					X		
Beach Road	X						
Border Rd.						X	
Jacaranda Blvd.						X	
Knights Trail Rd.					X		X



Map TR-6: Possible Complete Street Map



## **Multimodal System Operations**

### **Intent TR 1.4 – Multimodal System Operations.**

The City will ensure that the transportation system addresses the community's development needs, service standards, and financial capabilities.

#### **Strategy TR 1.4.1 – Management Strategies**

The City will utilize management strategies to improve its multimodal system and such efforts should be coordinated with the Sarasota County, FDOT, and the MPO-LRTP. These efforts include:

- A. Coordination of cross jurisdiction and different facility type projects (i.e. road improvements with streetscape, stormwater, and utility enhancements).
- B. Implementation of advanced traffic management systems (ATMS).
- C. Ensure safety considerations in the siting and design of roadways.

#### **Strategy TR 1.4.2 – Multimodal Planning**

The City will maintain an inventory of facilities conditions and needs through the annual update to the Capital Improvement Schedule. Such efforts should be coordinated with the Sarasota/-Manatee Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP) and should include the following information

- A. Roadway number of lanes, functional classification and jurisdiction
- B. Roadway LOS
- C. Pedestrian LOS
- D. Bicycle LOS
- E. Transit LOS

#### **Strategy TR 1.4.3 – Long-Range Multimodal Planning**

The City shall in coordination with the Land Development Code and development review processes, require large scale comprehensive plan amendment petitions to prepare a short term (5-years) and long term (10-years) transportation analysis. The City shall evaluate such analysis according to the following concerns:

- A. Access management, right-of-way acquisition, and capital improvement programming.
- B. Vision, Intent and Strategies 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.

## **Mobility Development Coordination**

### **Intent TR 1.5 – Mobility Development Coordination.**

The City understands the necessity to coordinate transportation facility and infrastructure needs with development demands to minimize the negative impacts to existing or proposed roadways within the City and its natural environment.



### **Strategy TR 1.5.1 – Mobility Plan and Mobility Fee**

The City shall coordinate with Sarasota County to establish a mobility plan to assess development an appropriate fee that will provide mobility for and mitigate its impact to the multi-modal transportation system.

### **Strategy TR 1.5.2 – Mobility Development Coordination**

The City through the Land Development Code and review process shall ensure that new developments analyze their future mobility impacts on the transportation system. Considerations shall include:

- A. Minimize or mitigate impacts of proposed developments on roadway operations.
- B. Promote accessibility between and within development areas, such as; activity centers/multimodal hubs and neighborhoods.
- C. Accommodate pedestrians, bicyclists, transit riders, and motorists through complete streets design principles.
- D. Address safety issues for all modes of travel.

### **Strategy TR 1.5.3 – Developer Improvements for Safe and Adequate Access**

Consistent with the Infrastructure Element, the City shall utilize developer agreements to ensure new development, infill, and redevelopment projects provide safe and adequate access to the development. Agreements shall be utilized to acquire and expand existing and new transportation facilities including:

- A. Street lighting.
- B. Right-of-way needs.
- C. Roadways and bridges.
- D. Intersection or roadway improvements.
- E. Traffic signal improvements.
- F. Contribution to roadway needs.
- G. Bus shelters.
- H. Alternative transportation modes (trolley, water taxi, etc.).

### **Strategy TR 1.5.4 – Mobility for Aging Population**

The City will consider the needs of its aging and disabled populations to enable the mobility of residents of all abilities and encourage aging-in-place. Such mobility improvements include longer pedestrian crossing times, wider sidewalks, off-road paths for electric scooters (i.e., wheelchairs) or neighborhood Electric Vehicles, and approaches.

### **Strategy TR 1.5.5 – Siting Considerations**

The City shall utilize the following criteria to establish appropriate locations for all new transportation infrastructure systems and facilities:

- 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.

#### **Strategy TR 1.5.6 – Accessory Facility Standards**

The City shall utilize the Land Development Code and review process to determine accessory transportation needs including: (*Rel. Transportation Policy 1.5*)

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

#### **Strategy TR 1.5.7 – Buffering and Landscaping Considerations**

The City shall utilize the Land Development Code and review process to buffer residential areas from major transportation systems (Freeway and Arterial roadway classifications). Criteria 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.

#### **Strategy TR 1.5.8 – Environmental Impacts**

The City shall utilize the Land Development Code and development review 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 (wildlife connectivity).
- D. Preservation of existing shade trees.
- E. Minimizing fossil fuel consumption and impacts on air quality.

### ***Airport Operations and Facilities***

#### **Intent TR 1.6 – Airport Operations and Facilities.**

The City will continue to operate and maintain the Venice Municipal Airport as a general aviation facility in accordance with FAA and FDOT standards and requirements.

#### **Strategy TR 1.6.1 – Airport Zoning**

As required by Florida law, the City shall amend its Land Development Code to include criteria which addresses compatibility of lands adjacent, or in close proximity, to the Airport (airport zoning Reference, Chapter 333, Florida Statutes).



### **Strategy TR 1.6.2 – Airport Area Development Coordination**

The City shall 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.

### **Strategy TRS 1.6.3 - Federal and State Aviation Standards**

The City shall coordinate and comply with all applicable federal, state, and local aviation standards and requirements for airport operations, maintenance, and development.

*Note: Previous Objective 5 Regional Coordination, and subsequent Policies have been relocated into the Intergovernmental Coordination Element. Previous Policies 2.2, 2.3, 2.4, 3.6, and 3.8 have been removed entirely as they are made obsolete by the adoption of a Mobility Fee system.*



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# HOUSING

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## Section III – ELEMENTS –HOUSING



The housing element is a key component in the City's Comprehensive Plan that helps ensure that the City has a variety of housing types and price ranges to meet the demand for current and anticipated future residents. Areas of special emphasis include special needs housing, alternative construction housing (mobile homes, manufactured homes, modular homes, container homes, non-traditional size homes-tiny houses), and historic housing. A special challenge for the City is to provide housing that addresses the critical need for affordable, community and workforce

housing. This element also provides guidance for handling substandard dwelling conditions, and coordination with Federal, State, and local governments as well as public/private partnerships.

Vision HG- 1 – The City will support opportunities to meet its diverse residential needs by providing a wide array of housing options.

### Intent HG 1.1 – Housing Options

The City will promote a range of housing options to ensure that residents and potential residents can select housing that reflects their personal preferences, economic circumstances, seasonal status, and special housing needs.

#### Strategy HG 1.1.1 – Housing Characteristics

The City will utilize the Land Development Code and review processes to promote housing diversity by ensuring new development and redevelopment evaluate the following issues:

- A. Identity and character of the area and surrounding properties.
- B. Housing style and ownership.
- C. Housing type (multi-family and single-family).
- D. Community population (income and age).
- E. Housing pricing.

#### Strategy HG 1.1.2 – Zoning Code Compliance

The City shall facilitate the maintenance, redevelopment, and quality of housing units within the City through conservation, rehabilitation, education, compliance, and enforcement of zoning regulations and building code standards including the provisions to upgrade substandard housing.

#### Strategy HG 1.1.3 – Housing Rehabilitation and Demolition

The City shall require demolition or rehabilitation of unsound housing which poses a threat to the safety and welfare of the community if corrective measures as prescribed in city and state codes and standards are not taken by the property owner.

### Intent HG 1.2 – Housing in Mixed Use Land Use Districts

The City will utilize the Mixed Use land use designations to promote increased housing options and community livability by intermixing residential and non-residential uses.



### Strategy HG 1.2.1 – Mixed Use Housing Collaboration

The City will collaborate with major employers and developers to identify and promote live-near-work housing.

## *Alternative Construction*

### Intent HG 1.3 – Alternative Construction

The City of Venice supports the use of mobile, manufactured, modular, and alternative construction 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.

#### Strategy HG 1.3.1 – Mobile/Manufactured Housing Safety

The City will encourage the replacement of older existing manufactured or mobile homes with new manufactured homes that meet or exceed current hurricane requirements as defined by the City's Land Development Code, Building Codes and applicable ordinances.

#### Strategy HG 1.3.2 – Replacement and Redesign

The City shall utilize the Land Development Code update to establish standards for the replacement and/or redesign of existing mobile home/manufactured home communities while maintaining existing residential density allowances and bulk development standards.

#### Strategy HG 1.3.3 – Conversion to Different Land Use

The City shall review its Land Development Regulations to address the appropriate requirements regarding the conversion of mobile home/manufactured home communities to a different housing type.

## *Special Needs Housing*

### Intent HG 1.4 – Special Needs Housing.

The City of Venice supports the provision of special needs housing and is committed to providing a range of safe and affordable housing options to address the City's special needs population.

#### Strategy HG 1.4.1 – Partnerships

The City shall partner with Sarasota County, other local governments, regional non-profit organizations, state and federal agencies/programs to address the City's special needs housing for:

- A. Assisted living.
- B. Foster care.
- C. Displaced persons.
- D. Homeless persons.
- E. Mental health care.
- F. Physical disability care.
- G. Senior assistance.



#### H. Group Home.

#### Strategy HG 1.4.2 – Community Based Residential Alternatives

The City shall collaborate with existing community-based non-profit organizations, Sarasota County and state agencies (i.e., 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 use districts are available for the development of such housing opportunities.
- B. Needed public infrastructure and facilities are located within the vicinity of lands approved for special needs housing.
- C. Federal and state equal housing opportunity requirements are met.

#### Strategy HG 1.4.3 – Safe and Accessible Housing Opportunities

The City shall utilize the Land Development Code and review processes to promote safe and accessible housing options for residents with special needs.

#### Strategy HG 1.4.4 – Displaced Persons

The City shall ensure displaced residents forced to relocate due to an act of government or natural disaster are provided safe and affordable replacement housing options by providing, but not limited to, the following:

- A. Permit the development of temporary, modular housing that meets City codes to serve displaced residents;
- B. Open up public buildings and grounds to provide shelter for the homeless and distribution centers for goods and services;
- C. Suspend local government development review/permitting fees, and implement abbreviated development review procedures to expedite rebuilding in accordance with State law and Florida Building Code;
- D. Permit rebuilding of pre-existing structures back to the original densities/intensities and uses while meeting current FEMA flood damage control regulations and the Florida Building Code.

### *Attainable Housing*

#### Intent HG 1.5 – Attainable Housing

The City shall meet the community's affordable and workforce housing needs by ensuring that housing alternatives meet the diverse demands of the community. Special attention shall be provided to the needs of the following groups:

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

#### Strategy HG 1.5.1 Attainable Housing – Defined

The Federal Housing and Urban Development Agency (HUD) has developed the following



definitions for different housing categories based on an Area Median Income (AMI) and family size.  
 Affordable Housing - serves incomes between 30-80% of AMI. Community Housing - serves incomes less than 120% of AMI. Workforce Housing - serves incomes of less than 140% of AMI.

The City has identified the need to further refine these categories to focus on providing incentives to facilitate housing that is attainable – does not exceed 30% of an individual or family annual income.

The table below is based on the 2016 U.S. Housing and Urban Development Area Median Income (AMI) and subject to change on an annual basis. The dollar amounts are shown in shaded rows and represent monthly rental amounts that do not exceed 30% of the income levels above.

*Table HG-1: Attainable Housing Monthly Housing Costs (reference only)*

Attainable Housing Monthly Housing Costs						
	Family Size				Sub Category	U.S. HUD Category
Income Level	1	2	3	4		
30% of Median	\$12,999	\$14,856	\$16,713	\$18,570	Extremely Low Income Housing	Affordable Housing
Monthly Attainable Housing Costs	\$325	\$371	\$418	\$464		
50% of Median	\$21,700	\$24,800	\$27,900	\$30,950	Very Low Income Housing	
Monthly Attainable Housing Costs	\$543	\$620	\$698	\$774		
80% of Median	\$34,650	\$39,600	\$44,550	\$49,500	Low Income Housing	
Monthly Attainable Housing Costs	\$866	\$990	\$1,114	\$1,238		
100% of Median	\$43,330	\$54,320	\$55,710	\$61,900	Moderate Income Housing	Community Housing
Monthly Attainable Housing Costs	\$1,083	\$1,358	\$1,393	\$1,548		
120% of Median	\$51,996	\$59,424	\$66,852	\$74,280		
Monthly Attainable Housing Costs	\$1,300	\$1,486	\$1,671	\$1,857		Workforce Housing
140% of Median	\$60,662	\$70,928	\$77,994	\$86,660		
Monthly Attainable Housing Costs	\$1,517	\$1,773	\$1,950	\$2,166		
Source: 2016 Housing and Urban Development (HUD)						
Note: Graphic is for representative purposes only; please consult the adopted standards for complete family size information and conditions.						

#### Strategy HG 1.5.2 – Targeted Attainable Housing Locations

The City has identified the MUD, MUC, MUS and Medium and High Density future land use districts as appropriate for Attainable Housing development and redevelopment. Sites within these districts shall consider their proximity:



- A. Major employment centers.
- B. Transit corridors.
- C. Urban trail systems.
- D. Arterial and collector roadways.
- E. Schools.
- F. Health care facilities
- G. City owned properties.
- H. Shops and services.
- I. Parks and public spaces including functional open spaces (i.e., recreation and community centers).

#### Strategy HG 1.5.3 – Attainable Housing Density Bonus and Other Incentives.

The City has targeted specific land use districts for attainable housing consistent with Strategy LU-S 1.6.2. Table HG 2 below identifies these land use districts and provides for the maximum density with a density bonus by land use category and attainable housing development type. The density bonus shall be applied based on a pro rata share (percentage) of affordable and/or community housing provided within the proposed development. For example, if 50 percent of the housing proposed meets the standards for the categories below, 50 percent of the density bonus could be applied. This Strategy shall not be interpreted to provide the density bonus based on the application or inclusion of market rate housing.

*Table HG-2: Attainable Housing – Maximum Density (dwelling units per gross acre) with Density Bonus*

Attainable Housing - Maximum Density (du/ac) With Density Bonus					
	Medium Density	High Density	Mixed Use Downtown, MUD	Mixed Use Seaboard, MUS	Mixed Use Corridor, MUC
Maximum Density without bonus (consistent with Strategies LU 1.2.3 and 1.2.9)	13	18	18	18	13
Affordable Housing	26	36	36	36	26
Community Housing	20	27	27	27	20

The City, through its Land Development Code and review processes, shall develop additional incentives for projects determined to be attainable housing including but not limited to:

- A. Permit fee reductions.
- B. Impact fee waivers/reductions.
- C. Flexible design standards including required Architectural Styles.



#### Strategy HG 1.5.4 – Maintaining Attainable Housing.

The City shall require a long term (minimum of 10 years) binding recorded commitment to maintain the project as a qualifying attainable housing project consistent with the approval. The City may utilize mechanisms such as the following to facilitate maintaining attainable housing projects:

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

### *Intergovernmental Coordination (the following is provided consistent with Chapter 163.3177(4)(a) and (h)(1))*

Consistent with FS 163.3177(6)(h)1, the following intergovernmental coordination strategies are provided specific to Housing.

Intent HG 1.6 – Regional Housing Coordination. The City will continue to participate in the coordination of regional housing strategies with local, regional, state, and federal housing agencies and non-profit organizations.

#### Strategy HG 1.6.1 – Housing Inventory

The City will continue to participate in regional housing initiatives to inventory, monitor, and maintain the quality and quantity of the region's housing supply.

#### Strategy HG 1.6.2 – Housing Solutions

The City will continue to coordinate with Sarasota County, other local municipalities and private organizations on the development of a regional housing committee focused on resolving the complex economic, social, and development issues related to the region's housing needs.

#### Strategy HG 1.6.3 – Affordable Housing Funding Partnerships

At a minimum the City shall coordinate with the Sarasota Office of Housing and Community Development, the Venice Housing Authority, and private organizations for cooperative funding partnerships. Options available for consideration shall include:

- A. Development contributions.
- B. State Housing Initiatives Partnership (SHIP) funds.
- C. Grants.
- D. Community Development Block Grant (CDBG) funds.
- E. HOME Investment Partnerships,
- F. Emergency Solutions Grant,
- G. Neighborhood Stabilization Grants
- H. National Housing Trust Fund (HTF)
- I. Public Private Partnerships including opportunities with non-profit organizations.

#### Strategy HG 1.6.4 – Management and Oversight of Housing Programs



The City shall coordinate with Sarasota County / Sarasota County Consortium on the implementation and delivery of state and federal public housing programs, grants, and other initiatives within the City of Venice. As part of this, the City shall pursue involvement and representation in the Sarasota Consortium to administer applicable housing programs within the City.

#### Strategy HG 1.6.5 - Housing Education and Awareness Partnerships

The City shall coordinate with Sarasota County including the Office of Housing and Community Development, Venice Housing Authority, and other local and regional partnerships to inform the community about available housing programs and initiatives available to affordable housing.



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# INFRASTRUCTURE

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## Section III – ELEMENTS –INFRASTRUCTURE



The City has identified key components of Infrastructure including public facilities, services, and utilities as well as staffing needed to provide these elements. The City shall focus on the location, quality and integration of infrastructure with its surroundings, and how they are maintained. Infrastructure is often viewed as an anchor and stabilizing force in a community providing it is necessary services to its residents.

The City understands the need to optimize available resources, reduce costs, and secure the capacity to support development and redevelopment efforts as well as maintain the service standards provided. In addition, it is important that the development, operation and maintenance of these services and facilities be efficient, matching the City's needs with its financial and operational resources. This combined Infrastructure Element is intended to reinforce and progress the benefits of City investments in transit, parks, utilities, community centers, and other infrastructure within the community.

Vision IN 1 – The City will provide public infrastructure services that meet the needs of the current and future populations.

### *Community Services*

Intent IN 1.1 – Community Services.

The City will ensure that the community service needs are supported by its public facilities.

#### Strategy IN 1.1.1 – Community Service Integration

Through the Land Development Code and review process the City shall ensure that its infrastructure will be integrated into the community taking into consideration such things as historical and natural resources, neighborhood character and architecture, and transportation. Specific criteria shall include:

- A. Surrounding land uses.
- B. Neighborhood design standards.
- C. Neighborhood Demographics (i.e. families with young children, active adults, and seniors).
- D. Proximity, co-location, and multi-purposing of facilities and properties.
- E. Timing of development.
- F. City demands and needs.
- G. Cost effectiveness of service delivery to site.
- H. Accessibility.
- I. Functionality during emergency events including ability to access site and/or to utilize site as shelter space.

#### Strategy IN 1.1.2 – Government Designations

The City shall require that all public facilities and properties comply with the Land Development Code and review process.



### Strategy IN 1.1.3 - Facility and Property Inventory

The City shall 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 schedule and budgeting programs.

### Strategy IN 1.1.4 – Resource and Energy Efficient Practices

The City will support and encourage the use of conservation and energy efficient practices including the use of renewable energy sources for the maintenance and operation of public facilities and properties in an effort to reduce costs and lead by example in the development of buildings and community facilities.

## *Public School Facilities*

### ~~Intent IN 1.2 – Public School Facilities:~~

~~The City shall coordinate with the Sarasota County School Board and its adopted Long Range Master Plan 2016 (incorporated herein by reference) with regard to school capacity and concurrency reviews, as well as LOS standards. See Public School Facilities Element.~~

## *Utility Services*

### Intent IN 1.2 – Utility Services and Development Coordination.

The City shall ensure that utility service expansion is coordinated with development to ensure capacity adequate to serve projected future growth.

#### Strategy IN 1.2.1 – Utility Services - Defined

The City's utility services include potable water, reclaimed water, waste water, stormwater management, and solid waste. Utility services may be provided by the City of Venice, Sarasota County or combination of both.

#### Strategy IN 1.2.2 – Maintenance of Facilities

The City shall rehabilitate and maintain in good condition existing public utility facilities to accommodate infill and to allow for the most efficient use of existing infrastructure.

#### Strategy IN 1.2.3 – Development Expansions

The City shall require through the Land Development Code and development review processes connection and maintenance to City utility services in accordance with the following criteria:

- A. Size of development, types of structures, and land uses.



- B. Proximity and location (Coastal High Hazard Area) to existing infrastructure.
- C. Available capacity.
- D. Demand of future development projects.
- E. Consistency with applicable master plans (i.e., stormwater master plan, water supply plan)
- F. Development agreements such and the JPA/ILSBA that may be in effect.
- G. Coordination with private utility services such as cable, power, and telecommunications.
- H. Annexation.

#### Strategy IN 1.2.4 – Water and Sanitary Sewer Installation

The City shall require that water and sanitary sewer lines installed by property owners are constructed along the entire adjacent right-of-way or through the entire property as appropriate to permit further extension to adjacent properties.

#### Strategy IN 1.2.5 – Infrastructure Utilization

The City shall maximize existing public utility infrastructure systems by encouraging infill development and redevelopment of established service areas.

#### Strategy IN 1.2.6 - Utility Master Plans

The City shall update or develop 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 shall include the following and be updated according to Florida Statutes:

- A. Water Supply Master Plan.
- B. Wastewater and Reclaimed Water Master Plan.
- C. The City should pursue the development of a Stormwater Master Plan.

#### Strategy IN 1.2.7 – Utility Inventory

In conjunction with the development of the utility master plans, the City shall develop and maintain stormwater, reclaimed water, potable water, and wastewater service inventories to identify and address potential deficiencies in capacity. The City may use this information in the development of the annual Capital Improvements Plan and implementing Capital Improvements Schedule. The inventory shall include:

- A. Current capacity.
- B. Existing usage.
- C. All future committed capacity based upon approved site and development plans.
- D. Potential service area needs

### *Level of Service*

Intent IN 1.3 - Level of Service. The City shall maintain an adequate level of service for each of the city's public utility services.



### Strategy IN 1.3.1 – Level of Service Standards.

The City shall ensure that the City's utilities are properly maintained by meeting the following levels of service concurrently with development:

- A. Potable Water - 90 gallons per capita per day based on average annual flow and a Peak maximum day flow of 135 per capita per day.
- B. Wastewater - 162 gallons per day based on the average annual flow and a Peak of 324 gallons per day based on the maximum day flow.
  - 1. This LOS standard was adopted as part of the City's Wastewater Master Plan. Converting this standard to per capita per day utilizing 1.78 persons per household results in 91 gallons per capital per day based on the average annual flow and a Peak of 182 gallons per capita per day based on the maximum day flow.
- C. Stormwater - Post-development runoff may not exceed pre-development runoff for a 24-hour, 25-year storm event, unless an exception is granted by the City Engineer for unrestricted tidal discharge or the project meets SWFWMD (Southwest Florida Water Management District) exemption criteria. Stormwater treatment shall be provided which meets all applicable SWFWMD Rules and Regulations or demonstrate the project meets SWFWMD exemption criteria.
- D. Solid Waste - Collection and capacity of 6.8 pounds per capita per day; and collection of residential solid waste shall occur at least weekly.

The City shall use the Land Development Code and review process to develop equivalent residential dwelling unit conversions (ERU) for all public facilities (ERU).

### Strategy IN 1.3.2 - Concurrency Management LOS Evaluations.

The City shall continue to utilize the Concurrency Management System as provided within the City of Venice Land Development Code, to ensure all proposed developments meet adopted level of service standards, as permitted by Florida Statutes, prior to the issuance of a development order or certificate of concurrency.

## *Natural Resources Impact*

Intent IN 1.4 - Natural Resources Impact. The City shall ensure that its utilities infrastructure system do not adversely impact its natural resources.

### Strategy IN 1.4.1 – Environmental Considerations

The City shall protect the environment 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.
- E. Coordinate water quality monitoring, waste disposal, and stormwater management practices with partner entities.
- F. Provide periodic inspection and monitoring of facilities.



#### Strategy IN 1.4.2 – 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.

#### Strategy IN 1.4.3 – 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.

#### Strategy IN 1.4.4 – Water Resource Partnerships

The City shall 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. Potable wells.
- C. 2015 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.

#### Strategy IN 1.4.5 – Private Wells and Septic Systems

The City shall require connection to the City utilities for all private wells and septic systems, upon service availability.

#### Strategy IN 1.4.6 – Reclaimed Water Utilization

The City shall utilize the Land Development Review Code and review process to encourage development projects to increase the need for reclaimed water capacity and to use reclaimed water for irrigation where supplies are available. Areas that will 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.

#### Strategy IN 1.4.7 – Potable Water Conservation

The City shall 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 Water Star program.

#### Strategy IN 1.4.8 – Water Shortage.

The City shall 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.

#### Strategy IN 1.4.9 – 10-Year Water Supply Facilities Work Plan.

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.

#### Strategy IN 1.4.10 – Waste Recycling

The City will continue to improve recycling efforts in order to protect natural resources and extend the life of the 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.

#### Strategy IN 1.4.11 – Public Conservation Efforts

The City shall utilize the City of Venice Water Conservation Plan and other plans, including this Comprehensive Plan, to encourage public conservation efforts by providing:

- A. Public Education Efforts
  - 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.



- B. water and energy conservation school presentations and contests.
- C. Recycling and water conservation programs.
- D. Public incentives for reducing, recycling, and reusing natural resources and waste products.
- E. Information on reducing waste and minimizing energy use.
- F. Incentives for water conservation

#### Strategy IN 1.4.12 – Solid Waste Disposal Facility

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.

#### Strategy IN 1.4.13 – Hazardous Waste

The City shall protect the environment 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.

## Capital Improvements

Vision IN 2 – To provide for the highly effective development, operation and maintenance of services and facilities, matching the City's needs with its financial and operational resources.

Intent IN 2.1 – Capital Improvements System. The City shall 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.

#### Strategy IN 2.1.1 – Capital Improvements System – Components

The City shall manage the fiscal budgeting and delivery of public services by coordinating the following components of the Capital Improvement System:

- A. 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.
- B. 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 and 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.



- C. Capital Improvement Schedule (CIS): The Capital Improvement Schedule provides the financial foundation necessary to implement capital improvements needed to support 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 Capital Improvement Program.

#### Strategy IN 2.1.2 – Budgeting / CIP

The City' annual budget process shall include the development of a Capital Improvement Schedule that:

- A. Identifies capital projects that are large scale and high in cost.
- B. Forecasts capital improvement needs and construction projects for a five-year period.
- C. Is Annually updated based on current fiscal capacity and projected needs and demands.
- D. Includes all capital projects needed to maintain and achieve adopted LOS standards.

Specific to B above, 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. Programs and projects scheduled for the fourth 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

#### Strategy IN 2.1.3 – Capital Improvements Schedule

The City shall annually develop and update a Capital Improvements Schedule (CIS) based on the following criteria:

- A. Is the project needed to fulfill the vision of the comprehensive plan?
- B. Is the project needed to protect the public health and safety; fulfill the City's legal commitments; or provide full use of existing facilities?
- C. Does the project improve existing facilities; mitigate future improvement costs; provide services to developed areas; or promote infill development?
- D. Is the City capable of maintaining the facility on an on-going basis?

The City shall amend the Comprehensive Plan specific to the CIP on a yearly basis so the Plan may address changes in demography, economic markets, and public priorities.

*Note: due to the size of the CIS, it is provided in the Appendix which is adopted as part of this Comprehensive Plan.*

#### Strategy IN 2.1.4 – CIS Coordination with Land Use Decisions

The CIS shall be coordinated with the City's development review 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.

#### Intent IN 2.2 – Funding

The City shall provide for its financial demand and operational needs through effective and proactive fiscal planning to meet the needs of current and future populations.

##### Strategy IN 2.2.1 – Revenue Generation

The City shall identify opportunities for generating revenues for the City's operations and annual budgeting. 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.

##### Strategy IN 2.2.2 – Coordinated Work Efforts

The City shall 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.

##### Strategy IN 2.2.3 – Enterprise and Special Revenue Funds

The City shall 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).

##### Strategy IN 2.2.4 – 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.

#### Strategy IN 2.2.5 – Proportionate Fair Share and Mobility Fee

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 and Mobility Fee Programs

#### Strategy IN 2.2.6 – Programmed Development Projects

All City projects funded through the Proportionate Fare Share and Mobility Fee Programs 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 and mobility fee contributions are addressed appropriately.

#### Strategy IN 2.2.7 – Revenue Generation

The City shall 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.

#### Strategy IN 2.2.8 – Impact Fees Reviews

The City shall review the impact fees, or similar mechanisms, at least every five (5) years 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.

#### Strategy IN 2.2.9 – Coordinated Work Efforts

The City shall 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.

### *Capital Improvement Coordination*

#### Intent IN 2.3 – Capital Improvement Schedule and Maintenance Coordination



The City shall continue to coordinate with intergovernmental partner 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.

#### Strategy IN 2.3.1 – Impact Fee Coordination

The City shall continue to annually coordinate with Sarasota County on the evaluation and collection of impact fees to finance capital improvements within the City.

#### Strategy IN 2.3.2 – Local Infrastructure Surtax

The City shall coordinate with Sarasota County on the continued application of the penny sales tax revenue to fund capital improvements.

#### Strategy IN 2.3.3 – 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.

### *JPA/ILSBA Planning Areas*

Intent IN 2.4 – 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.



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# OPEN SPACE

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## Section III – ELEMENTS – OPEN SPACE



Open Space is a broad-based Element that encompasses the City's public spaces, recreational areas, and conservation areas, natural resources, protected species and habitats. Open Space also addresses the City's Coastal High Hazard Areas (CHHA). This Element also includes provisions for the coordination of open spaces necessary to create and maintain local and regional systems. The City has defined open space as either functional or conservation. It is important to acknowledge there may be areas of the City that provide both

functional and conservation open space activities e.g. walking trails around water retention facilities, and those areas will be further identified as part of the Land Development Code.

**Vision OS 1 – The City of Venice shall effectively preserve, protect, maintain, manage and use open space.**

### *Functional Open Spaces*

#### **Intent OS 1.1 – Functional Open Spaces.**

The City shall use its Functional Open Spaces to provide parks and recreational opportunities for its residents and visitors.

##### **Strategy OS 1.1.1 – Functional Open Spaces - Defined**

Functional open spaces include: parks (active and passive), public outdoor areas not categorized as part of Conservation Open Space, golf courses, sports fields, playgrounds, public beaches, marinas, lakes, plazas, courtyards, trails, sport facilities, playgrounds, and other areas that meet the recreational, social, and leisure needs of the community.

##### **Strategy OS 1.1.2 – Functional Open Space Level of Service**

The City's adopted Level of Service (LOS) Standard is: 7 acres of functional open space for each 1,000 functional population. Functional population is defined to include both full time resident and seasonal resident population. The Functional Open Space Level of Service shall be met with facilities open to the public without admission fee and open during the same primary operating hours as City parks. All new residential development shall be required to provide the required appropriate amount of functional open space to maintain the adopted LOS standard.

##### **Strategy OS 1.1.3 – Public Parks**

The City shall manage its public parks based on the Venice Parks System Master Plan as may be updated. The Parks System Master Plan shall be consistent with the Functional Open Space Level of Service Standard and provide additional information including:

- A. Identification and maintenance of existing facilities.
- B. Development of new facilities.
- C. Criteria for the prioritization of funding for the acquisition, development and enhancement of public parks, with an emphasis on existing parks to facilitate



projects to maintain adopted LOS standards for the Capital Improvement Schedule (CIS).

#### **Strategy OS 1.1.5 – Planning Consistency**

The City shall maintain consistency between the Comprehensive Plan and the Venice Parks System Master Plan to address specific components of the City's parks system.

#### **Strategy OS 1.1.6 – Park and Public Space Connectivity**

The City shall connect parks and public spaces through pedestrian/bike access ways including linear parks, sidewalks, bicycle lanes, trails, blueways (such as kayak trails), and greenways.

#### **Strategy OS 1.1.7 – Universal Design**

The City shall develop recreational facilities that are universally accessible to all residents. The City shall update existing facilities when new construction is planned, or when renovations are undertaken to be compliant with then existing City and federal accessibility regulations as they come into effect.

#### **Strategy OS 1.1.8 – 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.

#### **Strategy OS 1.1.9 – Concurrency**

The City shall continue to utilize the concurrency management system as provided within the Land Development Code to ensure the requirements for concurrency are met for parks and recreation facilities.

### ***Conservation Open Spaces***

#### **Intent OS 1.2 – Conservation Open Spaces.**

The City shall use its Conservation Open Space to provide conserved open space for its residents and visitors.

#### **Strategy OS 1.2.1 – Conservation Open Space -Defined**

Conservation Open Space includes: protected open spaces (wetland, wetland buffers, coastal and riverine habitats), preserves, native habitats including those of endangered or threatened species or species of special concern, wildlife corridors, natural lands owned and managed by the City, Sarasota County, State (i.e., FDEP, SWFWMD) or a Federal Agency that do not qualify as Functional Open Space ; rivers, lakes, and other surface waters, and aquifer recharge areas. Conservation Open Spaces are envisioned to enhance the quality of the environment by preserving native vegetation that helps to reduce greenhouse gas/carbon emissions, positively impacting climate change. It is important to acknowledge there may be open spaces that provide both functional and conservation activities e.g. walking trails around water retention facilities.

#### **Strategy OS 1.2.2 – Environmental Impact Mitigation**

The City shall utilize the Land Development Code and review processes to ensure that



development projects evaluate potential environmental impacts and provide mitigation for negative impacts. Development shall not adversely impact any threatened or endangered species or species of special concern without appropriate permitting and/or mitigation.

## Wetlands

### Intent OS 1.3 – Wetlands.

The City shall implement appropriate strategies to protect its wetlands, wetland buffers, and aquifer recharge areas.

#### Strategy OS 1.3.1 – Wetland and Aquifer Recharge Areas Protection

The City shall protect its groundwater sources, particularly in wetland and aquifer recharge areas, through its Land Development Code and review processes by:

- A. Establishing site plan requirements to ensure developments evaluate natural drainage features, man-made drainage structures, and impact to wetland and aquifer recharge areas.
- B. Requiring development to first avoid impact to wetlands and aquifer recharge areas.
- C. When impacts to wetlands and aquifer recharge areas are unavoidable, requiring development to minimize impact and then mitigate for impacts to wetlands and aquifer recharge areas.
- D. Limiting activities/uses that are known to adversely impact such areas.
- E. Restore/mitigating wetlands (where feasible) in connection with new development.
- F. Maintaining the natural flow of water within and through contiguous wetlands and water bodies.
- G. Maintaining existing vegetation to serve as buffers to protect the function and values of the wetlands from the adverse impacts of adjacent development.
- H. Requiring any wetland mitigation be based upon the most current state-approved methodology.
- I. Prohibiting the dredging, filling, or disturbing of wetlands and wetland habitats 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.
- J. Coordinating with Sarasota County, Federal and State review agencies on wetland designation, mitigation policies, and regulations.

#### Strategy OS 1.3.2 – 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 a 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 do 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.

### ***Native Habitats, Conservation Lands, and Natural Resources***

#### **Intent OS 1.4 – Native Habitats, Conservation Lands, and Natural Resources.**

The City recognizes the importance of its native lands and habitats and shall implement preservation strategies that protect native habitats, conserve environmental lands and natural resources, and minimize environmental pollution, and increase public awareness of the harmful effects of non-native species.

#### **Strategy OS 1.4.1 – Native Habitats Inventory and Assessment**

The City will coordinate with Sarasota County to inventory and assess significant native habitat remaining within the City limits.

The City will also require development and redevelopment to determine the existence of any significant native habitats and such information will be added to the inventory.

#### **Strategy OS 1.4.2 – Protection of Native Habitats**

The City shall protect significant native habitats through its land development code and review process including the following:

- A. Preserve existing native vegetation and natural areas including threatened native habitats
- B. Encourage development forms that provide protection of significant native habitats such as clustered development and alternative roadway designs (i.e., reduced rights-of-way) ~~where feasible~~.
- C. Development shall first avoid impact to significant native habitats.
- D. Mitigate adverse impacts whenever areas of native habitats are involved in the development of property.
- E. Require development to first impact lower quality habitats and resources before impacts to higher quality habitats and resources are considered and used.
- F. Native habitat shall be used whenever possible to fulfill open space requirements.

#### **Strategy OS 1.4.3 – Endangered or Threatened Species**

The City shall protect threatened or endangered native species by requiring that proposed new development and redevelopment (where applicable) be examined for location of Listed Species. The City through its Land Development Code and review processes will:

- A. Coordinate with Sarasota County, Federal, and State agencies for the identification and protection of endangered and threatened species.



- 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 Protection Programs including but not limited to the regarding preservation and or permitting requirements.
- D. Promote connectivity and minimize habitat fragmentation.

#### **Strategy OS 1.4.4 – Non-Native Invasive Species**

~~As financially feasible-~~The City should, 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 plantspecies.
- B. Prohibition of the use of non-native invasivespecies.
- C. Require development to r~~Remove~~al 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.

### **Unique Habitats**

#### **Intent OS 1.5 Unique Habitats**

The City recognizes the importance of its unique habitats and shall implement preservation strategies that protect and conserve their environments consistent with applicable laws and regulations

#### **Strategy OS 1.5.1– Marine Habitats**

The City shall partner with local, regional, state, and federal marine environmental agencies to maintain or increase the amount of native marine habitats, particularly those located within the Coastal Planning Area by:

- A. Maximize retention and Retain and as possible reestablishment marine habitats.
- B. Maintain the City's natural shorelines.
- C. Prevent the intrusion of invasive species which provide inferior habitat.
- D. Protect and replenish (where feasible mitigate ) mangrove habitats; priority shall be to protect mangrove habitats first.-
- E. Provide water quality treatment, ~~as possible,~~ to minimize runoff pollutants before they enter water bodies with the City.

#### **Strategy OS 1.5.2 – 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.

#### **Strategy OS 1.5.3 – Sea Turtle Habitats**

The City, through its Land Development Regulations, shall protect sensitive sea turtle habitats and coordinate with Sarasota County, and 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.

#### **Strategy OS 1.5.4 – 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. Protect sea turtle habitats and nest monitoring.
- E. Restore and preserve the dune line by planting appropriate coastal vegetation.

#### **Strategy OS 1.5.5 – Florida Scrub-Jay, Gopher Tortoise, and Other Sensitive Habitats**

The City shall continue to coordinate with Sarasota County on the implementation of a county-wide Habitat Conservation Plan (HCP), including scrub-jay, gopher tortoise, and other sensitive habitats.

### ***Open Space Corridors***

#### **Intent OS 1.6 – Open Space Corridors.**

The City will establish open space corridors to facilitate the movement of people and wildlife.

#### **Strategy OS 1.6.1 – Open Space Corridors -Defined**

The City's open space corridors shall provide habitat for wildlife that are able to live within urban development areas and coexist with human populations.

#### **Strategy OS 1.6.2 – Open Space Corridor System**

Through the land development review process, the City shall continue to identify opportunities to:



- A. Create an interconnected open space corridor system that links existing open spaces, greenways, public right of ways, and trails including new open space corridors.
- B. Provide connections from adjacent development to existing or planned open space corridors ~~where appropriate~~.
- C. Connect parks and civic resources ~~where feasible~~ (i.e., Community Center).
- D. Provide low-impact natural activities such as walking trails, benches, picnic areas, and canoe launches.
- E. Connect the City and Sarasota County's open space corridors ~~where feasible~~.
- F. Require that open space corridors minimize the fragmentation of significant wildlife habitat. Corridors widths shall be defined based on their targeted habitat/species; however, are generally considered to be a minimum of 25 feet in width.

### Strategy OS 1.6.3 – Open Space Crossings

The City shall require road construction, reconstruction or other similar improvements encroaching or crossing an open space corridor incorporate crossing design features and ~~where appropriate and feasible~~, provide for alternative roadway design standards.

Crossings shall be designed in accordance with the recommendations of the Florida Fish and Wildlife Conservation Commission.

## Mining Considerations

### Intent OS 1.7 Mining Considerations

The City shall minimize potential negative activities and impacts from mining activities operations. Negative impacts shall include but not be limited to negative impacts on public health, welfare, and safety, and environmental preservation.

### Strategy OS 1.7.1 – Mining ~~Regulatory Oversight~~

The City shall 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, air and ground pollution (including ground water pollution) and truck/heavy equipment traffic should be minimized to avoid unnecessary impacts to abutting or nearby properties and extreme well stimulation (fracking) and injection wells, and waste water sludge/pits, shall be prohibited.

### Strategy OS 1.7.2 – Reclamation Plan

Prior to the approval of a mining plan or activity, the City shall require mining operations to prepare produce a reclamation plan that addresses the elimination or mitigation of post-mining environmental concerns to be implemented upon the discontinuation of mining activity. Such plans shall be incorporated into the development approval.

## Coastal Waterway Conservation and Protection



### **Intent OS 1.8 – Coastal Waterway Priorities.**

The City will develop strategies in the Land Development Code for protecting and preserving marine/beach access, water-based facilities, and natural resources.

#### **Strategy OS 1.8.1 – 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.

#### **Strategy OS 1.8.2 – Docks, Marinas, and Boat Ramps**

The City shall require that public docks, marinas, and boat ramps be preserved and allowed where appropriate.

#### **Strategy OS 1.8.3 – Public Access to Waterfront Areas**

The City shall 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.

#### **Strategy OS 1.8.4 – Conservation Easements**

The City shall work with private property owners to implement conservation easements to protect sensitive natural resources such as mangroves, dune systems, and coastal tidal areas.

#### **Strategy OS 1.8.5 – Florida Native Vegetation and Features**

The City shall promote the use of native Florida vegetation and protection of natural features in coastal and waterfront development.

#### **Strategy OS 1.8.6 – Publicly Owned Lands**

The City shall 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.

#### **Strategy OS 1.8.7 – Harbor Management Plan**

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

#### **Strategy OS 1.8.8 – Marine and Boating Facilities**

The City shall utilize the Land Development Code review process to require that existing and new marine and boating facilities receive and maintain the Florida Clean Marina designation from the Florida Department of Environmental Protection.

#### **Strategy OS 1.8.9 – Boat Discharge**

The City shall utilize the marine police patrol to prevent boats from discharging in City waterways in order to protect the natural habitats and environmental conditions.

#### **Strategy OS 1.8.10 – Fill and Dredging Activities**

The City shall require that fill and dredging activities comply with all applicable local, state and federal requirements.

### ***Coastal High Hazard Area (CHHA) Development***

#### **Intent OS 1.9 – Coastal High Hazard Area Development.**

The City aims to minimize the impact of natural hazards to the community by directing development away from coastal high hazard areas as defined by State Statute and in doing so, also address land use planning, evacuation, and disaster preparedness within the community.

#### **Strategy OS 1.9.1 Coastal High Hazard Area Defined**

As identified in Strategy LU 3.1.3 - the CHHA is hereby defined 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. The CHHA is identified on the Future Land Use Map Series. Map OS 1 Coastal High Hazard Area (Note: CHHA areas within the respective Neighborhoods are provided in the Neighborhood's Map Series)

#### **Strategy OS 1.9.2 – Public Infrastructure**

- A. The City shall limit public funds for infrastructure expenditures in the CHHA except as necessary to protect the public health, welfare, and safety, and provide adequate evacuation in the event of an emergency including but not limited to the following:
  - a. Provide minimum level of service to existing and/or future development densities and intensities depicted in the Future Land Use Map
  - b. Provide adequate evacuation in the event of an emergency
  - c. Restore and enhance natural resources common within the City
- B. The City will not accept operation and maintenance responsibility for private roads or facilities located within the CHHA.

#### **Strategy OS 1.9.3 – Population**

The City shall not increase densities or intensities in the CHHA beyond those depicted on the Future Land Use Map except for those areas determined to be legally non-conforming uses.



**Strategy OS 1.9.4 – Coastal High Hazard Area Application**

- A. The following shall apply for purposes of evaluating applications for development within the City of Venice, specifically comprehensive plan land use amendments, map and text, and rezoning:
  - a. If 50% or more of a parcel of land is located within the Coastal High Hazard Area, then the entire parcel shall be considered within the Coastal High Hazard Area.
  - b. Isolated areas that are defined by the SLOSH model to be at higher elevations and are surrounded by the CHHA or by the CHHA and a body of water shall be considered within the Coastal High Hazard Area.
  - c. For purposes of evaluating development proposals or site plans, if any portion of the proposed building footprint is in the Coastal High Hazard Area, then the entire parcel shall be considered within the Coastal High Hazard Area.

**Strategy OS 1.9.5 – Coastal High Hazard Area Mitigation**

The 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 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. Administering building and rebuilding regulations consistent with local, state, and federal regulations.
- E. Prohibiting beach sand dune alteration.

**Strategy OS 1.9.6 – 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.

**Strategy OS 1.9.7 – Coastal Development Practices**

The City shall utilize the Land Development Code and review processes 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. Specifically, the City shall:

- A. Require that new development and redevelopment in areas that are at high risk of



flooding due to storm surge, high tide events, flash flood, stormwater runoff, and the related impacts of sea level rise incorporate building design specifications, engineering solutions, site development techniques, and management practices that may reduce risk and losses due to flooding.

- B. Examine and evaluate potential best practices development and redevelopment principles, strategies, and engineering solutions that may result in the removal of coastal real property from flood zone designations established by the Federal Emergency Management Agency.
- C. Require that new development and redevelopment in areas with a high risk of flooding due to storm surge, high tide events, flash floods, stormwater runoff, and sea level rise meet or exceed the flood-resistant construction requirements of the Florida Building Code and applicable flood plain management regulations set forth in 44 C.F.R. part 60.
- D. Participate in the National Flood Insurance Program Community Rating System in order to achieve flood insurance premium discounts for City residents.
- E. Place a high priority on acquiring and or preserving open space lands for purposes of recreation, habitat protection and enhancement, flood hazard management, public safety, and water resources protection.

#### **Strategy OS 1.9.8 – Coastal Setbacks and Planning Areas**

The City shall reduce the impact of natural events by enforcing the gulf-front set-back line and utilizing a Coastal High Hazard planning area.

#### **Strategy OS 1.9.9 – Post-Disaster Redevelopment Plan**

The City shall coordinate with Sarasota County for post disaster redevelopment planning. The City should develop a post-disaster recovery and redevelopment plan which minimizes or eliminates the future risk to human life, including public and private property from natural disasters. Priorities shall be given to the following:

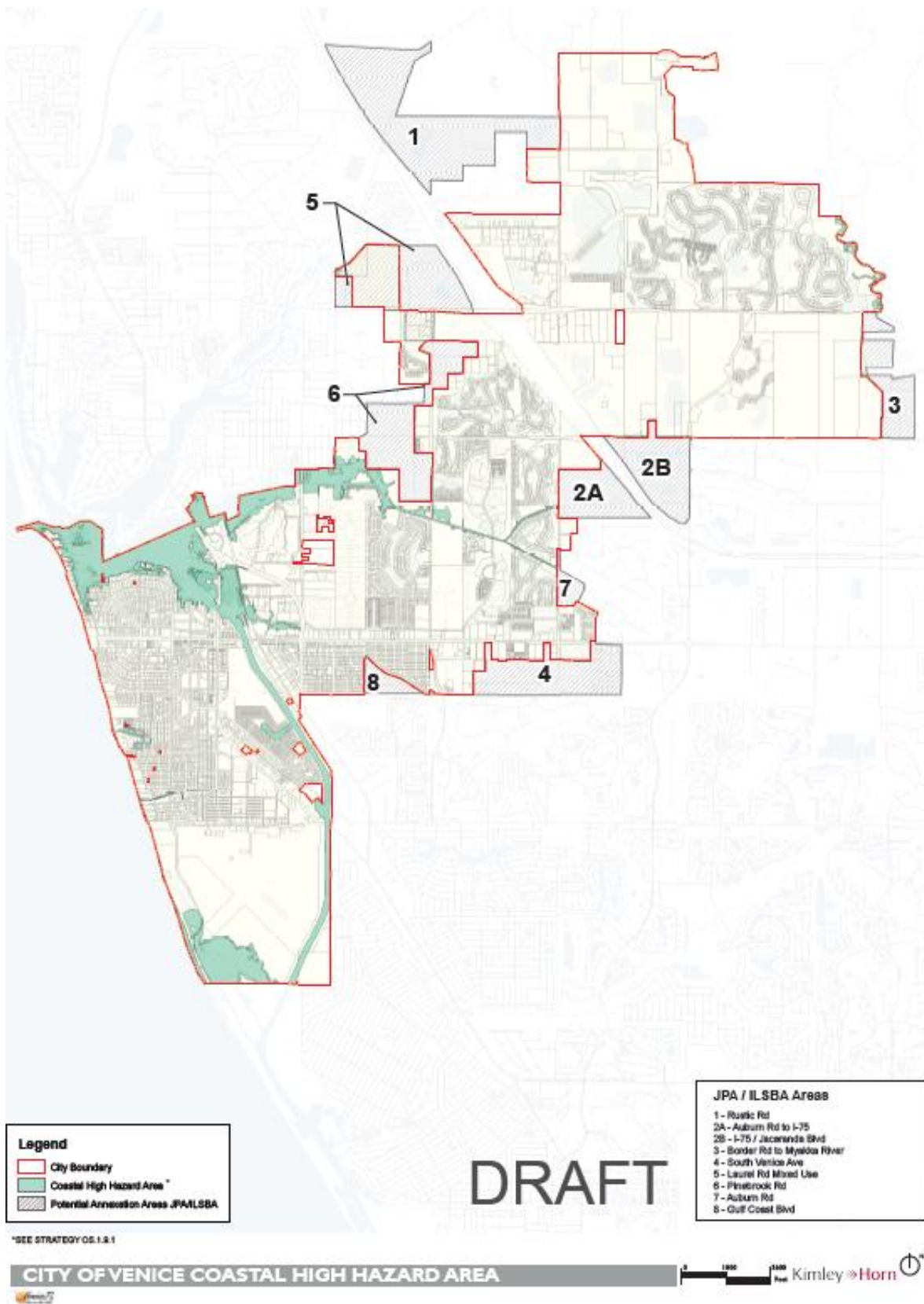
- A. Reestablish public infrastructure service delivery first to those areas where it will serve the most people and/or to areas where there may be significant threats to health, safety and welfare (e.g. contaminated potable water);
- B. Suspend local government development review/permitting fees, and implement abbreviated development review procedures to expedite rebuilding in accordance with State law and Florida Building Code;
- C. Permit the development of temporary, modular housing that meets City codes to serve displaced residents;
- D. Open up public buildings and grounds to provide shelter for the homeless and distribution centers for goods and services; and
- E. Permit rebuilding pre-existing, conforming uses back to the original densities/intensities and uses only if it can be done to meet current FEMA flood damage control regulations and Florida Building Code.

#### **Strategy OS 1.9.10 – Hurricane Shelter Space**

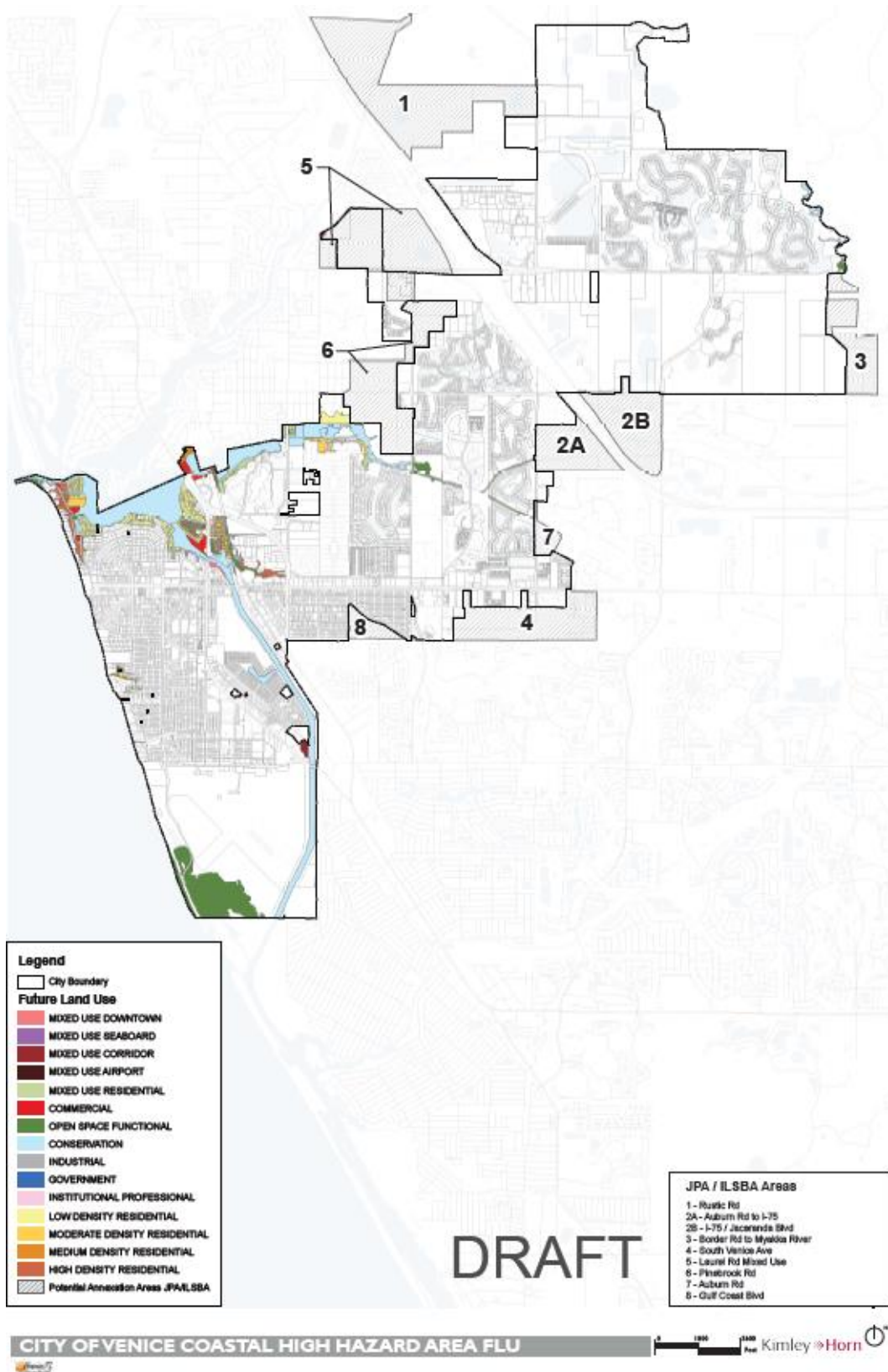
The City shall coordinate with Sarasota County, Southwest Florida Regional Planning Council and other communities to identify hurricane shelter space. Proposed development and redevelopment in the Coastal Planning Areas including the CHHA and similar areas that increase the number of residential units shall mitigate the impact on shelter space demands based on the shelter space LOS. The Level of Service (LOS) Standard for shelter space shall be 20 square feet per person seeking public shelter. Populations seeking public shelter shall be calculated at 20% of the total potential evacuees.

*Map OS-1 Coastal High Hazard Area*





Map OS-2 Coastal High Hazard Area with Future Land Use



## Conservation Design and Development Considerations

### Intent OS 1.10 Conservation Design and Development Considerations

The City will implement design and development strategies in the City's Land Development Code and review processes that reduce the negative effects of development on water, energy, natural resources, global and climate impact.

#### Strategy OS 1.10.1 – Land Development Code Considerations

The Land Development Code and review processes will include the following conservation design and development considerations:

- A. Green Building Strategies.
- B. Tree Resources.
- C. Landscaping.
- D. Low impact site and development practices.
- E. Water and groundwater resource protection and conservation.
- F. Natural drainage channel protection.
- G. Location, control, and monitoring of pollutants and hazardous substances.
- H. Runoff filtration and treatment
- I. Impervious surfaces

## Mixed Use Residential Districts

### Strategy OS 1.11.1 – Mixed Use Residential District Requirements

The City shall require open space components in Mixed-Use Residential designated areas. Within the Land Development Code, the City shall require:

- A. A minimum of 50 percent of the gross land area, on a per property (development) basis shall be provided as Open Space. Open spaces shall not be less than a minimum 10 percent conservation or a minimum 10 percent functional. These percentages may vary based on site conditions.
- B. Functional open spaces
  - a. Amenities/recreation
  - b. Design characteristics consistent with the architectural character and landscape features
    - i. Type and function of resources.
    - ii. 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.
    - iii. Resource 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.
  - c. Accessibility to open spaces.
- C. Conservation open spaces.
  - a. Design characteristics consistent with the landscape features.



- b. Conservation initiatives.
- c. Environmental considerations.
- d. Accessibility to open spaces.
- e. Wildlife corridors and interconnectivity.

***Intergovernmental Coordination (the following is provided consistent with Chapter 163.3177(4)(a) and (h)(1))***

**Intent OS 1.12 – Interagency Coordination.**

The City shall utilize intergovernmental partnerships to expand the City's ability to protect, enhance, and maintain its open spaces and natural resources including coastal areas and those areas included in this Element. This coordination extends to the siting, land acquisition, co-location, programming design, and construction opportunities of functional and conservation open spaces.

**Strategy OS 1.12.1 – Coordinated Management**

The City will continue to coordinate with Sarasota County on interlocal agreements concerning the operation and maintenance of new parks and preservation of sensitive habitats within the City.

**Strategy OS 1.12.2 – Coordinated Functional Open Space Development**

The City shall coordinate with Sarasota County to ensure that functional open spaces including parks and recreational facilities are available and maintained to accommodate the City's growth and demand for parks and public spaces consistent with the City of Venice Parks Master Plan and the Sarasota County Parks Master Plan.

**Strategy OS 1.12.3 – 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.

**Strategy OS 1.12.4 – Resource Co-location**

The City shall coordinate with local, regional, and state organizations, including the Sarasota School Board on the collocation, siting, and design of compatible public resources, including Functional and Conservation Open Spaces.

**Strategy OS 1.12.5 – Regional Linear Park System**

The City shall participate with local, regional, and state organizations in the development and maintenance of a regional linear park system that includes trails, bikeways, footpaths, blueways (such as kayak trails), and sidewalks. Coordinate such efforts with the Sarasota County Master Trail Program and the Venice Parks System Master Plan.

**Strategy OS 1.12.6 – Resource Funding**

The City shall continue to 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 re-nourishment.
- B. Revegetation of the dune system.
- C. Outfall maintenance.
- D. Acquisition of potential sites for public coastal and waterfront access.
- E. Marine facilities.

#### **Strategy OS 1.12.7 – Myakka River Coordination**

The City will 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.

#### **Strategy OS 1.12.8 – Air Quality**

The City shall 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.

#### **Strategy OS 1.12.9 – 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.

#### **Strategy OS 1.12.10 – Estuarine Environment**

The City shall continue to coordinate with the local, regional, state, and federal entities for the protection of the estuarine environment and water quality.

#### **Strategy OS 1.12.11 – National Estuary Program Partnerships**

The City will continue to 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.

#### **Strategy OS 1.12.12 – Boating Use Coordination**

The City will continue to 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.

#### **Strategy OS 1.12.13 – Red Tide Mitigation**

The City shall coordinate with local, regional, and State organizations to reduce red tide impacts on coastal communities. Such organizations include Sarasota County, the Florida Department of Health, other public agencies and private agencies.

#### **Strategy OS 1.12.14 – JPA/ILSBA Planning Areas.**

The City shall continue to review and 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.



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# PUBLIC SCHOOLS

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## City of Venice – City-Wide Elements - Public School Facilities



The Public School Facilities element is a County-wide approach undertaken by the Sarasota County School District to address key component in the City's Comprehensive Plan that helps ensure that the City has a variety of housing types and price ranges to meet the demand for current and anticipated future residents. Areas of special emphasis include special needs housing, alternative construction housing (mobile homes, manufactured homes, modular homes. The Vision, Intent and Strategies contained below are per the previous Comprehensive Plan and will be updated upon final approval and adoption of the District's Long Range Facilities Plan.

**VISION:** 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.

**Intent 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.

Strategy 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.

Strategy 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.

Strategy 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.

**Intent 2      School Siting Criteria and Infrastructure. Enhance community and neighborhood design through effective school facility design and siting standards.**

- Strategy 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.
- Strategy 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.
- Strategy 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.
- Strategy 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.



- Strategy 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.
- Strategy 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.

**Intent 3      Funding. Support supplemental and alternative sources for school capital funding.**

- Strategy 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.
- Strategy 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.

**Intent 4      Sustainability. Encourage sustainable design and development for educational facilities.**

- Strategy 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.
- Strategy 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
- Strategy 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.

**Intent 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.**



- Strategy 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.
- Strategy 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.
- Strategy 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.

#### Intent 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

- Strategy 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.

**Strategy 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.

**Strategy 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.

**Strategy 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.

#### Strategy 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.

**Strategy 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.

**Strategy 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.

**Intent 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.

**Strategy 7.1**      Monitoring and Evaluation Strategies. The Public School Facilities Chapter shall be monitored for adherence to the established Visions, Intents and Strategies and to ensure these Visions, Intents and Strategies 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.



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# ISLAND

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## Section IV – ELEMENTS – Island Neighborhood

### Overview

The “Island” Neighborhood encompasses the portion of the City of Venice based on the Nolen Plan including the City’s historic downtown. The Island includes the most diverse range of land use and activities within the City as a whole, including residential, commercial/office, parks and recreational facilities, civic spaces, and the City’s primary governmental center – Venice City Hall. Major landmarks and features include:

- Venice High School
- Venice Elementary School
- Venice Regional Bayfront Health (hospital)
- Venice Municipal Airport
- United States Post Office
- Venice Theatre
- Venice Beach
- The Nolen Parks
- Venice Community Center Campus

The Island encompasses a full range of housing options including traditional single family residences up to higher density, multi-family buildings. The Island is generally bounded by the Gulf of Mexico to the west and the Intercoastal Waterway to the east. Access to the Island is via one of three existing bridges, Tamiami Trail (north and south) and Venice Avenue.



### Existing Land Use

The Island Neighborhood encompasses approximately 2,844.6 acres (gross acreage) or approximately 27.2 percent of the total City size (area) including roads/rights-of-way. Based on information obtained in 2016 from the Sarasota County Property Appraiser's Office, there are approximately:

- 7,297 residential units (single family detached, single family attached, multifamily/ condominium), and
- ~~3,717,223~~ 3,633,484 square feet of non-residential uses (commercial, office, civic, professional).

## Key Thoroughfares

The Island is developed around a highly connected (“grid-style”) roadway network linking the Neighborhood’s “downtown” and commercial corridors, parks, community services, public facilities, and residential neighborhoods. The primary roadways (thoroughfares) include:

- Tamiami Trail
- W. Venice Avenue
- Harbor Drive
- Park Boulevard
- Nokomis Avenue
- Palermo Place
- Airport Avenue

## Unique Neighborhood Strategies

Land Use:

### Strategy LU-IS 1.1.1 – Redevelopment

The City recognizes this Neighborhood is primarily developed with minimal opportunities for new development. The City supports the redevelopment of underutilized properties to encourage a diversity of non-residential uses capable of supporting the adjacent residential areas. In support of this Strategy, the City shall utilize the land development regulations to require that redevelopment projects are consistent with the historical character of those portions of the Island Neighborhood specifically regarding:

- A. Historic grid street patterns established by the Nolen Plan,
- B. Building massing, form, layout, and setbacks.

### Strategy LU-IS 1.1.1 – Historic Preservation

Utilize the City’s land development regulations to require that redevelopment projects are consistent with the historical character of the Island Neighborhood, specifically regarding:

- ~~C. Historic grid street patterns established by the Nolen Plan,~~
- ~~D. Building massing, form, layout, and setbacks that are compatible with adjacent existing developments,~~
- ~~E. Integrated parks including pocket parks,~~
- ~~F. Architectural detailing and materials that reflects the existing character of the Island, and are compatible with adjacent existing developments.~~

### Strategy LU-IS 1.1.2 – Preserve Existing Structures

The City recognizes the importance of the Island’s historic structures and wishes to preserve them within the Island Neighborhood by use of various means, such as the following: (New)

- ~~A. Support efforts of private non-profit organizations to raise funds for adaptive reuse of historic structures.~~
- ~~B. Advising property owners and potential developers of historic structures of the advantages of local, state and federal tax credits for rehabilitation of income producing historic structures, land trusts, alternative site development standards.~~

- ~~C. Grandfathering legal non-conforming densities, provided that the building is listed as a historic resource on the National Register of Historic Places or greater than 50 years in age, that the building is included in the historic district, and or that the reconstruction is an authentic replica of the original building except for compliance with new building codes.~~
- ~~D. Historic Resource Demolition Alternatives such as project redesign to protect historic resources, alternative site and design standards, documentation of the historical resource through pictures and written report, and adaptive reuse.~~
- ~~E. Pursue Certified Local Government (CLG) designation.~~

#### Strategy LU-IS 1.1.3 – Historic Resources Inventory

~~The City shall develop and maintain an inventory of historical resources specific to the Island Neighborhood to ensure all applicable resources are considered for federal, state and local historic preservation designation.~~

#### Strategy LU-IS 1.1.2 – Mixed Use Thresholds

Consistent with Strategy LU 1.2.18, The minimum and maximum thresholds in each of the Mixed Use categories are not intended to be an allocation of land but are used as a mechanism to determine the maximum density and intensity within each mixed use area and Neighborhood. The intent of this strategy is to eliminate the need to calculate/allocate a vertical mixed use development as a percentage of acreage. This strategy also recognizes that applications which propose to amend a property for Mixed Use or the reverse shall also identify the revised and updated carrying capacity (maximum density and intensity standards) for the respective designation and Neighborhood standards.

#### Strategy LU-IS 1.1.3 – Mixed Use Downtown (MUD)

The MUD within the Island Neighborhood comprises approximately ~~84~~ 82 acres generally including the historic downtown and portion of Business 41 (see mixed use descriptions in the Future Land Use Element).

The following shall apply for the MUD designation:

- A. The maximum density is 18.0 units per acre limited to a maximum of 50% of the total acreage within the MUD designation. Based on this maximum density, as of 01/01/2017, the MUD designation allows no more than 756 units; ~~579~~ 513 residential units are indicated as existing in this area<sup>1</sup>.
- B. The maximum non-residential FAR across the Neighborhood is 0.65 limited to a maximum of 50% of the total acreage within the MUD designation, and for individual sites is 3.0. Based on the maximum non-residential intensity, as of 01/01/2017, the MUD designation allows no more than ~~1,790,000~~ 1,902,700 square footage; existing non-residential development is indicated as ~~859,000~~ 903,950 square feet<sup>2</sup>.
- C. Development and redevelopment may incorporate a vertical mix of uses within the implementing CBD Zoning district, typically locating higher activity uses such as retail,

<sup>1</sup> Based on Sarasota County Property Appraiser data and available, additional geographic information system data of existing land use obtained 2016.

<sup>2</sup> Ibid

restaurant, or similar on the ground floor, and lower intensity uses such as professional office, residential, or similar above the ground floor.<sup>3</sup>

- D. Development and redevelopment for those properties within the MUD not zoned CBD may be either a vertical or horizontal mix of uses.

#### Strategy LU-IS 1.1.4 – Mixed Use Corridor (MUC)

The MUC within the Island Neighborhood comprises approximately 189 acres generally including Business 41 and Airport Avenue (see mixed use descriptions in the Future Land Use Element). The following shall apply for the MUC designation when within the Island Neighborhood. For the calculations below and based on the previously adopted level of entitlements, the areas of unique concern within the MUC (see Strategy LU-IS 1.1.6<sup>7</sup>) are not included in the total square feet and residential units. As a result, the acreage to be utilized for determining buildout potential is 140 acres:

- A. The maximum density is 13.0 units per acre limited to a maximum of 50% of the total acreage within the MUC designation. Based on this maximum density, as of 01/01/2017, the MUC designation allows no more than 1,230 units; ~~1,175~~ 1,109 residential units are indicated as existing in this area.<sup>4</sup>
- B. The maximum non-residential FAR across the Neighborhood is 0.75 limited to a maximum of 75% of the total acreage within the MUC designation, and for individual sites is 1.0. Based on the maximum non-residential intensity, as of 01/01/2017, the MUC designation allows no more than 4,631,000 square footage; existing non-residential development is indicated as ~~1,406,132~~ 1,453,614 square feet.<sup>5</sup> This represents an average FAR across the neighborhood of 0.75, and allows for a maximum FAR on an individual site of 1.0<sup>6</sup>.
- C. Development and redevelopment may incorporate either a horizontal or vertical mix of uses, typically locating higher activity uses such as retail, restaurant, or similar on the ground floor, and lower intensity uses such as professional office, residential, or similar above the ground floor.

#### Strategy LU-IS 1.1.5 – Mixed Use Airport (MUA)

The MUA within the Island Neighborhood comprises approximately 127 acres generally defined as including 400 feet along the south side of Airport Avenue, its western boundary aligned with the eastern right-of-way line of Shore Road, proceeding east to Approach Trail Venice Airport, and including approximately 860 feet along the eastern edge of the airport property, and as shown on the Future Land Use Map (see mixed use descriptions in the Future Land Use Element). The MUA recognizes the Venice Municipal Airport, Airport Master Plan and its proposed uses. The following shall apply when within the MUA designation:

- A. The maximum non-residential FAR across the Neighborhood is 0.5 limited to a maximum of 75% of the total acreage within the MUA designation, and for individual sites is 1.0. Based on the maximum non-residential intensity, as of 01/01/2017, the MUA designation allows no more than 2,770,000 square footage; existing non-residential development is indicated as 104,887 square feet<sup>7</sup>.

<sup>3</sup>

<sup>4</sup> Ibid

<sup>5</sup> Ibid

<sup>6</sup> Ibid

<sup>7</sup> Ibid

- B. Within the MUA designation, development and redevelopment shall be permitted to those uses designated and defined within the Airport Master Plan as may be amended, including aeronautical, aeronautical support services, non-retail commercial, office, and limited light industrial; residential uses shall not be permitted.
- C. Uses within the MUA are subject to the adopted Airport Master Plan, Chapter 333, F.S., and the implementing Airport Zoning and Land Use Compatibility Standards.

#### Strategy LU-IS 1.1.6 – Mixed Use Designations and Form Based Code

The City has identified that all mixed use areas shall be implemented through Form Based Code. The implementing Code is intended to focus on the form of buildings rather than the land use; the physical character of buildings and the relationship of buildings to each other and to the street. Specific to the Island Neighborhood, characteristics shall include:

- A. Historic design (John Nolen Plan).
- B. Building Height.
- C. Architecture.
- D. Building form, massing, and setbacks.
- E. Parking.
- F. Mobility.

#### Strategy LU-IS 1.1.7 – Identification and Standards for Existing Areas of Unique Concern

The following existing areas of unique concern have been identified (see FLUM Maps #) as having approved development and redevelopment rights in excess of those that would be permissible per the underlying land use:

Unique Areas	Development Standards		
	Uses	Density	Intensity
Village on the Isle Campus (see FLUM #X-X)	<ul style="list-style-type: none"> <li>Assisted living</li> <li>Independent living.</li> <li>Skilled nursing facilities and services.</li> <li>Community services.</li> <li>Adult day care</li> <li>Related health care services and facilities.</li> </ul>	<ul style="list-style-type: none"> <li>Assisted Living Facilities:               <ul style="list-style-type: none"> <li>30 units per gross acre with individual kitchen facilities.</li> <li>55 units per gross acre without individual kitchen facilities (Assisted Living Facilities).</li> </ul> </li> <li>Independent Living Facilities:               <ul style="list-style-type: none"> <li>18 units per gross acre for age restricted (Independent Living Facilities).</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Shall not exceed a Floor Area Ratio of 4.0 for the gross acreage.</li> </ul>
Venice Regional Medical Center Campus (see FLUM #X-X)	<ul style="list-style-type: none"> <li>Medical and Health Care Center including emergency care, hospital, and related health care services and facilities</li> </ul>	<ul style="list-style-type: none"> <li>18 units per gross acre.</li> </ul>	<ul style="list-style-type: none"> <li>Floor Area Ratios shall range from 3.5 to 6.5</li> <li>Conversion between residential and commercial land uses may be made on an</li> </ul>

			equivalent dwelling unit basis of 1 dwelling unit per 4,000 square feet commercial space, gross acreage.
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Building envelope, parking requirements, architectural standards, and other standards specific to these areas shall be implemented through specialized zoning districts in the Land Development Code (until such time as the Land Development Code is updated to include these standards, the standards found in Policy 19.2 and 19.4 from the 2010 adopted Comprehensive Plan shall apply).

#### Transportation:

##### Strategy TR-IS 1.1.8 – Complete Street Elements

Multimodal transportation Improvements shall be designed in a context sensitive manner and incorporate appropriate complete street principles based upon the location of the improvement within the neighborhood. Specific complete streets elements to be included on a particular street segment shall be subject to evaluation and approval on a segment by segment basis. Potential candidates for complete streets principles include but are not limited to items identified by X.

Complete Street Elements	Roadway Segments							
	US 41 Tamiami Trail	W. Venice Avenue	Harbor Drive	Airport Ave.	Nokomis Ave.	Park Blvd.	Palermo Pl.	The Esplanade
Bike Lanes / Sharrows	X	X	X	X	X		X	X
Sidewalks	X	X	X	X	X	X	X	X
Multi-Use Trail	X	X		X				
Cross Walks	X	X	X	X	X	X	X	X
Pedestrian Safety Treatments	X	X						
Curb Extensions Bulb-outs		X			X			
Median Islands	X	X	X	X				
Shade Trees and Landscaping	X	X	X	X	X	X	X	X
Linear Park/Greenway		X						
On-street Parking		X			X			
Transit Improvements (bus shelters) Note: coordinate with transit routes	X	X	X	X	X			
Road Diet	X	X						
Lighting	X	X	X	X	X	X	X	X

##### Strategy TR-IS 1.1.9 – Parking Strategy

The City will evaluate and update its current parking standards for downtown and beach areas using best management practices such as Transportation Demand Management and availability of parking facilities and transit opportunities. The City will ensure that these areas have adequate parking facilities for existing and new development through the consideration and use of various means, including:

- A. On and off-site parking facilities.
- B. On and off-street parking facilities.
- C. Public and private parking facilities.
- D. Surface and structures parking facilities.
- E. Shared use and single use parking facilities.
- F. Specific use parking demand analysis.
- G. Alternative modes of transportation

#### Strategy TR-IS 1.1.10 – Pedestrian Facilities

The City shall facilitate pedestrian movements within the Island Neighborhood through the identification of existing sidewalk locations, conditions and connectivity requirements.

#### Open Space:

##### Strategy OS-IS 1.1.11 – Open Space Preservation

The City shall focus first on preservation of existing open space for providing the necessary open space for residents of the Island Neighborhood.

##### Strategy OS-IS 1.1.12 – Open Space Enhancement



The City shall focus first on adding new amenities within existing parks and trails in lieu of the acquisition and development of new park facilities.

#### Areas for Future Consideration:

The following topics have been identified but not included within this planning horizon. However, changing conditions may require their consideration:

- A. Postal Service Distribution Center: Relocation of the existing postal distribution facilities outside of the Island Neighborhood.
- B. Centennial Park: Evaluate options for redesigning the parking and open space components to maximize appearance and functionality.
- C. Downtown Pedestrian Plaza: Evaluation of Venice Avenue and adjacent Tampa and Miami Avenues to facilitate a more attractive, functional, and safe bicycle and pedestrian environment.
- D. Venice Avenue Bridge: Explore options for expansion and/or repurposing to facilitate connectivity from the downtown/Island Neighborhood to the Gateway Neighborhood



**Legend**  
 City Boundary  
 Potential Annexation Areas JPA/ILSBA

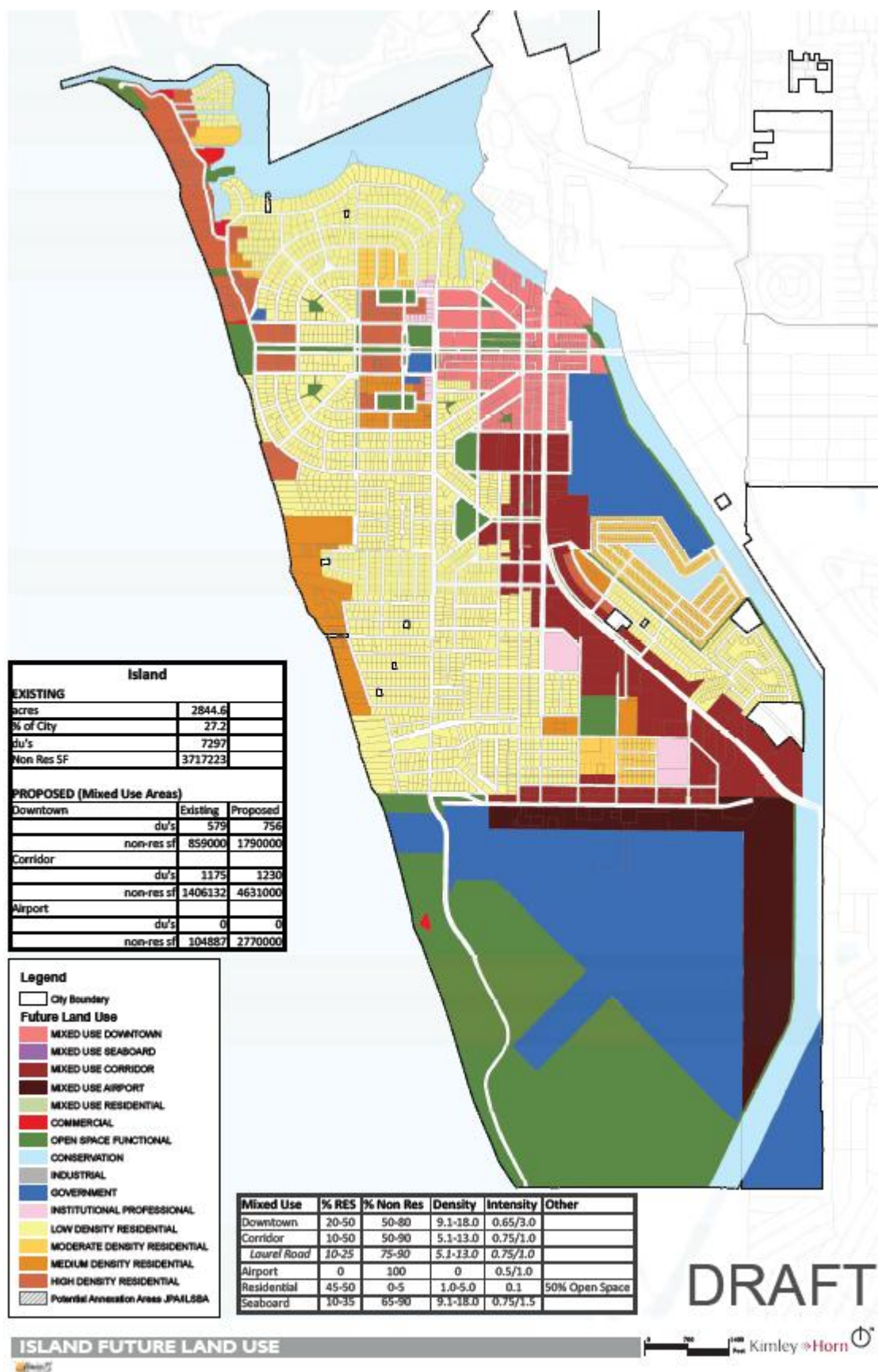
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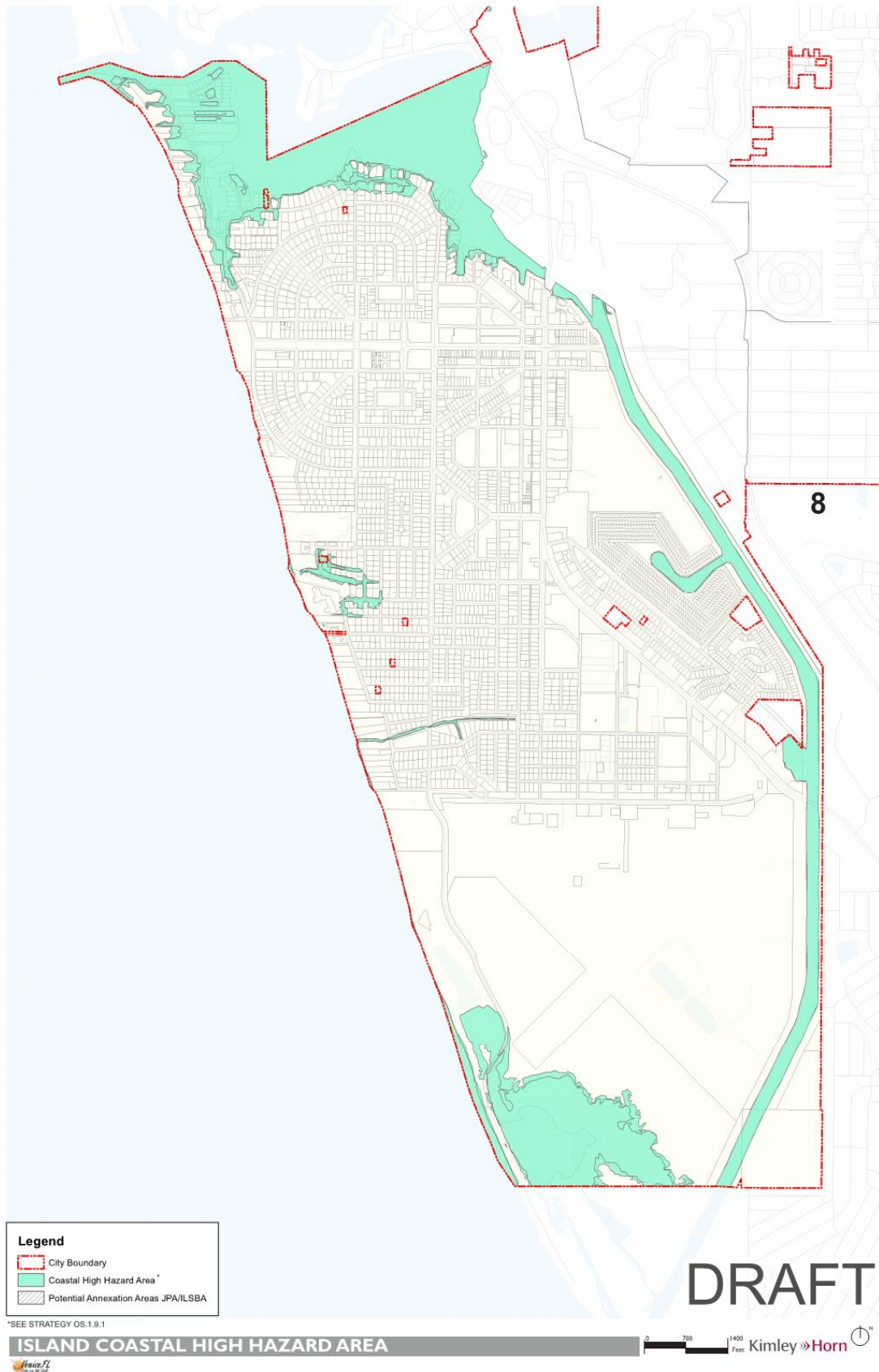


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# GATEWAY

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## Section IV – ELEMENTS – Gateway Neighborhood

### Overview

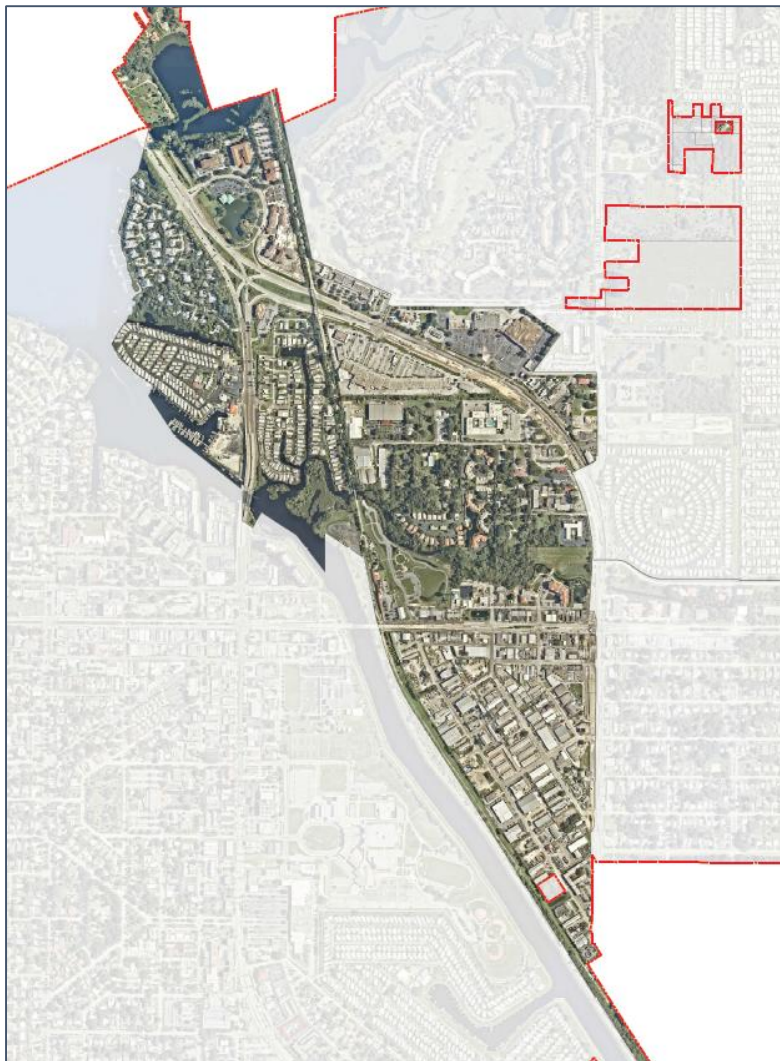
General: The “Gateway/Waterway” Neighborhood (“Gateway”) encompasses the northern portions of the City including the City’s original business and industrial area (Seaboard) and the “split” of US 41 (Business and Bypass). This neighborhood serves as the northern gateway for a number of areas including the Gateway, Pinebrook and also the East Venice Avenue neighborhoods. Although industrial uses are currently located within this Neighborhood, the majority of these types of uses are envisioned to be replaced with increased mixed use development including commercial and residential uses.

The Gateway is generally bounded by the Intercoastal Waterway to the west and U.S. 41 Bypass to the east. Portions of this neighborhood (i.e., Seaboard) are included within the Nolen Plan (generally south of E. Venice Avenue) and reflect a more traditional grid-style roadway network. The Gateway includes a broad mix of commercial, industrial and limited residential uses. Major landmarks include:

- Venetian Waterway Park
- Venice Train Depot
- Legacy Trail and Trailhead
- Fisherman’s Wharf Marina
- Freedom Park
- City Facilities – Fire Station No. 2, Utilities Department, and Public Works

### Existing Land Use

The Gateway Neighborhood encompasses approximately 433.7 acres (gross acreage) or approximately 4.1 percent of the total City size (area) including roads/rights-of-way. Based on information obtained in 2016 from the Sarasota County Property Appraiser’s Office, there are approximately:



- ~~892,858~~ residential units (single family detached, single family attached, multifamily/ condominium), and
- ~~1,901,343~~ 1,637,826 square feet of non-residential uses (commercial, office, civic, professional).

### *Key Thoroughfares*

The Gateway is developed around the historic railroad and waterways. Key roadways link the Neighborhood's commercial corridors, parks, community services, public facilities, and residential neighborhoods. These roadways include:

- Venice Bypass 41
- Business 41/Tamiami Trail
- E Venice Ave
- Albee Farm Road
- Seaboard Avenue

### *Unique Neighborhood Strategies*

Land Use:

#### Strategy LU-GW 1.1.1 – Redevelopment

The City recognizes this Neighborhood is envisioned to support redevelopment efforts including both traditional and non-traditional (i.e., Mixed Use) development. The City shall support redevelopment design in the Gateway Neighborhood to enhance its intrinsic natural, historic, and cultural characteristics.

Redevelopment Strategies shall include but not be limited to the following:

- A. Consideration of Coastal High Hazard Area (CHHA).
- B. Strengthen neighborhood connections (multimodal) to the Island Neighborhood.
- C. Encourage retail, service, office, limited light industrial, and residential through Mixed Use development.
- D. Encourage mixed use development and development designs that support pedestrian-oriented uses. Emphasis should be placed on the placement of buildings, construction of pedestrian facilities, placement of parking, and architectural designs that create active, attractive, and functional public spaces.
- E. Require the installation of pedestrian realm features including but not limited to: street trees, street furniture/furnishings, and wayfinding signage.
- F. Place utilities underground where feasible.

#### Strategy LU-GW 1.1.2 – Mixed Use Seaboard (MUS)

The MUS comprises approximately ~~67~~ 65 acres generally including the historically industrial Seaboard area along US Bypass 41 and E Venice Ave (see mixed use descriptions in the Future Land Use Element).

The following shall apply for the MUS designation:

- A. The maximum density is 18.0 units per acre limited to a maximum of 35% of the total acreage within the MUS designation. Based on this maximum density, as of 01/01/2017, the MUS

designation allows no more than ~~603,410~~ units; no residential units are indicated as existing in this area<sup>1</sup>.

- B. The maximum non-residential FAR across the Neighborhood is 0.75 limited to a maximum of 65% of the total acreage within the MUS designation, and for individual sites is 1.5. Based on the maximum non-residential intensity, as of 01/01/2017, the MUS designation allows no more than ~~1,100,000~~ 1,061,775 square footage allowed; existing non-residential development is indicated as 882,195 square feet.<sup>2</sup>
- C. Development and redevelopment may incorporate either a horizontal or vertical mix of uses, typically locating higher activity uses such as retail, restaurant, or similar on the ground floor, and lower intensity uses such as professional office, residential, or similar above the ground floor.
- D. The City shall develop and maintain an inventory of all public facilities and properties to ensure that structures are safe, well maintained and optimally utilized.
- E. The City shall identify, plan, and provide for the specific infrastructure needs of the Gateway Neighborhood such as stormwater and parking and develop a prioritization system based on project costs and benefit.

#### Strategy LU-GW 1.1.3 – Mixed Use Thresholds

Consistent with Strategy LU 1.2.18, The minimum and maximum thresholds in each of the Mixed Use categories are not intended to be an allocation of land but are used as a mechanism to determine the maximum density and intensity within each mixed use area and Neighborhood. The intent of this strategy is to eliminate the need to calculate/allocate a vertical mixed use development as a percentage of acreage. This strategy also recognizes that applications which propose to amend a property for Mixed Use or the reverse shall also identify the revised and updated carrying capacity (maximum density and intensity standards) for the respective designation and Neighborhood standards.

#### Strategy LU-GW 1.1.4 – Mixed Use Designations and Form Based Code

The City has identified that all mixed use areas shall be implemented through Form Based Code. The implementing Code is intended to focus on the form of buildings rather than the land use; the physical character of buildings and the relationship of buildings to each other and to the street. Specific to the Gateway Neighborhood, characteristics shall include:

- A. Historic design (John Nolen Plan).
- B. Building Height.
- C. Architecture.
- D. Building form, massing, and setbacks.
- E. Parking.
- F. Mobility.

#### Strategy LU-GW 1.1.5 – Waterfront

The City recognizes that the Venetian Waterway Park and the Legacy Trail provide a valued community asset. The City encourages the redevelopment of properties adjacent to these assets, including properties

<sup>1</sup> Based on Sarasota County Property Appraiser data and available, additional geographic information system data of existing land use obtained 2016.

<sup>2</sup> Ibid

owned by Sarasota County to use integrated waterfront development practices including environmental and cultural resource protection, hazard mitigation, economic development and public access.

### Transportation:

#### Strategy TR-GW 1.1.6 – Complete Street Elements

Multimodal transportation improvements shall be designed in a context sensitive manner and incorporate appropriate complete street principles based upon the location of the improvement within the neighborhood. Specific complete street elements to be included on a particular street segment shall be subject to evaluation and approval on a segment by segment basis. Potential candidates for complete street principles include but are not limited to.

<sup>1</sup> Based on Sarasota County Property Appraiser data and available, additional geographic information system data of existing land use obtained 2015.

Complete Street Elements	Roadway Segments				
	US 41 Tamiami Trail	US 41 Bypass	E. Venice Avenue	Albee Farm Road	Seaboard Ave.
Bike Lanes / Sharrows	X	X	X	X	
Sidewalks	X	X	X	X	X
Multi-Use Trail	X	X			
Cross Walks	X	X	X	X	X
Pedestrian Safety Treatments	X	X	X		X
Curb Extensions Bulb-outs		X			X
Median Islands	X	X			
Shade Trees and Landscaping	X	X	X	X	X
Linear Park/Greenway					
On-street Parking					X
Transit Improvements (bus shelters) Note: coordinate with transit routes	X	X	X		
Road Diet					
Lighting	X	X	X	X	X

#### Strategy TR-GW 1.1.7 – Parking

The City will evaluate and update its current parking standards using best management practices such as Transportation Demand Management and availability of parking facilities and transit opportunities. The City will ensure that these areas have adequate parking facilities for existing and new development through the consideration and use of various means, including:

- A. On and off-site parking facilities.
- B. On and off-street parking facilities.

- C. Public and private parking facilities.
- D. Surface and structures parking facilities.
- E. Shared use and single use parking facilities.
- F. Specific use parking demand analysis.
- G. Alternative modes of transportation

#### Strategy TR-GW 1.1.8 – Pedestrian and Bicycle Connectivity

The City shall facilitate pedestrian and bicycle connectivity from the Neighborhood to the Legacy Trail and trail head.

### Open Space:

#### Strategy OS-GW 1.1.9 – Functional Open Spaces

The City will continue to coordinate with Sarasota County to promote and enhance the Legacy Trail and City's Venetian Waterway Park. The City will investigate development opportunities for those properties located between the Waterway Park and private lands fronting Seaboard Avenue which could further enhance Functional Open Space within this Neighborhood.

#### Strategy OS-GW 1.1.10 – Open Space Enhancement

The City shall focus first on connectivity to the Legacy Trail and trail head as well as adding new amenities within existing parks and trails.

### Infrastructure:

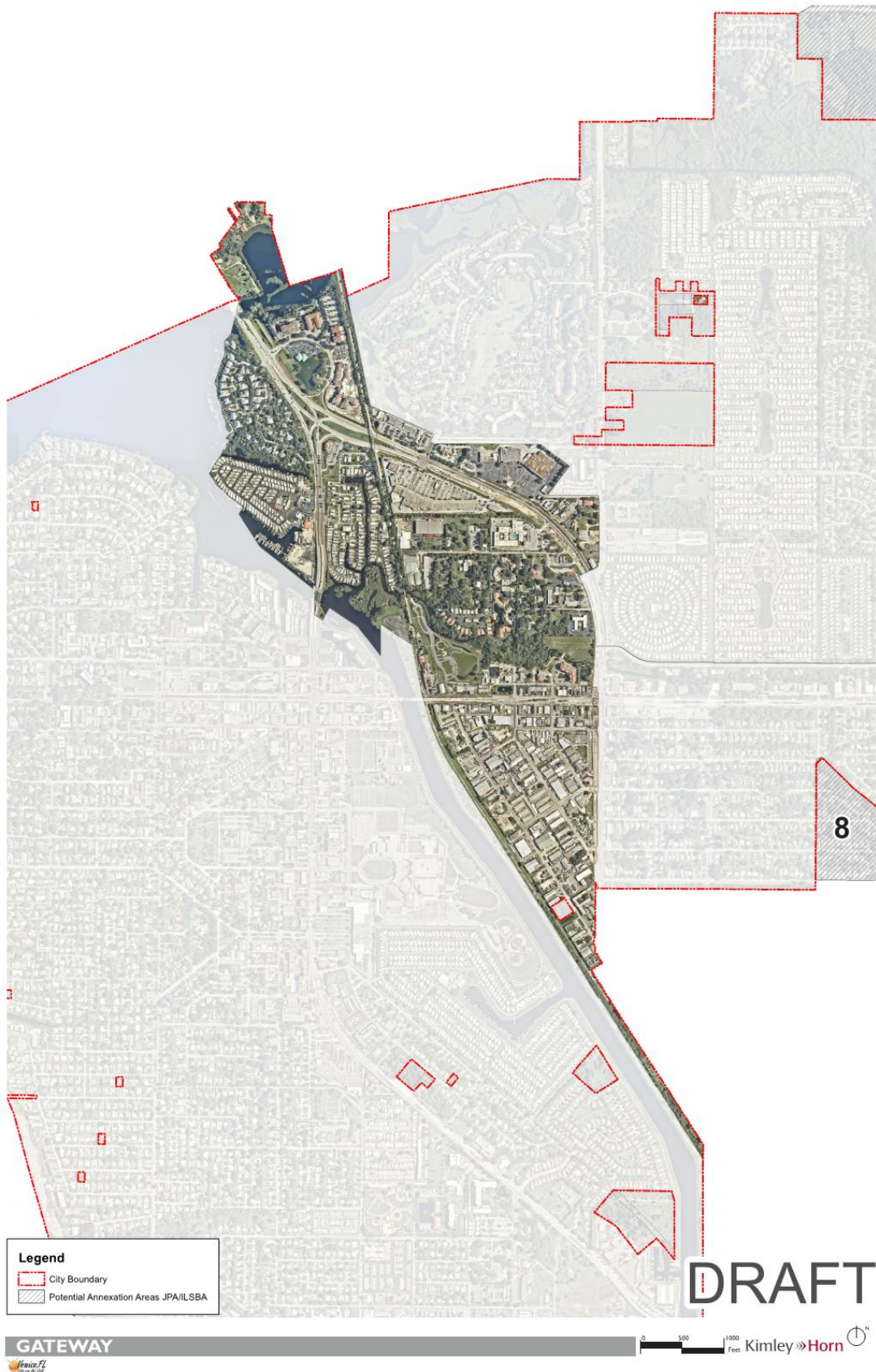
#### Strategy IN-GW 1.1.11 – Identified Enhancements

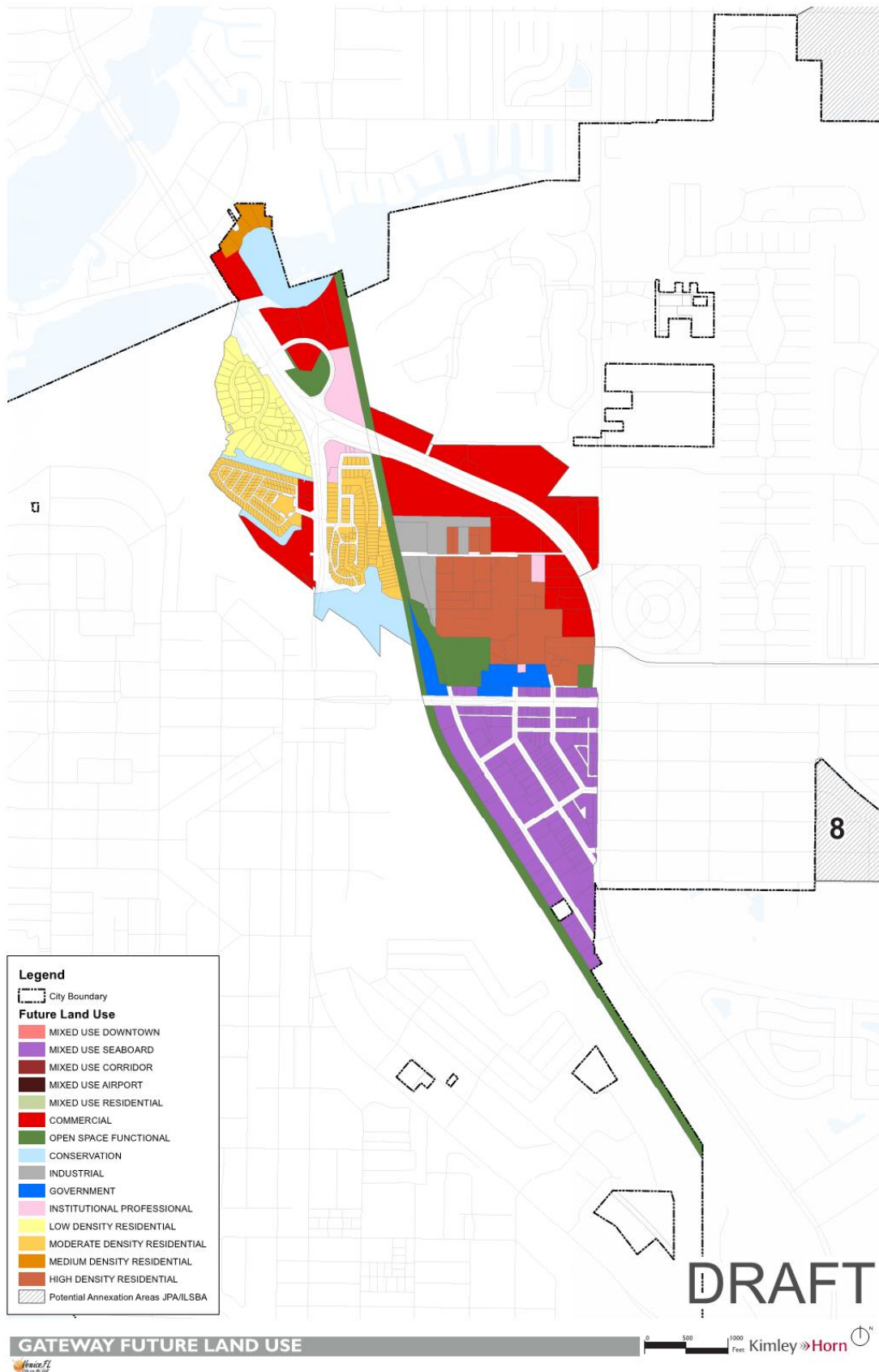
The City recognizes the need for increased stormwater controls and measures, parking, and streetscape improvements to maximize the utilization of properties in the Neighborhood.

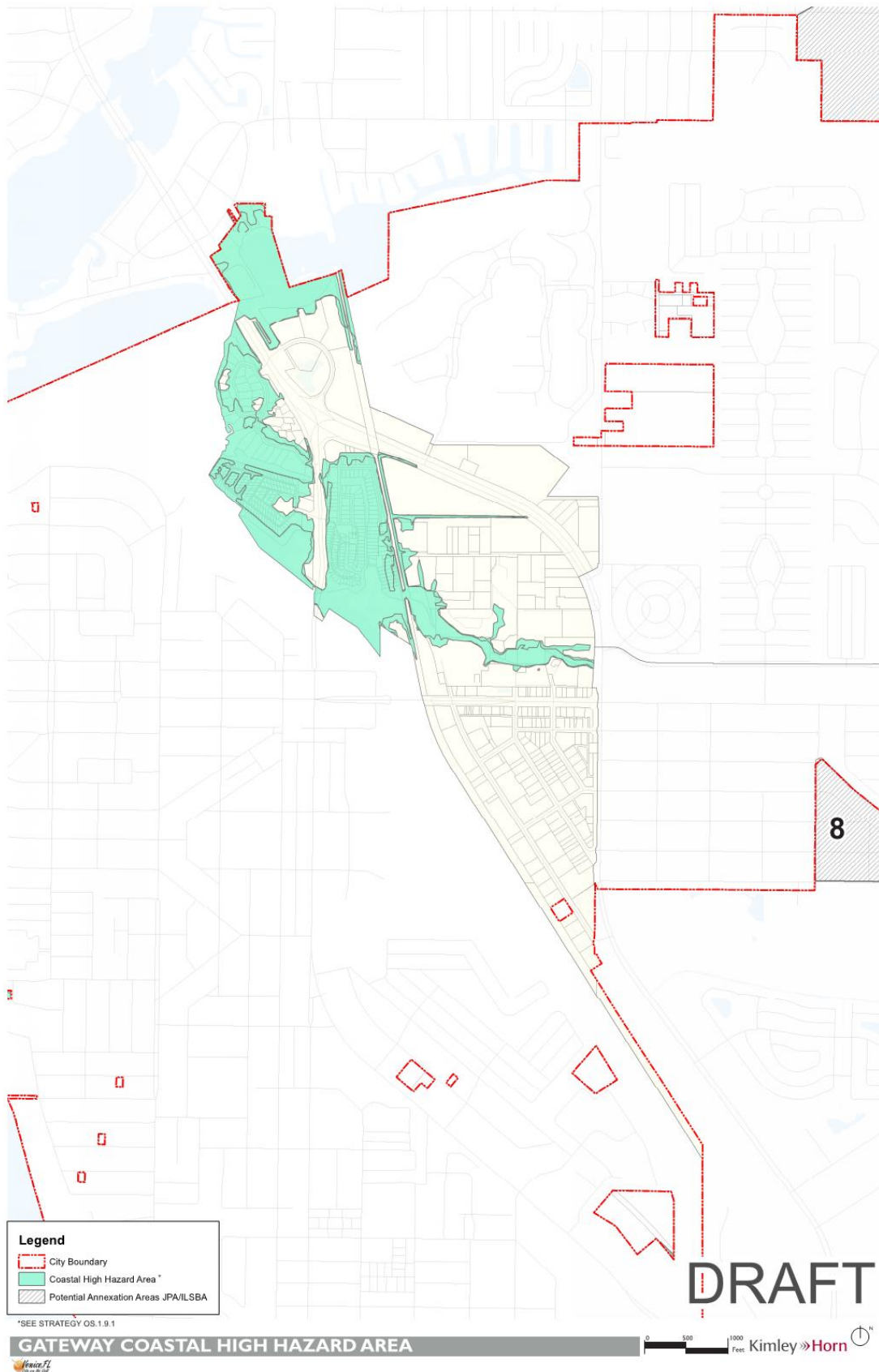
### Areas for Future Consideration:

The following topics have been identified but not included within this planning horizon. However, changing conditions may require their consideration:

- A. Use of City owned property to facilitate change/maximize use for properties in the Neighborhood.
- B. Public/private partnerships to facilitate affordable housing.







# PINEBROOK

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## Section IV – ELEMENTS – Pinebrook Neighborhood

### Overview

The Pinebrook Neighborhood lies east of U.S. 41 Bypass, north of E Venice Avenue, south of Laurel Road and to the west of I-75. A key feature to this neighborhood are the City parks including Wellfield, Pinebrook Park, and the Curry Creek Preserve.

### Existing Land Use

The Pinebrook Neighborhood encompasses approximately 2,364.3 acres (gross acreage) or approximately 22.6 percent of the total City size (area) including roads/rights-of-way. Based on information obtained in 2016 from the Sarasota County Property Appraiser's Office, there are approximately (within the City):

- ~~6,929~~ 6,989 residential units (single family detached, single family attached, multifamily/ condominium), and
  - Includes the Bay Indies Mobile Home Park and Ridgewood Mobile Home Park.
- ~~405,587~~ 367,180 square feet of non-residential uses (commercial, office, civic, professional).

### Key Thoroughfares

The Pinebrook Neighborhood is generally developed along Pinebrook Road running in a north/south direction and includes other major thoroughfares:

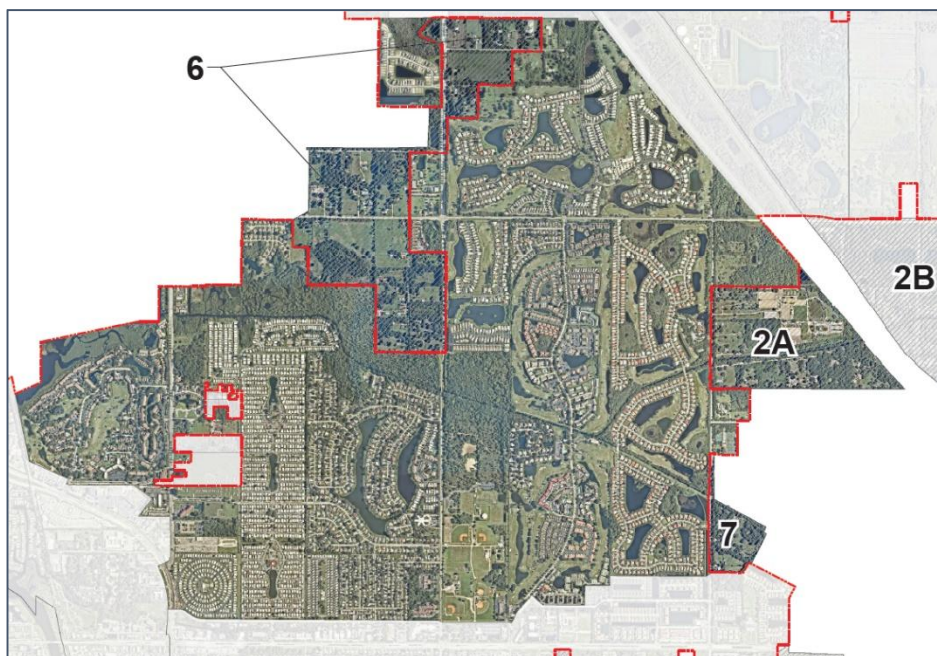
- Albee Farm Road
- Auburn Road
- Edmondson Road

### Unique Neighborhood Strategies

#### Land Use:

#### Strategy LU-PB 1.1.1 – Neighborhood Open Space Protection

The City shall require that functional and conservation open spaces within existing residential developments including those zoned Planned Unit Development (PUD) be protected from redevelopment and infill development which may negatively affect their use. Reduction and or elimination of open spaces developed consistent with the underlying PUD zoning shall not be supported by the City.



### Strategy LU-NE 1.1.2 – Mixed Use Residential

The MUR within the Pinebrook Neighborhood comprises approximately 1,267 acres generally including residential areas west of I-75 and along Pinebrook Road (see mixed use descriptions in the Future Land Use Element).

The following shall apply for the MUR designation:

- A. The maximum density is 5.0 units per gross acre. Development is limited to a maximum of 50% of the total acreage within the MUR designation. Based on this maximum density, as of 01/01/2017, the MUR designation allows no more than ~~3,168~~ 6,335 units; ~~4,550~~ 4,424 residential units are indicated as existing in this area<sup>1</sup>. See also Strategy LU 1.2.9-e15 Residential
- B. The maximum non-residential FAR across the Neighborhood is 0.20 limited to a maximum of 5% of the total acreage within the PUD subject property. Based on the maximum non-residential intensity, as of 01/01/2017, the MUR designation allows no more than ~~276,000~~ 551,905 square feet; existing non-residential development is indicated as 82,640 square feet.<sup>2</sup>

### Strategy LU-PB 1.1.3 – Mixed Use Thresholds

Consistent with Strategy LU 1.2.18, The minimum and maximum thresholds in each of the Mixed Use categories are not intended to be an allocation of land but are used as a mechanism to determine the maximum density and intensity within each mixed use area and Neighborhood. The intent of this strategy is to eliminate the need to calculate/allocate a vertical mixed use development as a percentage of acreage. This strategy also recognizes that applications which propose to amend a property for Mixed Use or the reverse shall also identify the revised and updated carrying capacity (maximum density and intensity standards) for the respective designation and Neighborhood standards.

### Transportation:

#### Strategy TR-PB 1.1.4 – Complete Street Elements

Multimodal transportation improvements shall be designed in a context sensitive manner and incorporate appropriate complete street principles based upon the location of the improvement within the neighborhood. Specific complete street elements to be included on a particular street segment shall be subject to evaluation and approval on a segment by segment basis. Potential candidates for complete street principles include but are not limited to.

<sup>1</sup> Based on Sarasota County Property Appraiser data and available, additional geographic information system data of existing land use obtained 2016.

<sup>2</sup> Ibid

Complete Street Elements	Roadway Segments			
	Pinebrook Road	Albee Farm Road	Auburn Road	Edmontson Road
Bike Lanes / Sharrows	X	X	X	X
Sidewalks	X	X	X	X
Multi-Use Trail	X			X
Cross Walks	X	X	X	X
Pedestrian Safety Treatments	X	X		X
Curb Extensions Bulb-outs				
Median Islands	X	X	X	X
Shade Trees and Landscaping	X	X	X	X
Linear Park/Greenway				
On-street Parking				
Transit Improvements (bus shelters) Note: coordinate with transit routes				
Road Diet				
Lighting	X	X	X	X

#### Strategy TR-PB 1.1.5 – Roadway Improvements

To achieve complete street elements, improvement to roadways may need to incorporate additional travel lanes, sidewalks, bicycle lanes and other street improvements.

#### Open Space:

##### Strategy OS-PB 1.1.6 – Park Preservation

Consistent with the Parks Master Plan, the City shall preserve the public open spaces, both functional and conservation, including Curry Creek Preserve, Wellfield Park and Pinebrook Park. Parks may also be expanded to address the needs identified in the Parks Master Plan. In addition, portions of existing and or proposed parks may be utilized for City public safety uses.

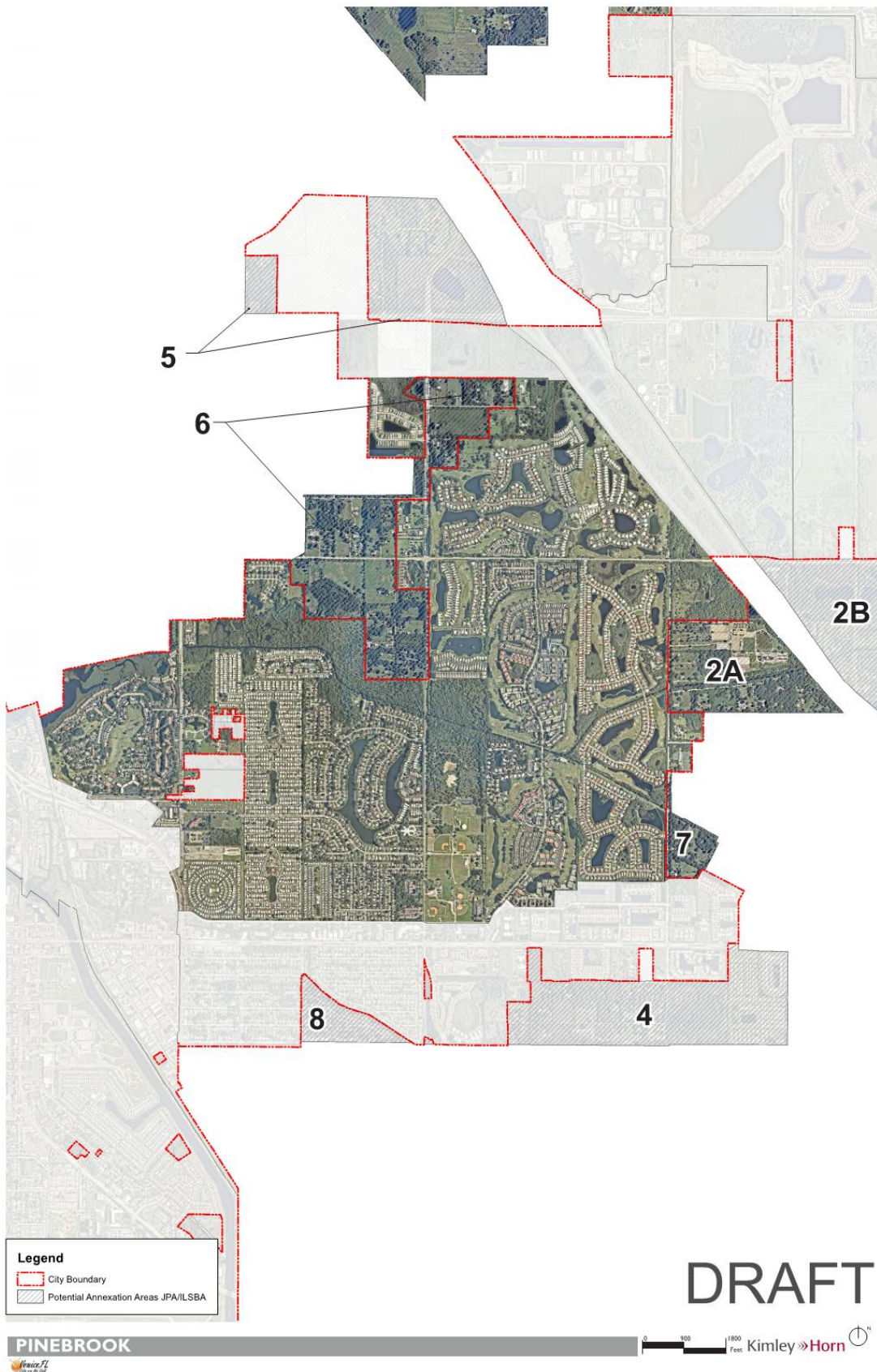
##### Strategy OS-PB 1.1.7 – Open Space Connectivity

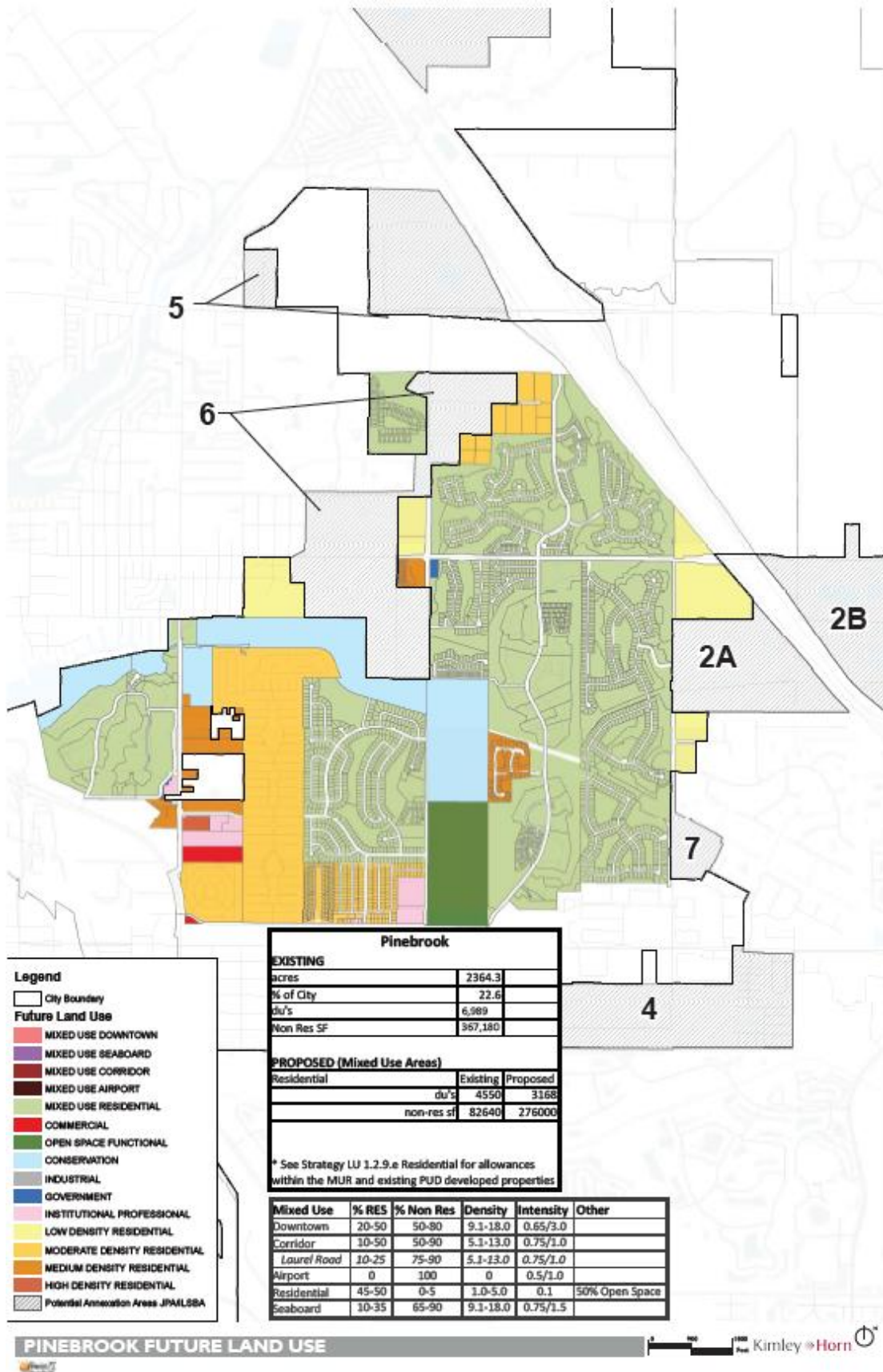
The City shall preserve and enhance the existing connectivity features for both wildlife and humans within the open space areas of this Neighborhood. This strategy may be provided through, but not limited to, obtaining conservation easements, transfer of development rights, and property acquisitions.

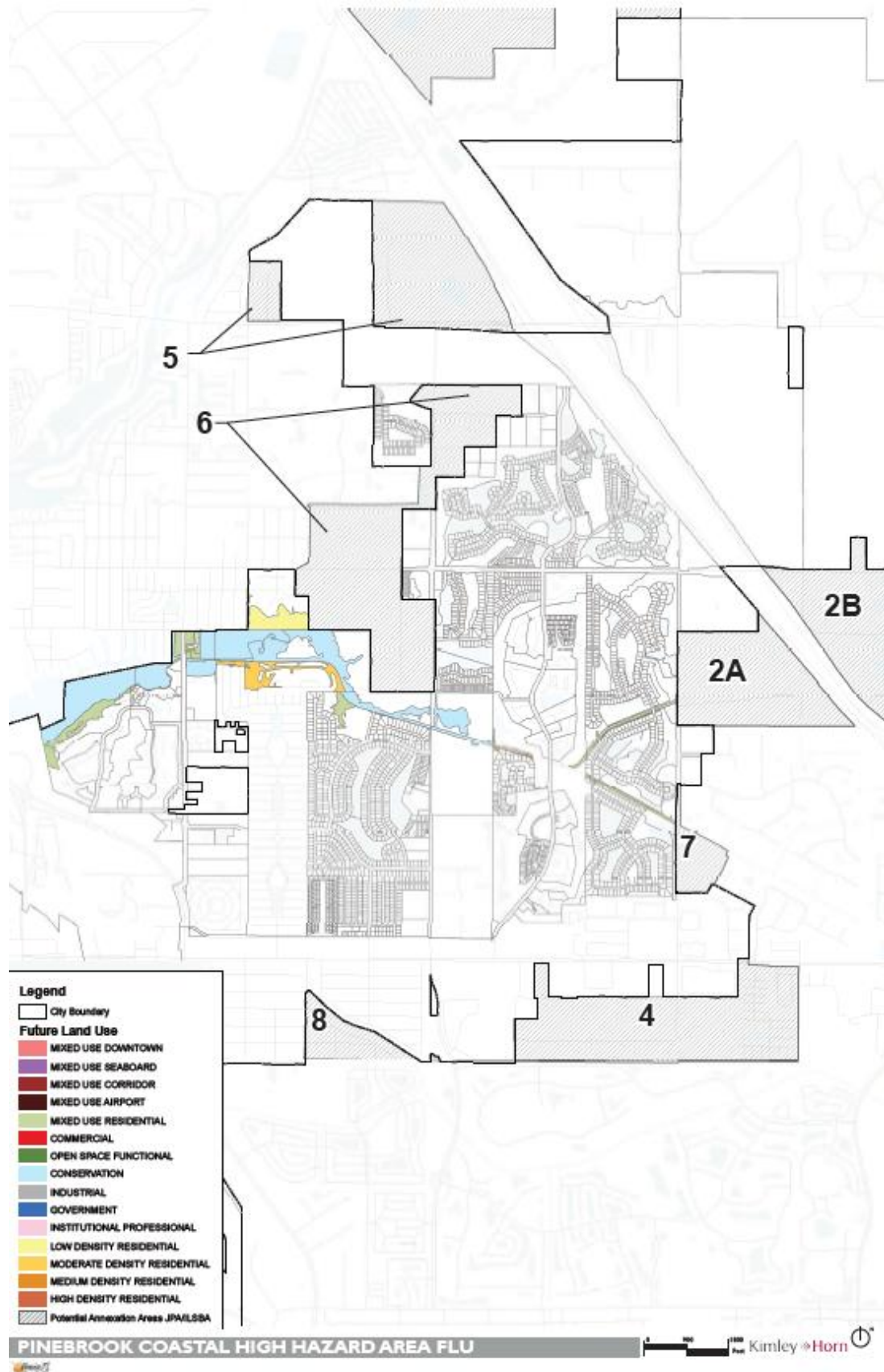
#### Areas for Future Consideration:

The following topics have been identified but not included within this planning horizon. However, changing conditions may require their consideration:

- A. The City needs to coordinate and review the Joint Planning Areas with Sarasota County to confirm or assess the need for revisions to potential annexation and coordination areas.
- B. Growth, development, and the Honore extension may cause Pinebrook Road to reach an unacceptable LOS between Edmondson Road and E. Venice Avenue that will require improvements.







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# EAST VENICE AVENUE

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## Section IV – ELEMENTS – E Venice Ave Neighborhood

### Overview

The East Venice Avenue Neighborhood is a predominately residential area with significant commercial activity along E. Venice Avenue and serves as an eastern gateway into the City. This Neighborhood is bordered along its northern boundary by the Pinebrook Neighborhood, and the Gateway/Waterway Neighborhood to the west. Major landmarks include:

- Edge Wood Residential District (John Nolen).
- East Gate Residential District
- Venice Commons Shopping Center
- Aston Gardens



### Existing Land Use

The East Venice Ave Neighborhood encompasses 634.1 acres (gross acreage) or approximately 6.1 percent of the total City size (area) including roads/rights-of-way. Based on information obtained in 2016 from the Sarasota County Property Appraiser's Office, there are approximately:

- ~~2,120~~ 1,782 residential units (single family detached, single family attached, multifamily/condominium)
- ~~949,771~~ 863,091 square feet of non-residential uses (commercial, office, civic, professional).

### Key Thoroughfares

The East Venice Neighborhood is generally developed along E. Venice Avenue; however, it is also accessed by:

- US 41 Bypass
- Pinebrook Road
- Auburn Road

## Unique Neighborhood Strategies

### Land Use:

#### Strategy LU-EV 1.1.1 – Redevelopment

The City recognizes this Neighborhood is primarily developed with minimal opportunities for new development. The City supports the redevelopment of underutilized properties to encourage a diversity of non-residential uses capable of supporting the adjacent residential areas. In support of this Strategy, the City shall utilize the land development regulations to require that redevelopment projects are consistent with the historical character of those portions of the East Venice Neighborhood (i.e., Edgewood, Eastgate), specifically regarding:

- A. Historic grid street patterns established by the Nolen Plan,
- B. Building massing, form, layout, and setbacks.

#### Strategy LU-EV 1.1.2 – Mixed Use Residential

The MUR within the E. Venice Avenue Neighborhood comprises approximately ~~63~~ 32.85 acres generally including a mix of non-residential uses and adjacent, supporting residential uses centered on E. Venice Avenue (see mixed use descriptions in the Future Land Use Element).

The following shall apply for the MUR designation:

- A. The maximum density is 5.0 units per gross acre. Development is limited to a maximum of 50% of the total acreage within the MUR designation. Based on this maximum density, as of 01/01/2017, the MUR designation allows no more than ~~158~~ 165 units; approximately ~~392~~ 388 residential units are indicated as existing in this area<sup>1</sup>. See also Strategy LU 1.2.9-e 15 Residential.
- B. The maximum non-residential FAR across the Neighborhood is 0.20 limited to a maximum of 5% of the total acreage within the PUD subject property. Based on the maximum non-residential intensity, as of 01/01/2017, the MUR designation allows no more than ~~13,724~~ 14,375 square footage allowed within the MUR designation; existing non-residential development is indicated as ~~0~~ 28,517 square feet<sup>2</sup>.

#### Strategy LU-EV 1.1.3 – Mixed Use Thresholds

Consistent with Strategy LU 1.2.18, The minimum and maximum thresholds in each of the Mixed Use categories are not intended to be an allocation of land but are used as a mechanism to determine the maximum density and intensity within each mixed use area and Neighborhood. The intent of this strategy is to eliminate the need to calculate/allocate a vertical mixed use development as a percentage of acreage. This strategy also recognizes that applications which propose to amend a property for Mixed Use or the reverse shall also identify the revised and updated carrying capacity (maximum density and intensity standards) for the respective designation and Neighborhood standards.

<sup>1</sup> Based on Sarasota County Property Appraiser data and available, additional geographic information system data of existing land use obtained 2016.

<sup>2</sup> *ibid*

## Transportation:

### Strategy TR-EV 1.1.4 – Complete Street Elements

Multimodal transportation improvements shall be designed in a context sensitive manner and incorporate appropriate complete street principles based upon the location of the improvement within the neighborhood. Specific complete street elements to be included on a particular street segment shall be subject to evaluation and approval on a segment by segment basis. Potential candidates for complete street principles include but are not limited to.

Complete Street Elements	Roadway Segments		
	E. Venice Avenue	Pinebrook Road	Auburn Road
Bike Lanes / Sharrows	X	X	X
Sidewalks	X	X	X
Multi-Use Trail		X	
Cross Walks	X	X	X
Pedestrian Safety Treatments	X		
Curb Extensions Bulb-outs			
Median Islands	X	X	X
Shade Trees and Landscaping	X	X	X
Linear Park/Greenway			
On-street Parking			
Transit Improvements (bus shelters) Note: coordinate with transit routes	X		
Road Diet			
Lighting	X	X	X

### Strategy TR-EV 1.1.5– Driveway Connections

The City shall discourage the installation of additional driveway connections along E. Venice Avenue, except where no other legal access may be provided, minimizing curb cuts. The City shall utilize appropriate access management strategies (i.e. location and spacing of permitted driveways) based on the roadway's functional characteristics, surrounding land uses, and the roadway's user. In support of this Strategy, the City encourages the use of cross-access between properties/uses and the sharing of existing driveways providing for more efficient access management standards.

#### Open Space:

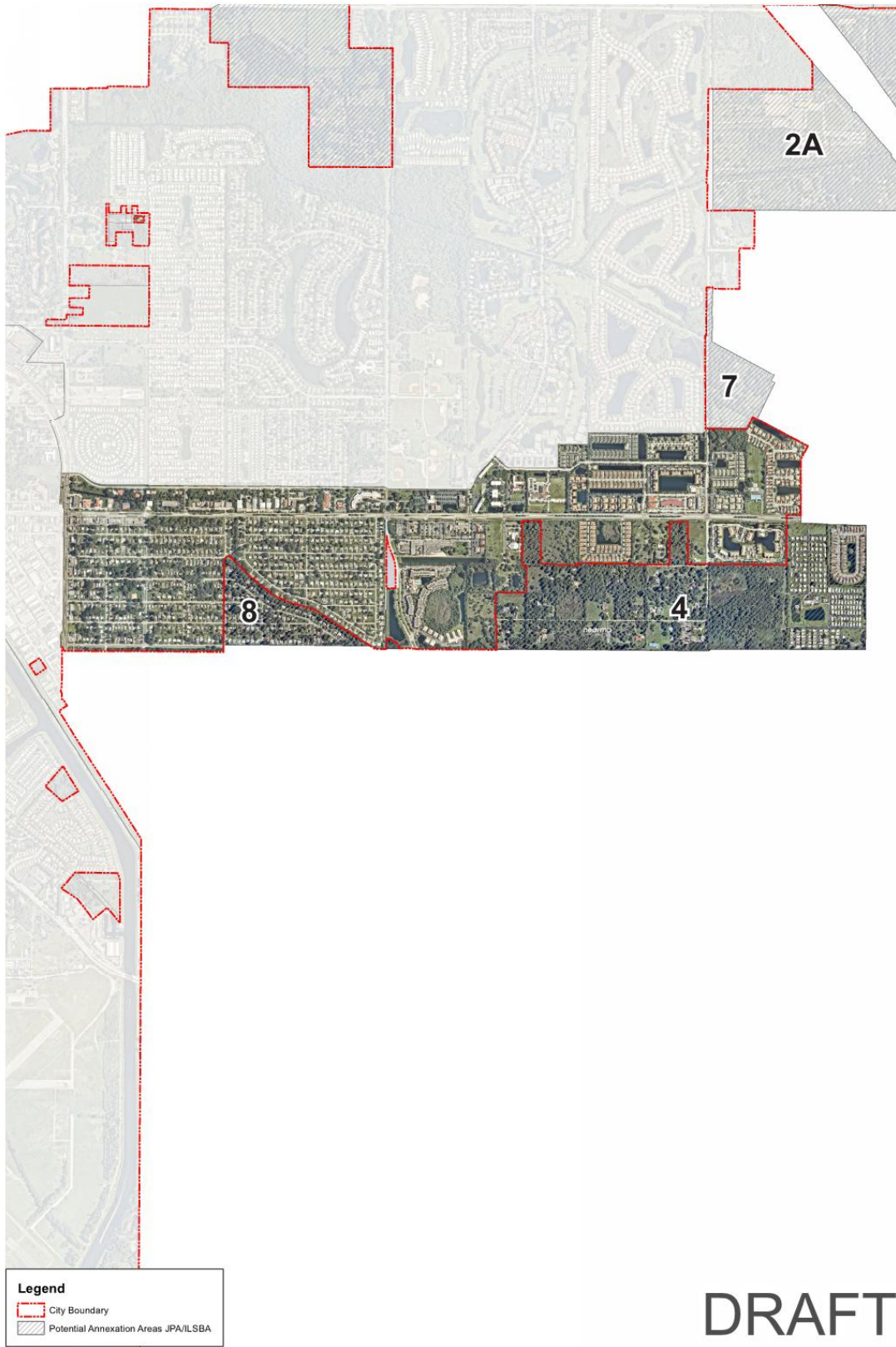
##### Strategy OS-EV 1.1.6 – Open Space Preservation

The City shall focus on preservation of existing open space for residents of the East Venice Avenue Neighborhood.

#### Areas for Future Consideration:

The following topics have been identified but not included within this planning horizon. However, changing conditions may require their consideration:

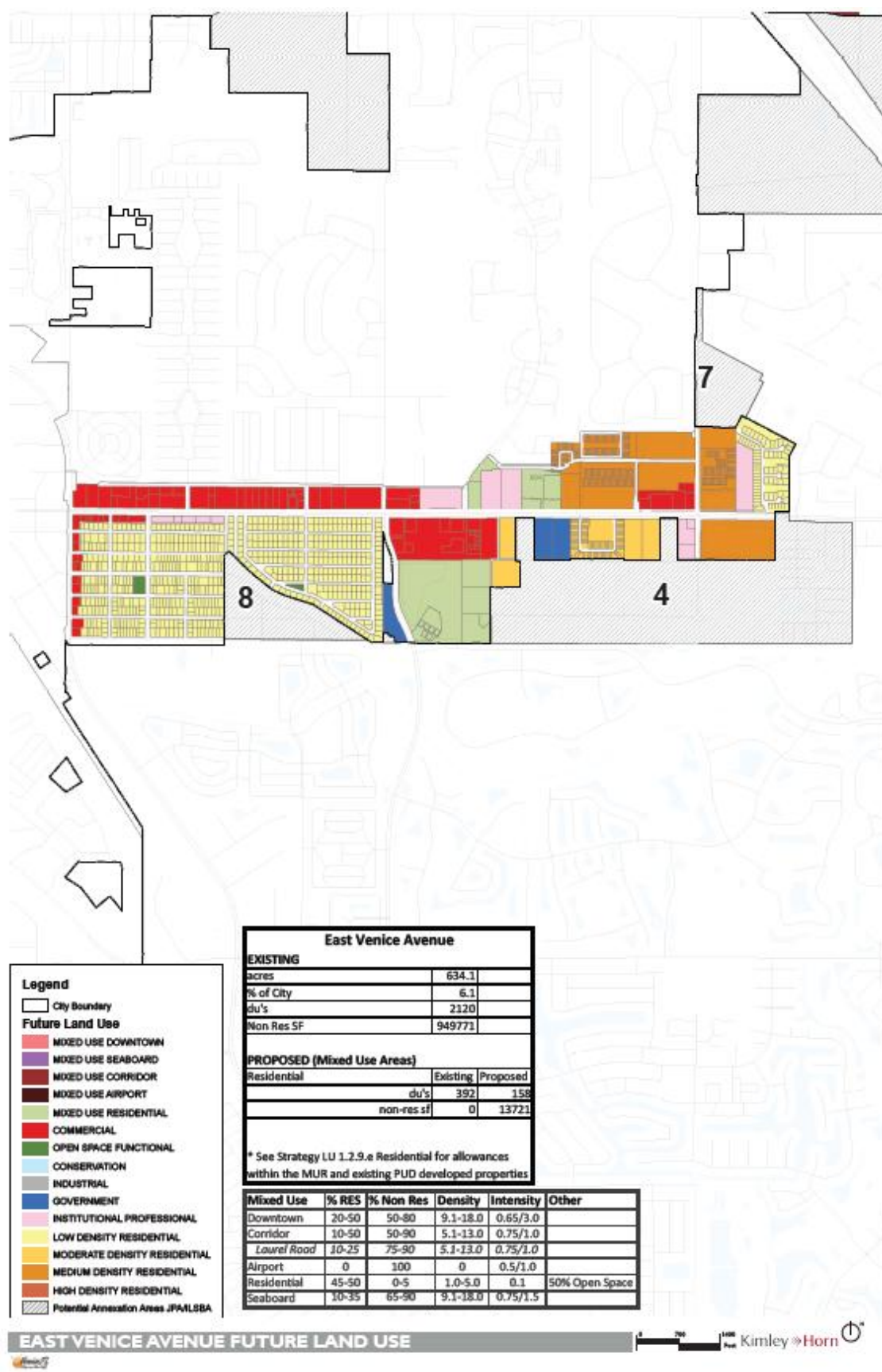
- A. The City needs to coordinate and review the Joint Planning Areas with Sarasota County to confirm or assess the need for revisions to potential annexation and coordination areas.



**DRAFT**

**EAST VENICE AVENUE**





# NORTHEAST VENICE

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## Section IV – ELEMENTS – Northeast Neighborhood

### Overview

The Northeast Venice Neighborhood is the largest of the neighborhoods (land area) and generally includes all of the residential areas east of Interstate 75 extending to the Myakka River. This Neighborhood is bordered along its western boundary by both the Laurel Road and the Knights Trail Neighborhoods. This Neighborhood has been witnessing the majority of the City's residential growth and currently includes the following active residential communities (developed and/or approved for development):

- Venetian Golf and River Club
- Villages of Milano
- Toscana Isles
- Willow Chase

### Existing Land Use

The Northeast Neighborhood encompasses approximately 2,746.6 acres (gross acreage) or approximately 26.2 percent of the total City size (area) including roads/rights-of-way. Based on information obtained in 2016 from the Sarasota County Property Appraiser's Office, there are approximately:

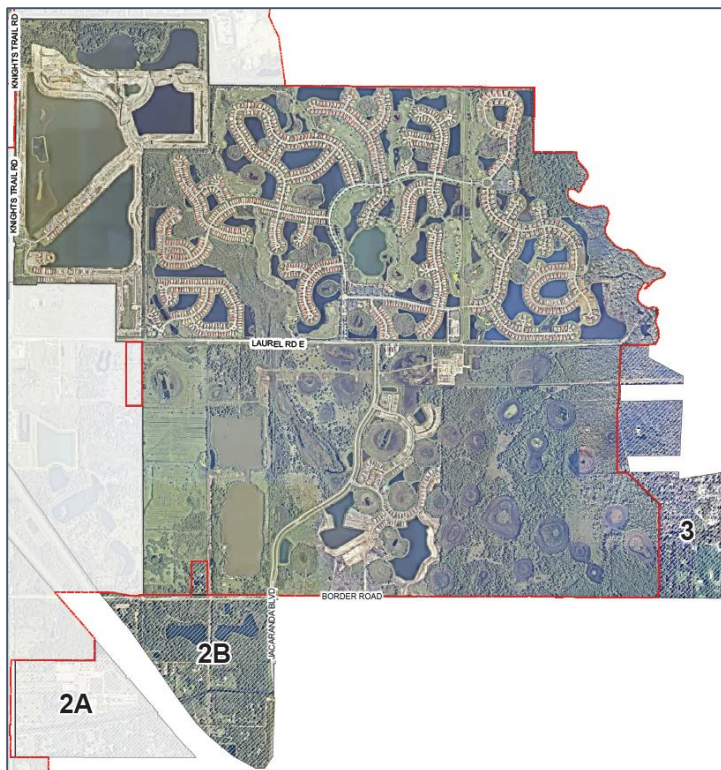
- ~~1,553~~ 1,555 residential units (single family detached, single family attached, multifamily/ condominium), and
- 70,507 square feet of non-residential uses (commercial, office, civic, professional).

### Key Thoroughfares

The Northeast Venice Neighborhood is generally developed along three main thoroughfares as follows:

- Laurel Road
- Border Road
- Jacaranda Boulevard

Both Laurel Road and Jacaranda Boulevard provide access to I-75.



## Unique Neighborhood Strategies

### Land Use

#### Strategy LU-NE 1.1.1 – Mixed Use Residential

The MUR within the Northeast Venice Neighborhood comprises approximately 2,420 acres generally including residential areas east of I-75 and along Laurel Rd (see mixed use descriptions in the Future Land Use Element).

The following shall apply for the MUR designation:

- A. The maximum density is 5.0 units per gross acre. Development is limited to a maximum of 50% of the total acreage within the MUR designation. Based on this maximum density, as of 01/01/2017, the MUR designation allows no more than ~~6,050~~ 12,100 units; approximately ~~1,551~~ 1,403 residential units are indicated as existing in this area<sup>1</sup>. See also Strategy LU 1.2.9-e 15 Residential.
- B. The maximum non-residential FAR across the Neighborhood is 0.20 limited to a maximum of 5% of the total acreage within the PUD subject property. Based on the maximum non-residential intensity, as of 01/01/2017, the MUR designation allows no more than 527,000 square feet; existing non-residential development is indicated as ~~137,982~~ 26,939 square feet.<sup>2</sup>
- C. A minimum of 50 percent of the gross land area, on a per property (development) basis shall be provided as Open Space. Open spaces shall not be less than a minimum 10 percent conservation or a minimum 10 percent functional. These percentages may vary based on site conditions.

#### Strategy LU-NE 1.1.2 – Mixed Use Thresholds

Consistent with Strategy LU 1.2.18, The minimum and maximum thresholds in each of the Mixed Use categories are not intended to be an allocation of land but are used as a mechanism to determine the maximum density and intensity within each mixed use area and Neighborhood. The intent of this strategy is to eliminate the need to calculate/allocate a vertical mixed use development as a percentage of acreage. This strategy also recognizes that applications which propose to amend a property for Mixed Use or the reverse shall also identify the revised and updated carrying capacity (maximum density and intensity standards) for the respective designation and Neighborhood standards.

#### Strategy LU-NE 1.1.3 – Co-Location of Uses

The City shall promote the co-location of parks and community facilities within this Neighborhood to support community interaction, enhance neighborhood identity, and leverage limited resources.

<sup>1</sup> Based on Sarasota County Property Appraiser data and available, additional geographic information system data of existing land use obtained 2016.

<sup>2</sup> Ibid

## Transportation

### Strategy TR-NE 1.1.4 – Complete Street Elements

Multimodal transportation improvements shall be designed in a context sensitive manner and incorporate appropriate complete street principles based upon the location of the improvement within the neighborhood. Specific complete street elements to be included on a particular street segment shall be subject to evaluation and approval on a segment by segment basis. Potential candidates for complete streets principles include but are not limited to.

Complete Street Elements	Roadway Segments		
	Laurel Road	Border Road	Jacaranda Boulevard
Bike Lanes / Sharrows	X	X	X
Sidewalks	X	X	X
Multi-Use Trail	X	X	X
Cross Walks	X	X	X
Pedestrian Safety Treatments	X	X	X
Curb Extensions Bulb-outs			
Median Islands	X	X	X
Shade Trees and Landscaping	X	X	X
Linear Park/Greenway			
On-street Parking			
Transit Improvements (bus shelters) Note: coordinate with transit routes	X		X
Road Diet			
Lighting	X	X	X

### Strategy TR-NE 1.1.5 – New Roadways

The City shall ensure that two additional north/south connections between Laurel Road and Border Road are added to the transportation system. One roadway shall be located east of Jacaranda Boulevard and one shall be located west of Jacaranda Boulevard. The roadway west of Jacaranda Boulevard may be fulfilled by the installation of a north/south roadway meeting these criteria in the Laurel Road Neighborhood.

## Open Space

### Strategy OS-NE 1.1.6 – Wildlife Corridors

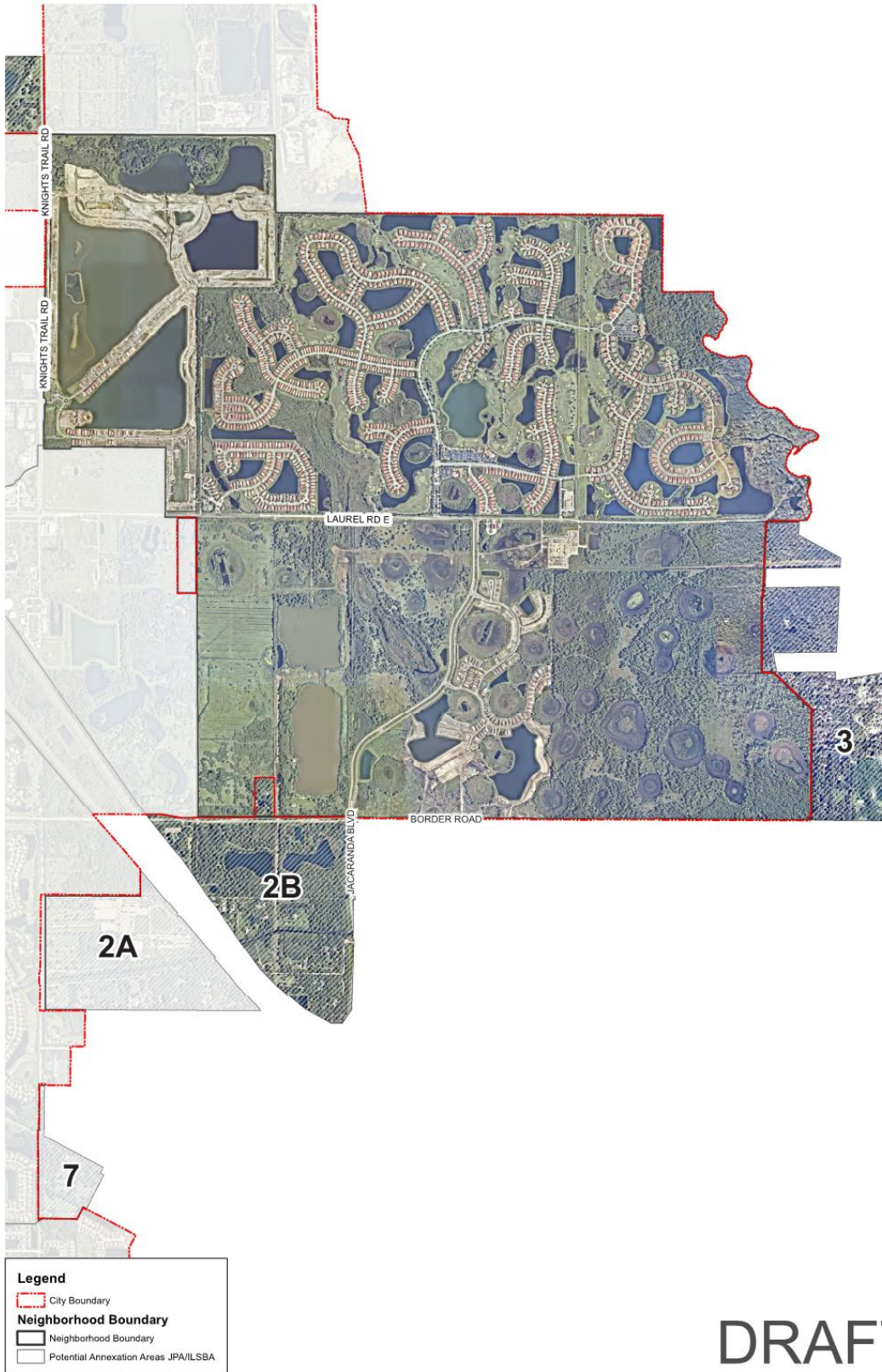
The City shall minimize habitat fragmentation within and between developments by establishing standards in the Planning and Development review process including the Land Development Code, including the following:

- A. Restricting fragmentation of large natural plant communities which provide significant wildlife habitat and habitat connectivity.
- B. Use of development techniques such as clustering to protect environmentally sensitive areas.
- C. Design features for wildlife crossings also ensuring periodic breaks in continuous barriers such as walls and berms.
- D. Establishing context sensitive habitat corridors with regard to width, construction, and species. Habitat corridors shall be a minimum of 25 feet in width except where modified through the PUD zoning process.

### Areas for Future Consideration:

The following topics have been identified but not included within this planning horizon. However, changing conditions may require their consideration:

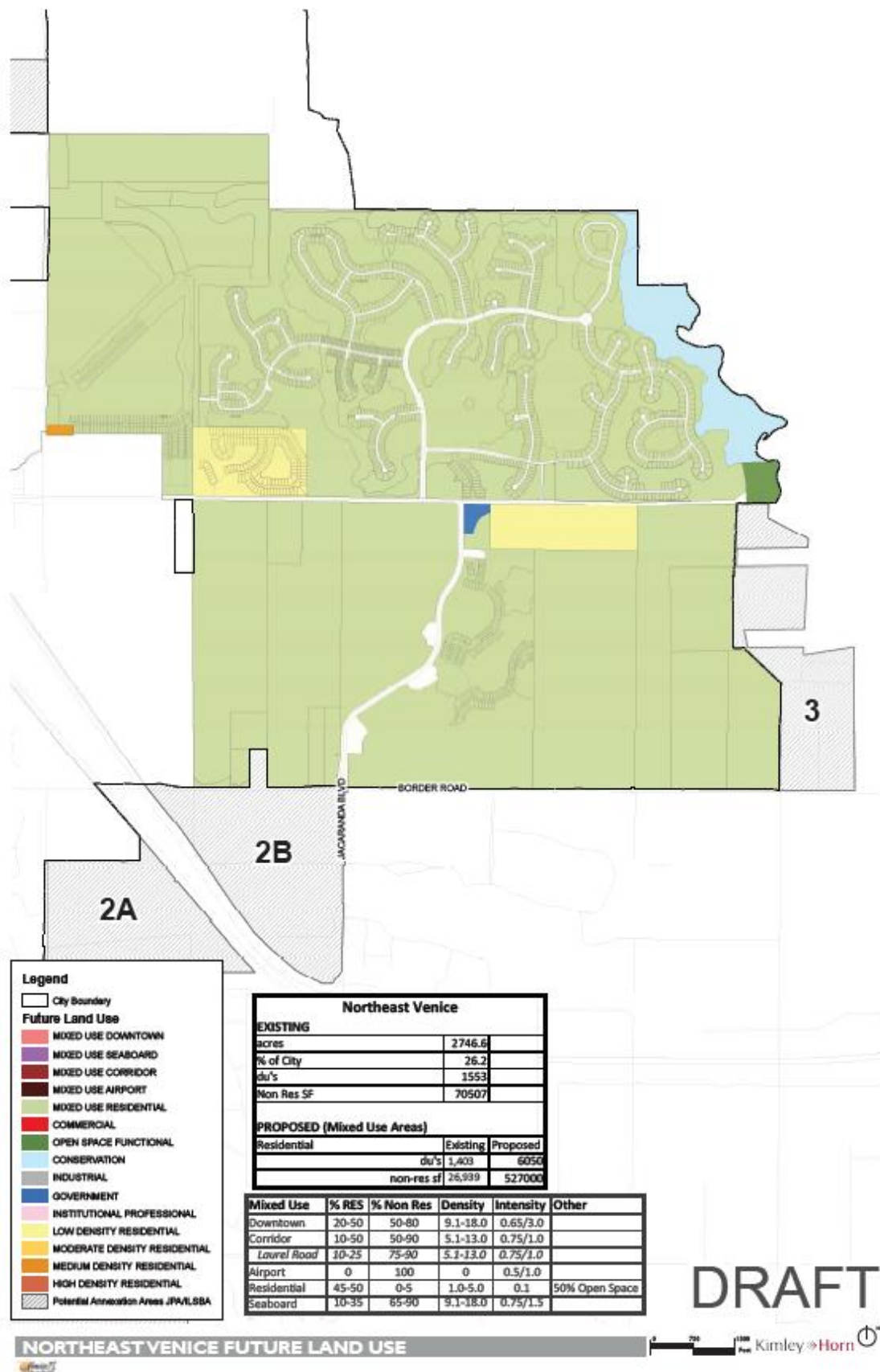
- A. Capacity improvements to Laurel Road and Jacaranda Boulevard to add travel lanes and complete street components.
- B. The City needs to coordinate and review the Joint Planning Areas with Sarasota County to remove areas east of N. Jackson Road and the existing City limits from the JPA as potential annexation areas.
- C. Architectural requirements within the previously adopted Planning Areas; see Strategy LU 4.1.1 Transitional Language specific to Comprehensive Plan regulatory language.

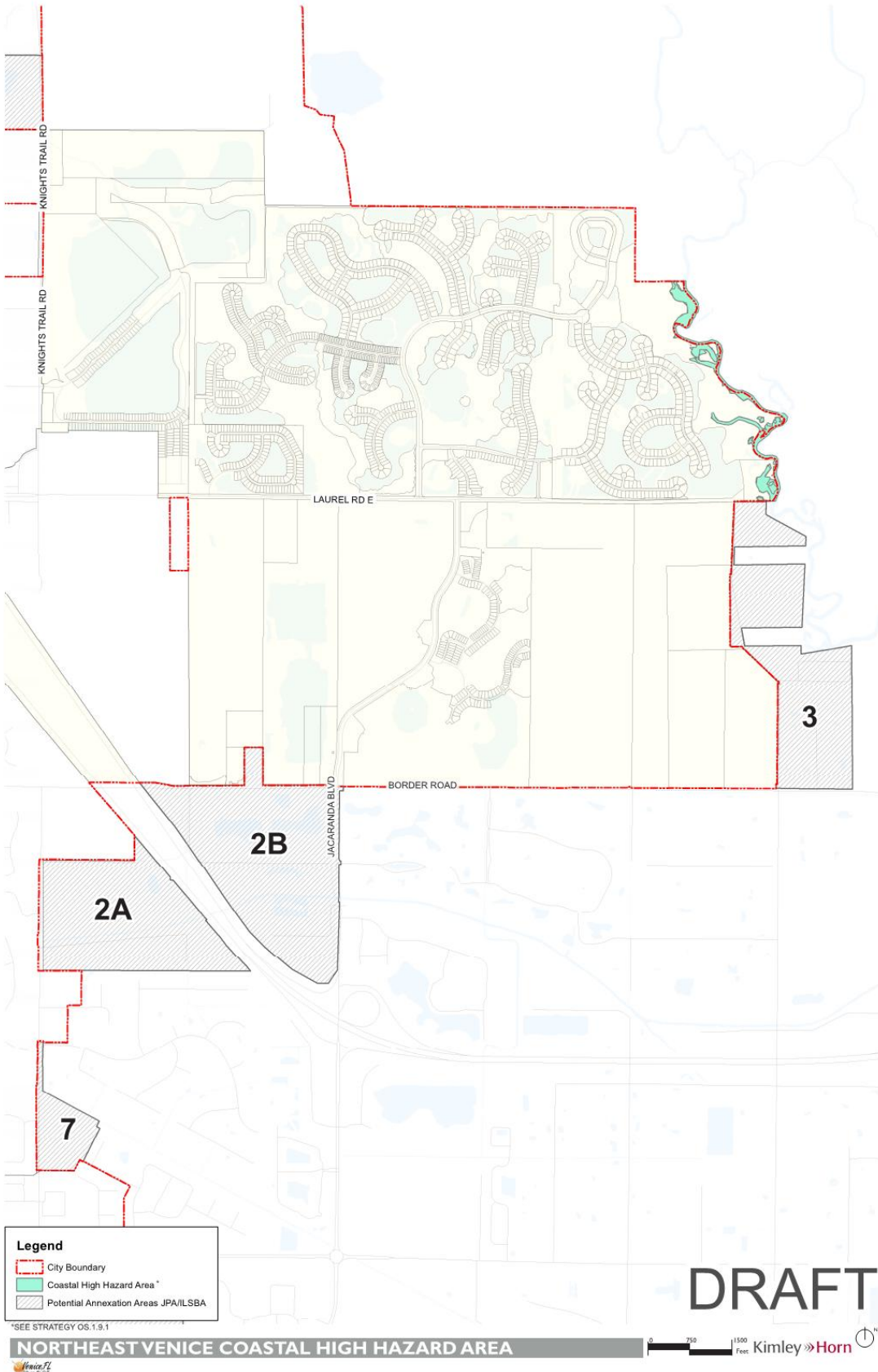


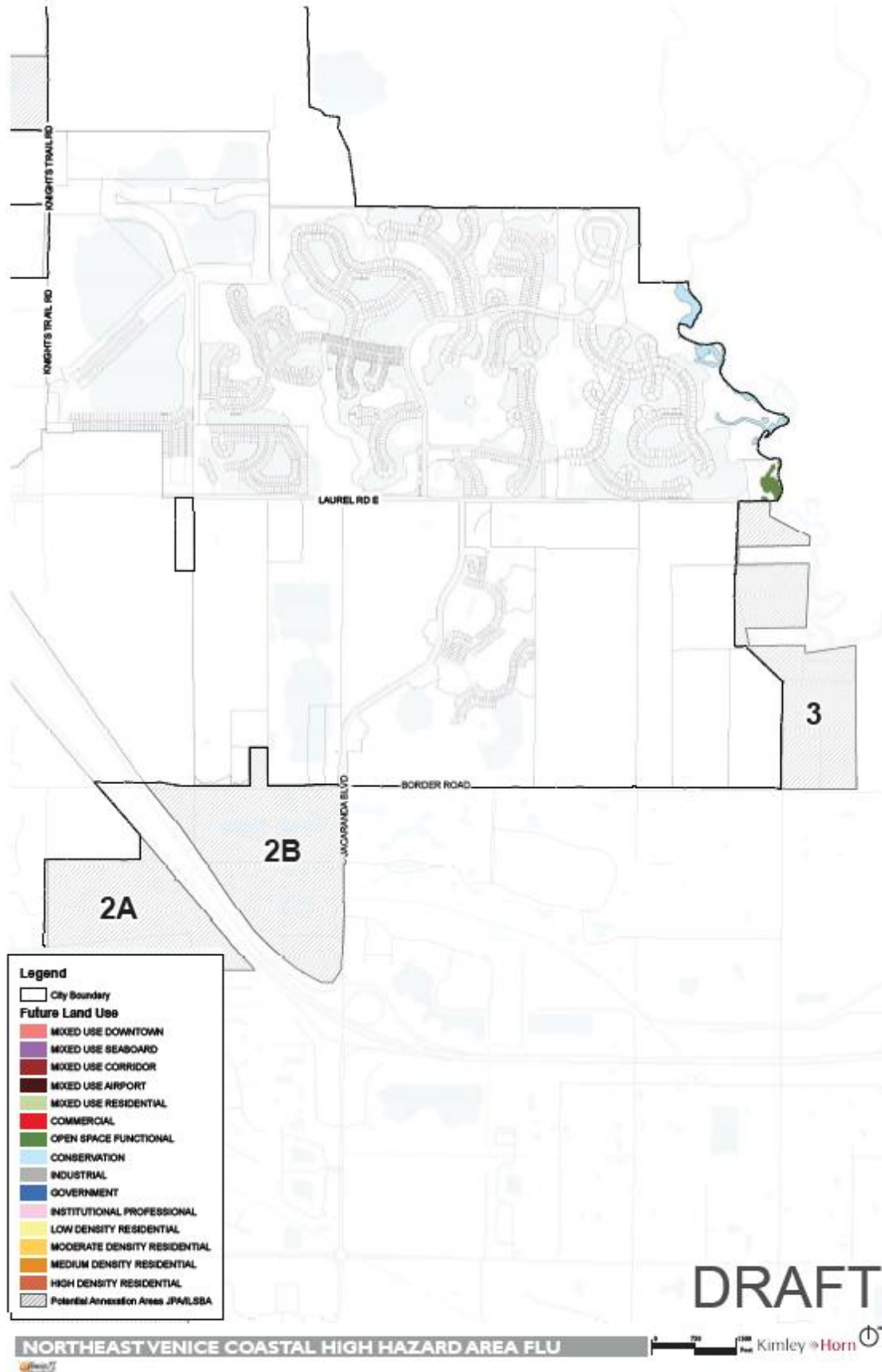
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# KNIGHTS TRAIL

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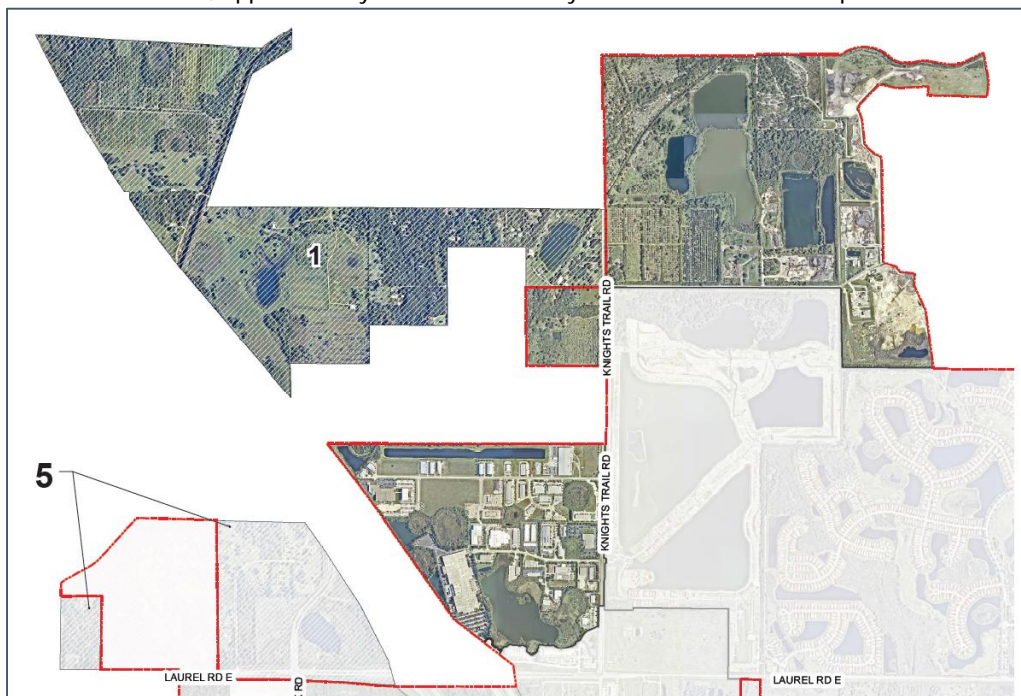
## Section IV – ELEMENTS – Knights Trail Neighborhood

### Overview

The Knights Trail Neighborhood is predominately industrial, situated East of I-75 and along Knights Trail Rd. This Neighborhood is bordered along its southern boundary by the Northeast Venice Neighborhood and the Laurel Rd Neighborhood. Based on the carrying capacity analysis and development standards for this Neighborhood, specifically the Industrial land use areas, approximately one-half of the City's non-residential development could be

located in the Knights Trail Neighborhood. However, it should be noted that based on the existing development patterns within this Neighborhood, achieving this level of development is unlikely and may place undue burdens on the public infrastructure including

transportation resources without additional public expenditures by both the City of Venice and Sarasota County.



### Existing Land Use

The Knights Trail Neighborhood encompasses approximately 813 acres (gross acreage) or approximately 7.8 percent of the total City size (area) including roads/rights-of-way. Based on information obtained in 2016 from the Sarasota County Property Appraiser's Office, there are approximately:

- 233 residential units (single family detached, single family attached, multifamily/ condominium) including the JPA/ILSBA, and
- 1,283,295 square feet of non-residential uses (industrial, commercial, office, civic, professional).

These numbers represent approximately less than 1 percent and 15 percent of the City's current residential and non-residential development, respectively.

### Key thoroughfares

The Knights Trail is generally developed along these thoroughfares:

- Knights Trail Road
- Laurel Road East of I-75

Note: Laurel Road provides access to Interstate 75 for this Neighborhood. Sarasota County has identified an extension of Knights Trail Road to the north providing a future, additional access to this area.

## *Unique Neighborhood Strategies*

### Land Use

#### Strategy LU-KT 1.1.1 – Mixed Use Corridor

The MUC within the Knights Trail Neighborhood comprises approximately 169 acres generally including property along Knights Trail Road (see mixed use descriptions in the Future Land Use Element).

The following shall apply for the MUC designation:

- A. The maximum density is 13.0 units per acre limited to a maximum of 50% of the total acreage within the MUC designation. Based on this maximum density, as of 01/01/2017, the MUC designation allows no more than 1,100 units; 3 residential units are indicated as existing in this area<sup>1</sup>.
- B. The maximum non-residential FAR across the Neighborhood is 0.75 limited to a maximum of 90% of the total acreage within the MUC designation (subject to the residential percentage), and for individual sites is 1.0. Based on the maximum non-residential intensity, as of 01/01/2017, the MUC designation allows no more than 4,141,000 square footage; existing non-residential development is indicated as 0 square feet.<sup>2</sup>
- C. Industrial uses are not permitted within the MUC.

#### Strategy LU-KT 1.1.2 – Mixed Use Thresholds

Consistent with Strategy LU 1.2.18, The minimum and maximum thresholds in each of the Mixed Use categories are not intended to be an allocation of land but are used as a mechanism to determine the maximum density and intensity within each mixed use area and Neighborhood. The intent of this strategy is to eliminate the need to calculate/allocate a vertical mixed use development as a percentage of acreage. This strategy also recognizes that applications which propose to amend a property for Mixed Use or the reverse shall also identify the revised and updated carrying capacity (maximum density and intensity standards) for the respective designation and Neighborhood standards.

#### Strategy LU-KT 1.1.3 – Industrial Lands - Existing

- A. The City shall protect the existing industrial land uses and properties within this Neighborhood in order to provide the City and region with a diverse economic base.
- B. The City, through the Land Development Code and development review processes shall provide standards to mitigate the potential adverse impacts created by industrial uses through a variety of measures, including buffering, site planning and design, environmental controls, and performance standards.

<sup>1</sup> Based on Sarasota County Property Appraiser data and available, additional geographic information system data of existing land use obtained 2016.

<sup>2</sup> Ibid

#### Strategy LU-KT 1.1.4– Industrial Lands - Future

The City shall identify additional lands (which may include Joint Planning Areas), suitable for the development of light industrial and similar uses allowing for the expansion of the City's economic and employment base strengthening Venice's employment opportunities.

#### Strategy LU-KT 1.1.5 – Non-Industrial Uses

The City shall discourage retail uses in Industrial land use designations and zoning districts as a principal use in order to maintain and protect viable industrial areas. This Strategy does not preclude providing supporting retail, office, open space and other non-industrial uses which are determined to be accessory and necessary to support the industrial use (i.e., child care).

#### Strategy LU-KT 1.1.6 – Housing

Due to the nature of the Neighborhood and the adjacent residential opportunities in both the Laurel Road and Northeast Venice Neighborhoods, the City does not support the conversion of non-residential lands for residential uses.

### Transportation

#### Strategy TR-KT 1.1.7 – Complete Street Elements

Multimodal transportation Improvements shall be designed in a context sensitive manner and incorporate appropriate complete street principles based upon the location of the improvement within the neighborhood. Specific complete streets elements to be included on a particular street segment shall be subject to evaluation and approval on a segment by segment basis. Potential candidates for complete streets principles include but are not limited to.

Roadway Segments	
Complete Street Elements	
	Knights Trail Road
Bike Lanes / Sharrows	X
Sidewalks	X
Multi-Use Trail	X
Cross Walks	
Pedestrian Safety Treatments	
Curb Extensions Bulb-outs	
Median Islands	X
Shade Trees and Landscaping	X
Linear Park/Greenway	
On-street Parking	
Transit Improvements (bus shelters) Note: coordinate with transit routes	X
Road Diet	
Lighting	X

#### Strategy TR-KT 1.1.8 – Transportation - Connectivity

The City shall require, through the Land Development Code and review processes, access to industrial designated lands via Knights Trail Road and other industrial lands; access shall not be supported through lower intensity lands including agricultural or residential.

#### Strategy TR-KT 1.1.9 – Transportation – Knights Trail Road

The City shall support the extension of Knights Trail Road north by Sarasota County to provide a secondary through access to this Neighborhood and the industrial lands.

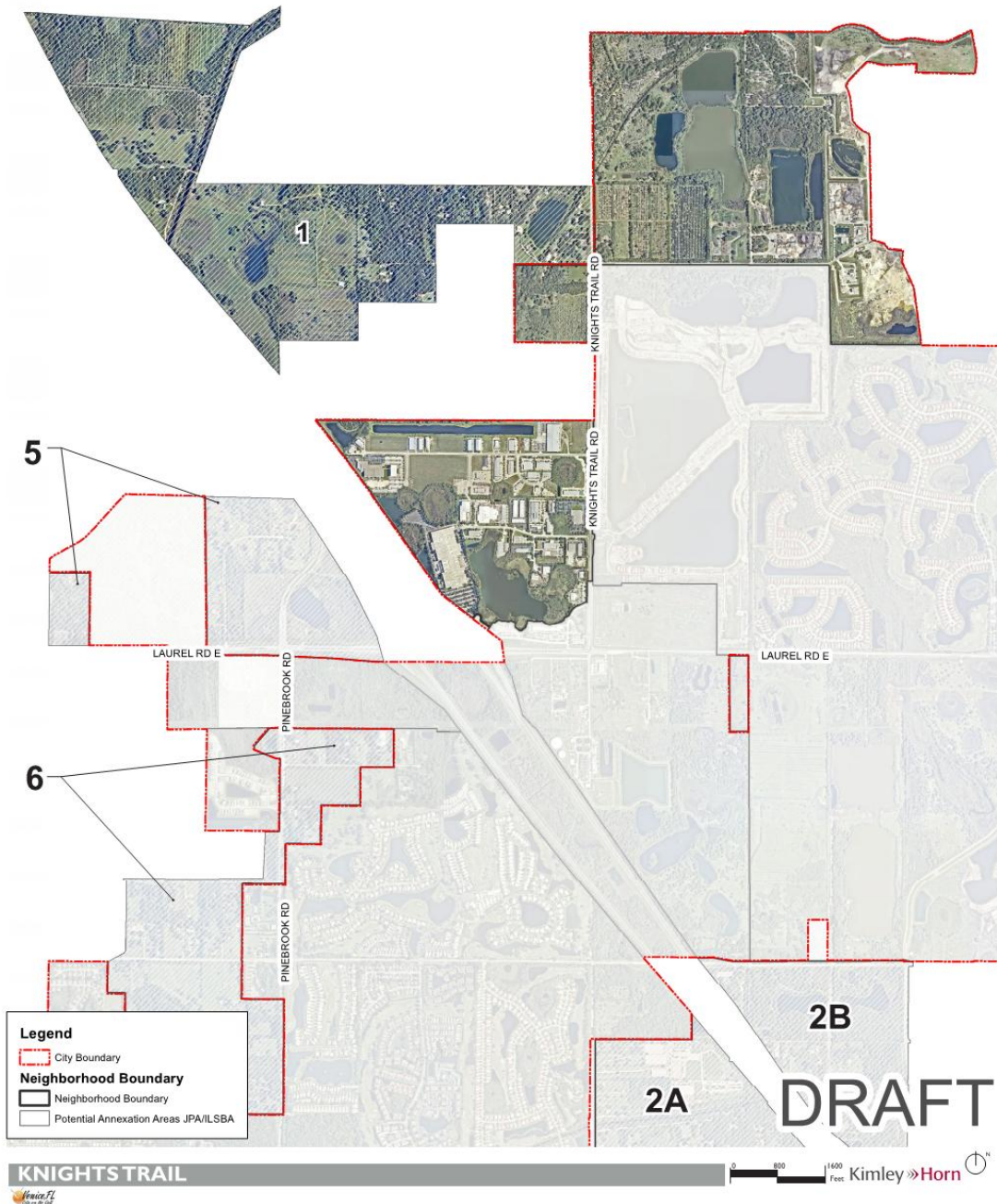
#### Strategy TR-KT 1.1.10 – Transit

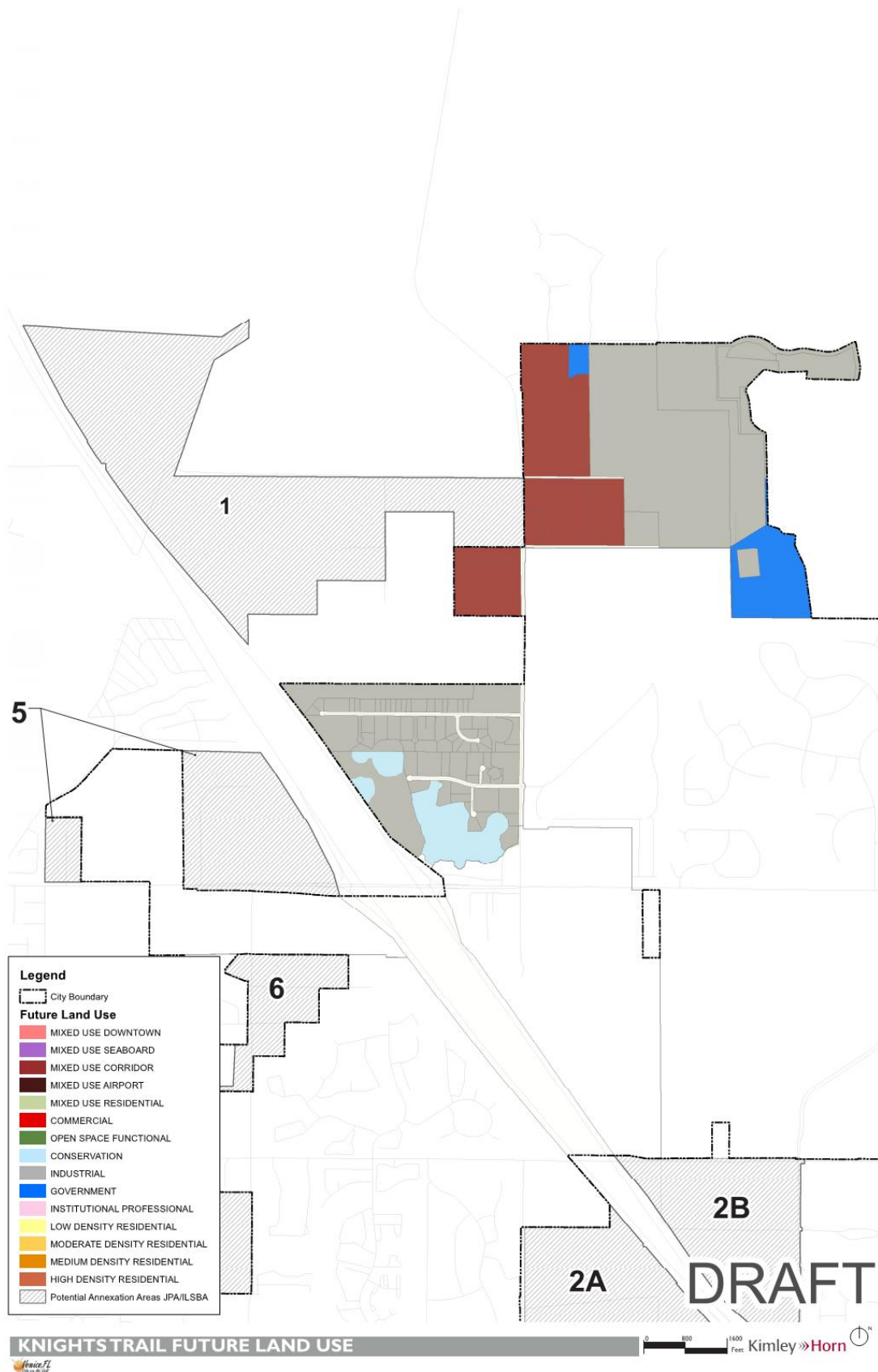
The City supports the expansion of SCAT to serve the Knights Trial Neighborhood as a means of providing accessibility options to employees and the development of attainable housing areas within this neighborhood.

#### Areas for Future Consideration:

The following topics have been identified but not included within this planning horizon. However, changing conditions may require their consideration:

- A. The City needs to coordinate and review the Joint Planning Areas with Sarasota County to include properties between JPA Area 1 to the north and the northern portion of the Triple Diamond Industrial Park that were excluded from the JPA when it was developed. This would provide for a contiguous area for the orderly expansion of the City.





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# LAUREL ROAD

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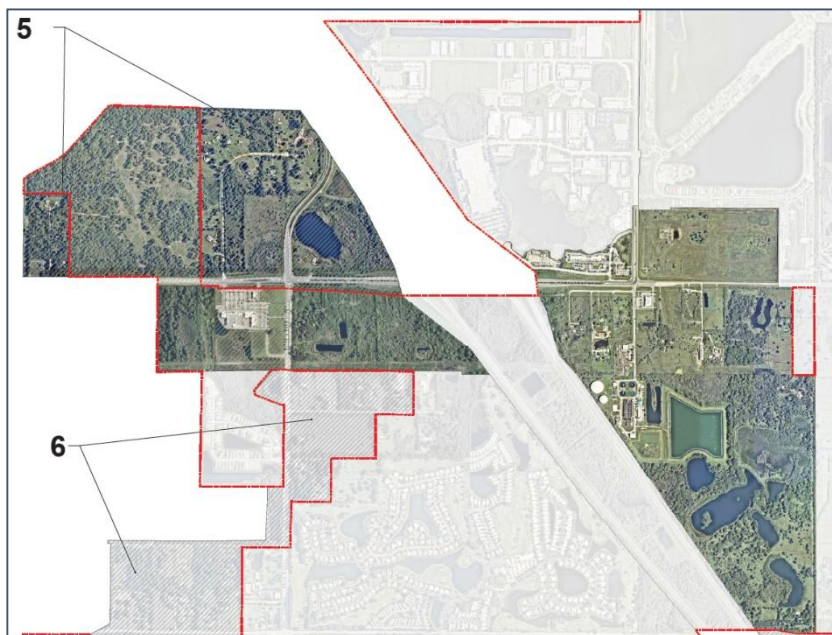
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## Section IV – ELEMENTS – Laurel Road Neighborhood

### Overview

The "Laurel Road" Neighborhood serves as a gateway from Interstate 75 to a number of neighborhoods including Knight's Trail, Northeast Venice, and Pinebrook. This predominantly undeveloped neighborhood has experienced sporadic non-residential development initially in the eastern portions of the Neighborhood. The commercial uses within this Neighborhood were initially considered to serve the needs of the Knight's Trail (Triple Diamond Industrial Park) and Laurel Road residential communities. However, planned developments within the City and development surrounding the City (Sarasota County) emphasize a further need for non-residential land uses. Major developments in the area include:

- Plaza Venezia/Publix
- CVS
- Portofino
- The Bridges



### Existing Land Use

The Laurel Road Neighborhood encompasses approximately 634 acres (gross acreage) or approximately 6.1 percent of the total City size (area) including roads/rights-of-way. Based on information obtained in 2016 from the Sarasota County Property Appraiser's Office, there are approximately:

- ~~3417~~ 149,852 residential units (single family detached, single family attached, multifamily/ condominium), and
- ~~165,196~~ 149,852 square feet of non-residential uses (commercial, office, civic, professional).

### Key Thoroughfares

The roadway network is generally limited due to the I-75 interchange and overall lack of development at this time. The primary roadways (thoroughfares) include:

- Pinebrook Road
- Honore Avenue
- Laurel Road
- I-75
- Knight's Trail Road

## Unique Neighborhood Strategies

### Land Use:

#### Strategy LU-LR 1.1.1 – Mixed Use Corridor (MUC)

The MUC within the Laurel Road Neighborhood comprises approximately ~~603~~ 519 acres generally including property along Laurel Rd at the I-75 interchange (see mixed use descriptions in the Future Land Use Element).

The following shall apply for the MUC designation:

- A. The maximum density is 13.0 units per acre limited to a maximum of 25% of the total acreage within the MUC designation. Based on this maximum density, as of 01/01/2017, the MUC designation allows no more than ~~3,375~~ 1,687 units; 17 residential units are indicated as existing in this area<sup>1</sup>.
- B. The maximum non-residential FAR across the Neighborhood is 0.75 limited to a maximum of 75% of the total acreage within the MUC designation, and for individual sites is 1.0. Based on the maximum non-residential intensity, as of 01/01/2017, the MUC designation allows no more than ~~11,870,000~~ 12,716,798 square footage; existing non-residential development is indicated as 132,251 square feet.<sup>2</sup>
- C. The preferred development form, with regard to building placement, height, design, and pedestrian and vehicular movements shall be established in a Form Based Code.

#### Strategy LU-LR 1.1.2 – Mixed Use Thresholds

Consistent with Strategy LU 1.2.18, The minimum and maximum thresholds in each of the Mixed Use categories are not intended to be an allocation of land but are used as a mechanism to determine the maximum density and intensity within each mixed use area and Neighborhood. The intent of this strategy is to eliminate the need to calculate/allocate a vertical mixed use development as a percentage of acreage. This strategy also recognizes that applications which propose to amend a property for Mixed Use or the reverse shall also identify the revised and updated carrying capacity (maximum density and intensity standards) for the respective designation and Neighborhood standards.

#### Strategy LU-LR 1.1.3 – Horizontal Mixed Use

Horizontal and vertical mixed use developments shall be encouraged in the Laurel Road Neighborhood. Due to the nature of the Neighborhood, the City supports primarily horizontal mixed use as an alternative form of development; conventional, suburban-style development with increased building setbacks.

#### Strategy LU-LR 1.1.4 – Multifamily Focus

The City shall promote mixed use as a means to provide a variety of housing within this Neighborhood based on existing and proposed employment opportunities, existing and proposed transportation resources including transit and the availability of public infrastructure.

<sup>1</sup> Based on Sarasota County Property Appraiser data and available, additional geographic information system data of existing land use obtained 2016.

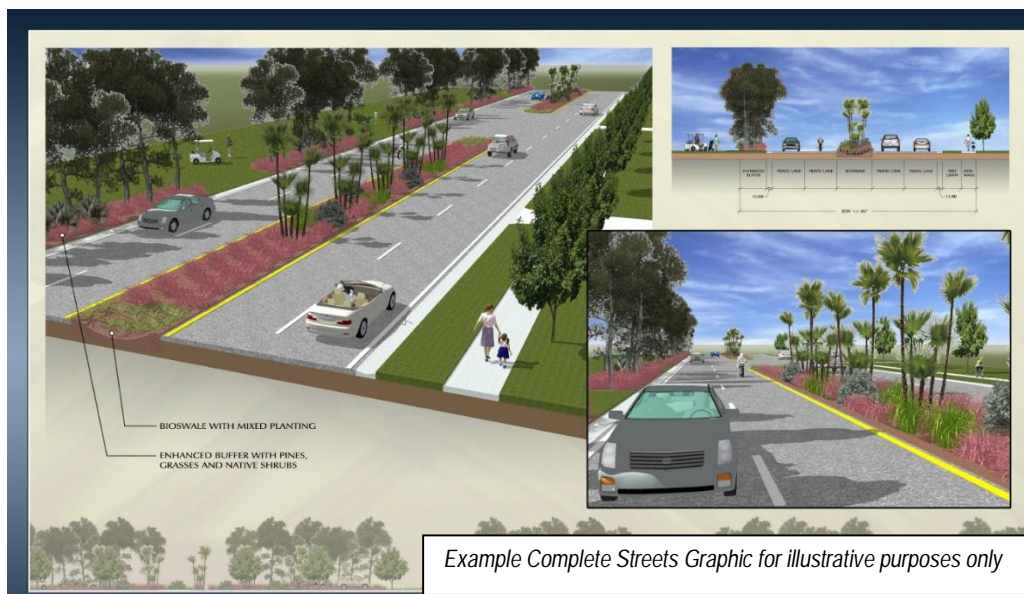
<sup>2</sup> Ibid

## Transportation:

### Strategy TR-LR 1.1.5 – Complete Street Elements

Multimodal transportation improvements shall be designed in a context sensitive manner and incorporate appropriate complete street principles based upon the location of the improvement within the neighborhood. Specific complete street elements to be included on a particular street segment shall be subject to evaluation and approval on a segment by segment basis. Potential candidates for complete street principles include but are not limited to.

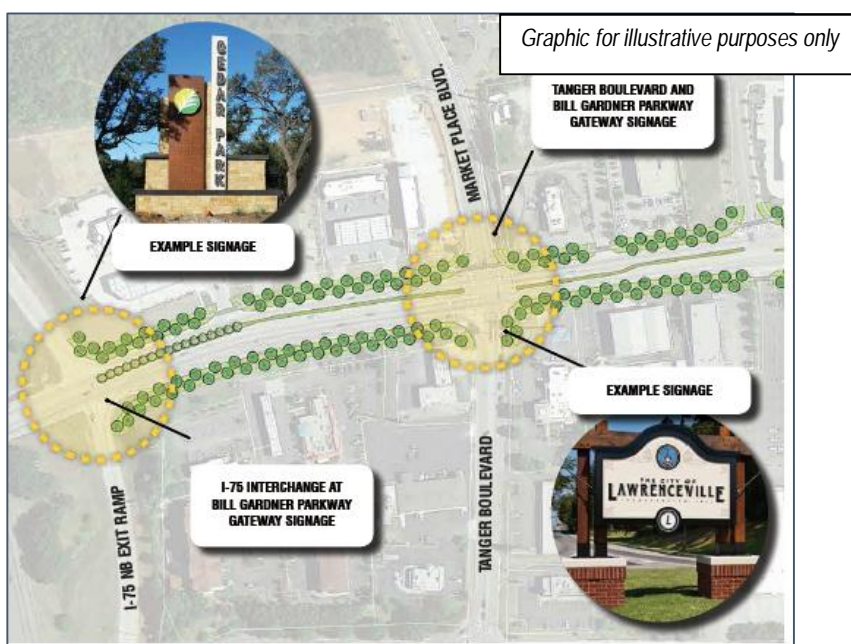
Complete Street Elements	Roadway Segments			
	Pinebrook Road	Honore Avenue	Laurel Road	Knights Trail Road
Bike Lanes / Sharrows	X	X	X	X
Sidewalks	X	X	X	X
Multi-Use Trail	X	X	X	X
Cross Walks	X	X	X	X
Pedestrian Safety Treatments	X	X	X	X
Curb Extensions Bulb-outs				
Median Islands	X	X	X	X
Shade Trees and Landscaping	X	X	X	X
Linear Park/Greenway				
On-street Parking				
Transit Improvements (bus shelters) Note: coordinate with transit routes		X	X	X
Road Diet				
Lighting	X	X	X	X



#### Strategy TR-LR 1.1.6 – Gateway Features

The City shall reinforce and enhance the Laurel Road Neighborhood as a gateway to the City of Venice by designing and installing community gateway features. The City shall work with the Florida Department of Transportation and/or private property owners to provide a location for such gateway features. Gateway features may incorporate the following design and development elements.

- Streetscape improvements
- Public art
- Signage
- Landscape/architectural themes



#### Areas for Future Consideration:

The following topics have been identified but not included within this planning horizon. However, changing conditions may require their consideration:

- A. The City needs to coordinate and review the JPA/ILSBA areas with Sarasota County to adjust the development potential for this area to coincide with the Laurel Road Neighborhood serving as a major non-residential development area.

