City of Venice
Comprehensive Plan

VENICE 2017-2027

Venice, FL
City on the Gulf

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.

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

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. Lavallee, 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

Table of Contents

Section I Introduction 1
Plan Framework 1
Legal Status 1
Vested Rights 1
Graphics and Images 2
Use of Terms: “Shall”, “Should”, “Will” and “May” 2
Plan Interpretation 2
Plan Amendments 3
Vision, Intent and Strategies 3
Organization of the Plan 4
The Elements 5
The 2017-2027 Comprehensive Plan…What it Achieves 7
So Why Change the City's Comprehensive Plan? 7
Comprehensive Plan Review Summary 8

Section II Background 11
Geography 12
Market Assessment 13
Demographics 13
Employment Summary 16
Housing Summary 17
The Public Process 18
Public Outreach 18
Public Input 18

Section III Elements – City Wide 21
Land Use 21
Neighborhoods 21
Future Land Use 24
Planning and Design Principles 33
Historical Resources 34
Airport Land Use Compatibility 37
Indusrial Development 37
Coastal Management 37

Transitional Strategies (Policies) and the Land Development Code 41
Joint Planning Areas 43
Transportation & Mobility 49
Multimodal System 49
Service Standards 52
Complete Streets 63
Multimodal System Operations 68
Mobility Development Coordination 68
Airport Operations and Facilities 70
Open Space 73
Functional Open Space 73
Conservation Open Space 74
Wetlands 75
Native Habitats, Conservation Lands, and Natural Resources 76
Unique Habitats 77
Open Space Corridors 78
Mining Considerations 79
Coastal Waterway Conservation and Protection 80
Coastal High Hazard Area (CHHA) Development 81
Conservation Design and Development Considerations 87
Mixed Use Residential Districts 87
Intergovernmental Coordination 88
Housing 91
Alternative Construction 92
Special Needs Housing 92
Attainable Housing 93
Intergovernmental Coordination 96
Infrastructure 97
Community Services 97
Utility Services 98
Level of Service 99
Natural Resources Impact 100
Capital Improvements 103
Capital Improvement Coordination 106
JPA/ILSBA 107
Public Schools 109

Section IV Neighborhoods 119
The Island 119
Gateway 129
E Venice Avenue 137
Pinebrook 143
Laurel Road 151
Northeast Venice 159
Knights Trail 167

Section V Appendices 173
Acronyms & Definitions
Intergovernmental Coordination Matrix
Planning Areas
Joint Planning and Interlocal Service Boundary Agreement
Capital Improvement Schedule
School Long Range Plan

List of Tables

Table B-1: Plan Comparison 17
Table TR-1: Existing Roadway Level of Service 54
Table TR-2: 2016 Pedestrian Level of Service 56
Table TR-3: 2016 Bicycle Level of Service 58
Table TR-4: 2016 Transit Level of Service 61
Table HG-1: Attainable Housing Monthly Housing Costs (reference only) 94
Table HG-2: Attainable Housing – Maximum Density (dwelling units per gross acre) with Density Bonus 95

List of Figures

Figure B-1: City of Venice Population 1960-2030 13
Figure B-2: Comparison of Population by Age Group, 2000-2015 14
Figure B-3: Population by Age Group, City of Venice, 2000-2015 14
Figure B-4: Comparison of Population by Age Group, 2015 15
Figure B-5: Comparison of Average Household Size, 2000-2015 15
Figure B-6: Comparison of Median Household Income, 2010-2020 16
Figure B-7: Commuting Patterns, City of Venice, 2013 16
Figure B-8: Housing Units by Type, City of Venice, 2000-2013 17
Figure LU-1: Neighborhoods 22
Figure LU-2: Future Land Use Map 23
Figure LU-3: Low Density Residential Example 24
Figure LU-4: Moderate Density Residential Example 25
Figure LU-5: Medium Density Residential Example 25

Figure LU-6: High Density Residential Example 26
Figure LU-7: FAR Examples 27
Figure LU-8: FLU Compatibility Review Matrix 28
Figure LU-9: FLU Compatibility Review Matrix for MUR 32
Figure (Map) LU-10: Historic District 36
Figure (Map) LU-11: Coastal High Hazard Area identified 39
Figure (Map) LU-12: Coastal High Hazard Area identified 40
Figure LU-13: Planning Areas Summary 41
Figure LU-14: JPA/ILSBA Summary 45
Figure (Map) TR-1: Functional Classification 51
Figure (Map) TR-2: Existing (2015) Roadway Level of Service 55
Figure (Map) TR-3: Existing Pedestrian Level of Service 57
Figure (Map) TR-4: Existing Bicycle Level of Service 59
Figure (Map) TR-5: Existing Transit Level of Service 62
Figure TR-6: Examples of Complete Street components 64
Figure TR-7: Possible Complete Street Segments by Neighborhood 66
Figure (Map) TR-8: Possible Complete Street Map 67
Figure (Map) OS-1: Coastal High Hazard Area (CHHA) 85
Figure (Map) OS-2: Coastal High Hazard Area with Future Land Use 86
Figure (Map) LU-IS-1: Aerial 125
Figure (Map) LU-IS-2: Future Land Use Map 126
Figure (Map) LU-IS-3: Coastal High Hazard Area identified 127
Figure (Map) LU-IS-4: Coastal High Hazard Area identified with FLU 128
Figure (Map) LU-GW-1: Aerial 134
Figure (Map) LU-GW-2: Future Land Use Map 135
Figure (Map) LU-GW-3: Coastal High Hazard Area Identified 136
Figure (Map) LU-EV-1: Aerial 141
Figure (Map) LU-EV-2: Future Land Use Map 142
Figure (Map) LU-PB-1: Aerial 147
Figure (Map) LU-PB-2: Future Land Use Map 148
Figure (Map) LU-LR-1: Aerial 156
Figure (Map) LU-LR-2: Future Land Use Map 157
Figure (Map) LU-LR-3: Coastal High Hazard Area 158
Figure (Map) LU-NE-1: Aerial 163
Figure (Map) LU-NE-2: Future Land Use Map 164
Figure (Map) LU-NE-3: Coastal High Hazard Area 165
Figure (Map) LU-KT-1: Aerial 171
Figure (Map) LU-KT-2: Future Land Use Map 172

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 III.

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 by the City. 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. The Development Services Director (hereinafter referred to as the Director) or his or her designee shall 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:
   1. 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.
   2. 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, Appendix 1, 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:
   1. *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.
   2. *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.

3. *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 Infrastructure Element – an administrative interpretation resulting in a determination of consistency does not constitute a determination.

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.

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

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. Laurel Road Corridor
6. Northeast Venice
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. 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)

TR = TRANSPORTATION & MOBILITY

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

HG = HOUSING (Housing, Attainable Housing)

IN = INFRASTRUCTURE (Water, Wastewater, Capital Improvements Plan, Community Services (Police, Fire, Hospital, Library)

PS = PUBLIC 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 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 polices, 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 721 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, 647 items were identified as items of possible concern (see following Table I-1). 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.

Table I-1: Comprehensive Plan Review Summary

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 *(to be reviewed with School Board staff)*					
Regional Partnerships	1	0	17	0	2
Transportation	5	0	6	3	0
Utilities	1	0	8	1	0
TOTAL	*27*	*35*	*212*	*35*	*103*
	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*
TOTAL	*23*	*95*	*117*	*647*	*721*

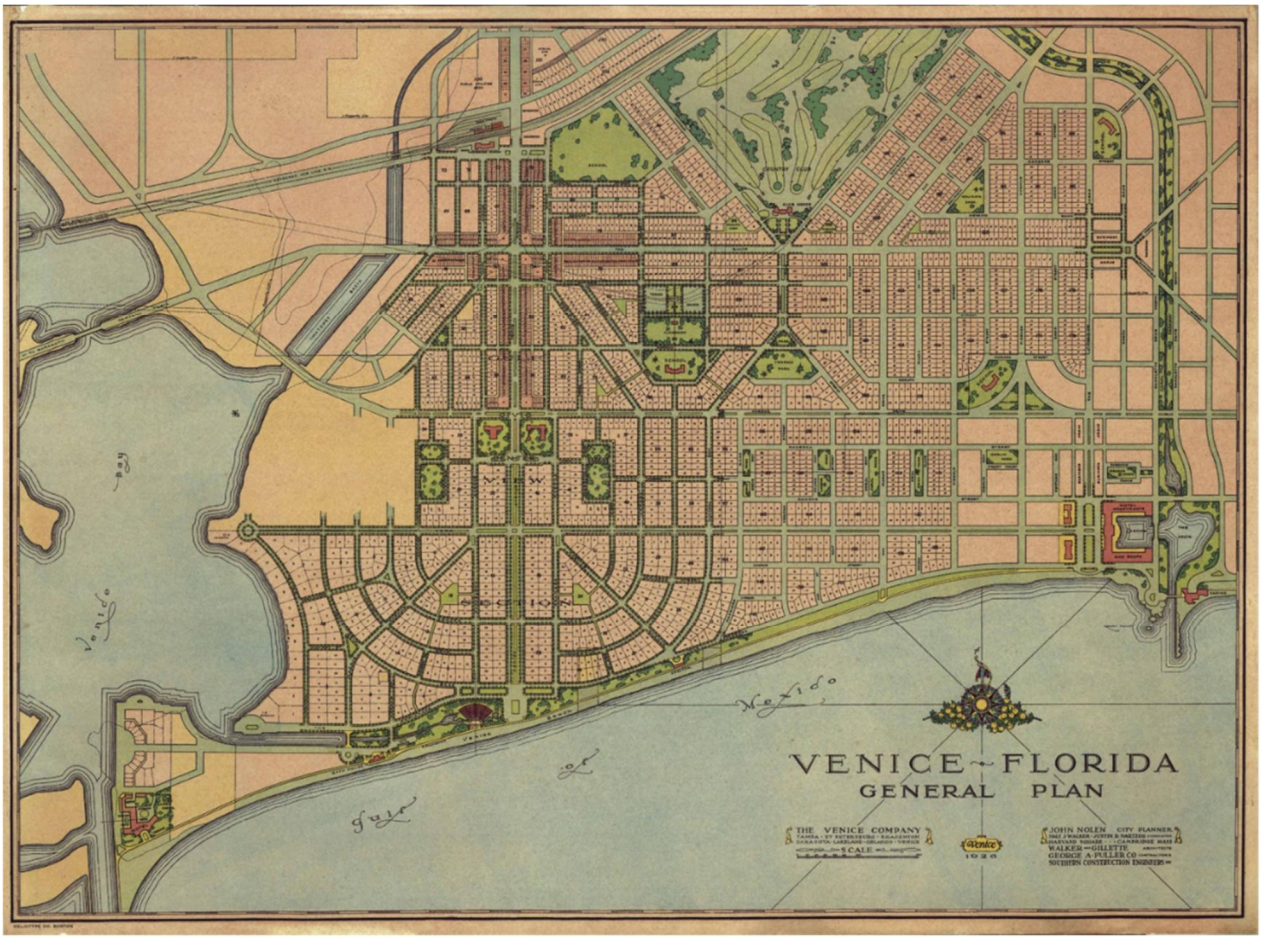
Page 10 Intentionally Left Blank

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.

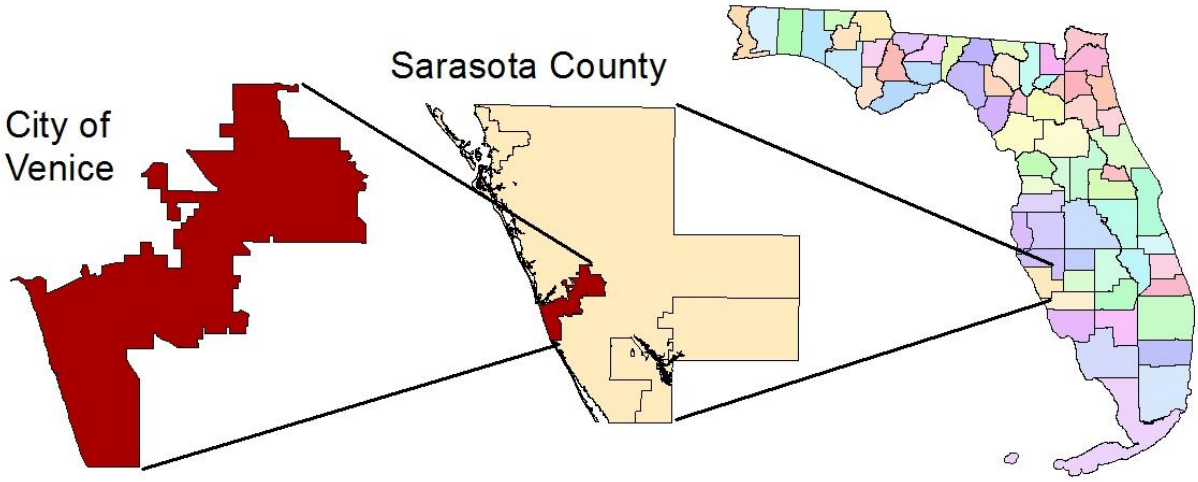


Since the Nolen Plan was developed, there have been significant events in Venice's history which have led to its current development form and pattern including:

- 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 10,470 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

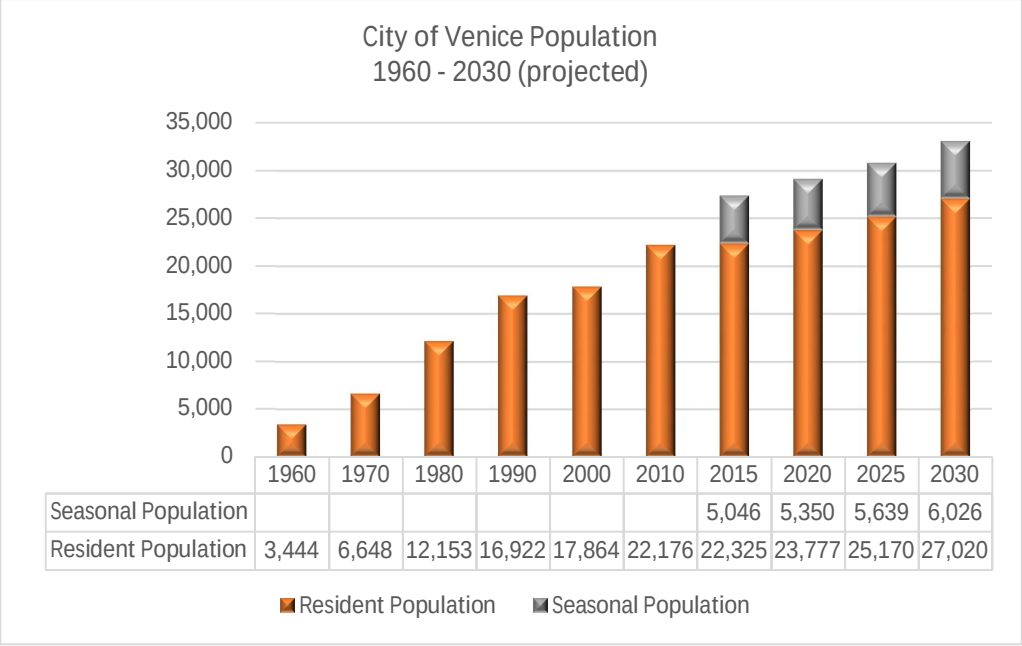
The City undertook a Market Assessment in an effort to document the existing conditions from a demographic and real estate market perspective, providing baseline market statistics to inform potential development opportunities. Real estate demand forecasts have been prepared through 2026 for residential, 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 Data Inventory and Analysis (DIA).

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 1960-2030



	1960	1970	1980	1990	2000	2010	2015	2020	2025	2030
Seasonal Population							5,046	5,350	5,639	6,026
Resident Population	3,444	6,648	12,153	16,922	17,864	22,176	22,325	23,777	25,170	27,020

Note: 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-3, 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

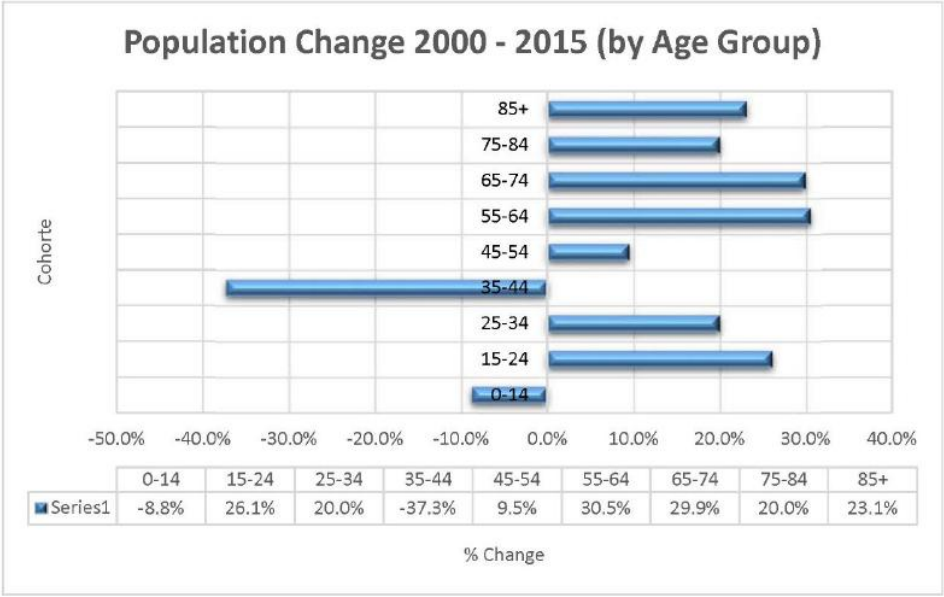


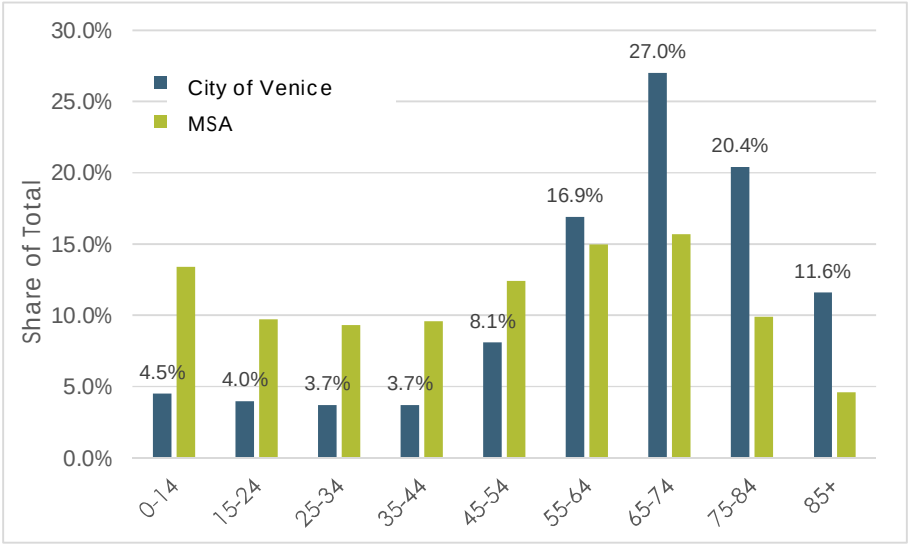
Figure B-3: Population by Age Group, City of Venice, 2000-2015

				2000-2015 Δ	
Cohort	**2000**	**2010**	**2015**	**#**	**%**
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%
Total	**19,365**	**20,748**	**21,982**	**2,617**	**13.5%**

Source: ESRI; US Census; Kimley-Horn

Figure B-4 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-Sarasota MSA.

Figure B-4: Comparison of Population by Age Group, 2015

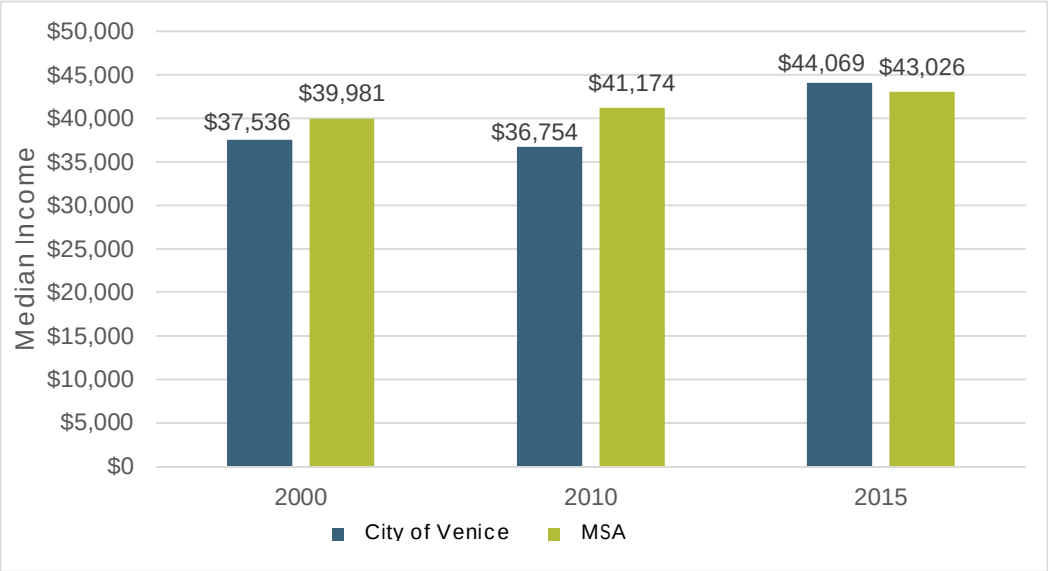


With respect to Household Size, households in the City of Venice grew at a slightly faster rate than population between 2000 and 2015, indicating a declining household size. The average household size in the City of Venice was estimated at 1.75 people in 2015, less than 2.23 people for the North Port-Bradenton-Sarasota MSA (Figure B-5). 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-5: Comparison of Average Household Size, 2000-2015

Figure B-6 shows the median incomes of the 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-6: Comparison of Median Household Income, 2010-2020

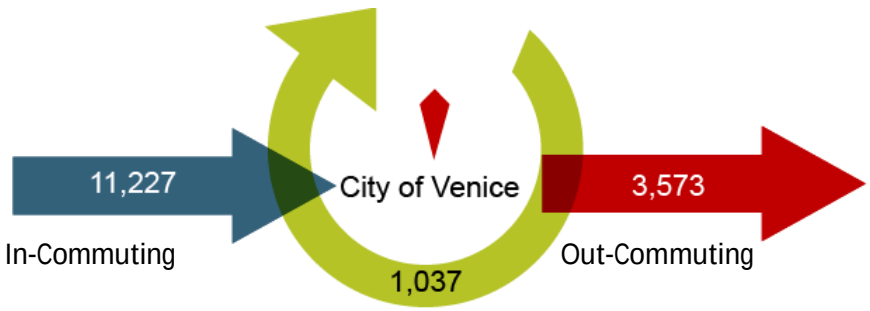


EMPLOYMENT SUMMARY

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-7, 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.

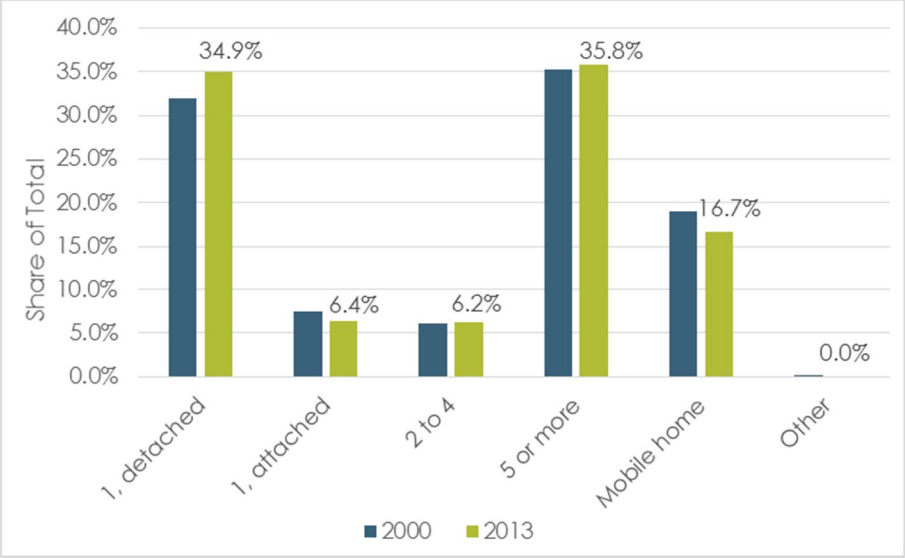
Figure B-7: Commuting Patterns, City of Venice, 2013



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-8). 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 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-8: Housing Units by Type, City of Venice, 2000-2013



2010 PLAN & 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. 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.

A Plan summary (comparison) is provided in Table B-1 below identifying the maximum residential and non-residential Carrying Capacity of each Plan:

Table B-1: Plan Comparison

	Persons per Household (PPH)	Maximum Dwelling Units	Supporting Population	Maximum Non-Residential Sq.Ft.
2010 Plan	1.74	50,500	87,870	94,159,557
2017 Plan	1.75	39,721	69,511	81,838,568

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 50 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 7th and December 14th, followed by a Community-Wide Neighborhood Workshop on January 11, 2016.

Planning Commission Updates

Between June 2015 and June 2017, the Planning Commission has held approximately 46 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.

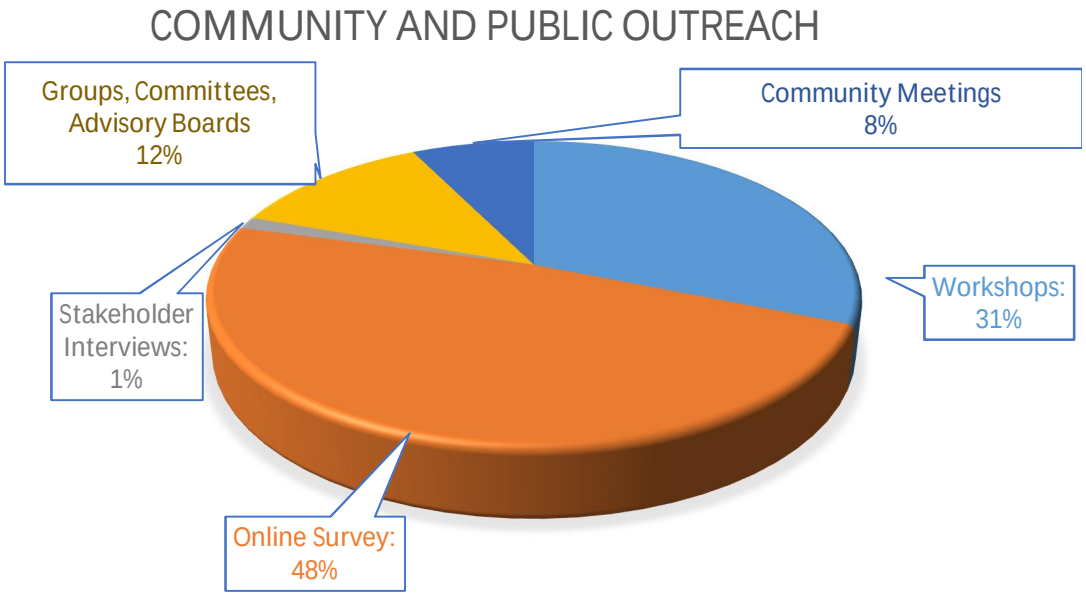
Community Meetings

Additional Community Meetings were held between January 31 and June 30, 2017. During these meetings, the community was invited to provide the Planning Commission with comments regarding the draft and including 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*
Community Meetings	*150*
TOTAL	*2,053*

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



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.

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 Element. The Neighborhoods are:

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

Figure (Map) LU-1: Neighborhoods

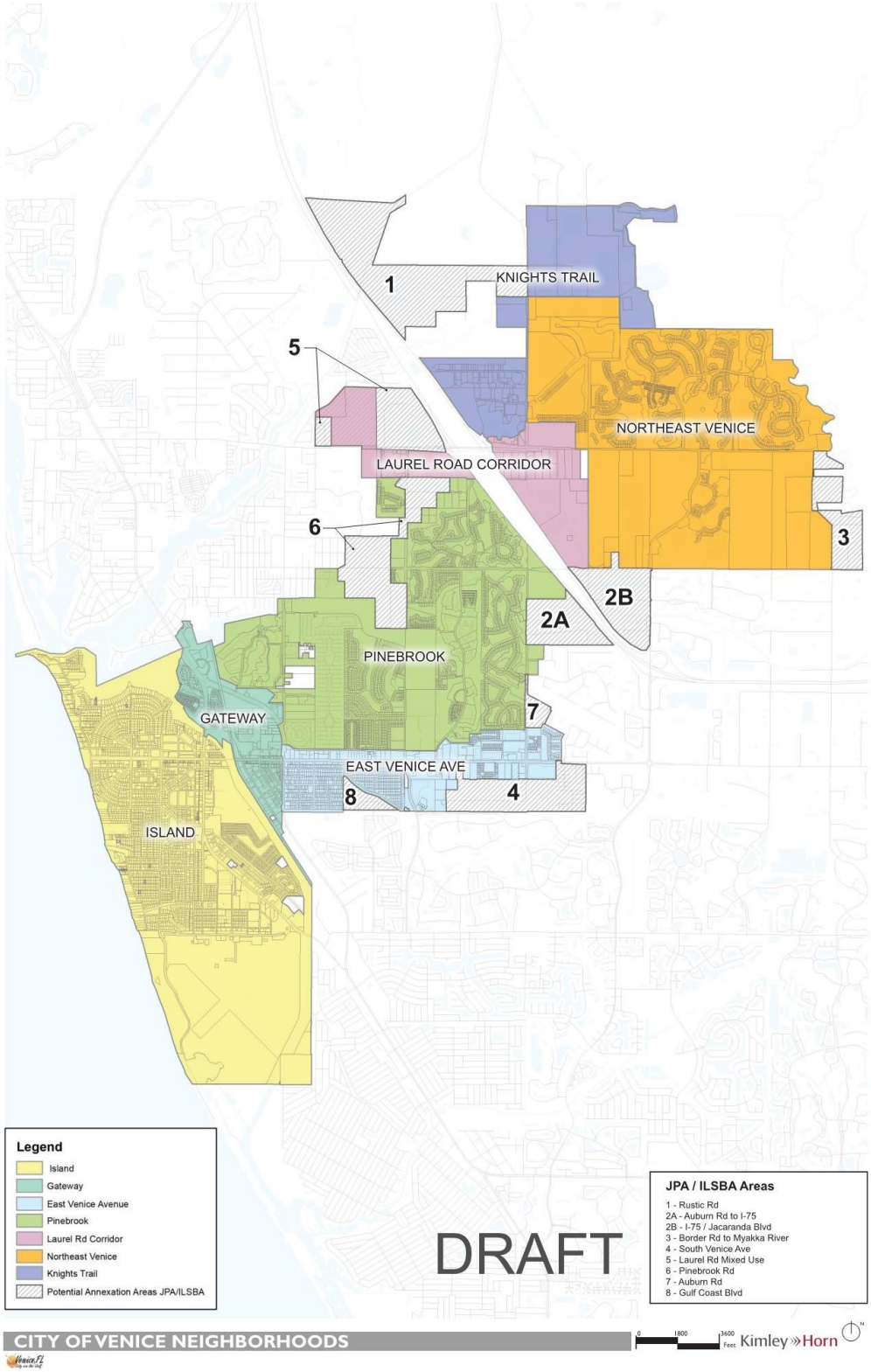
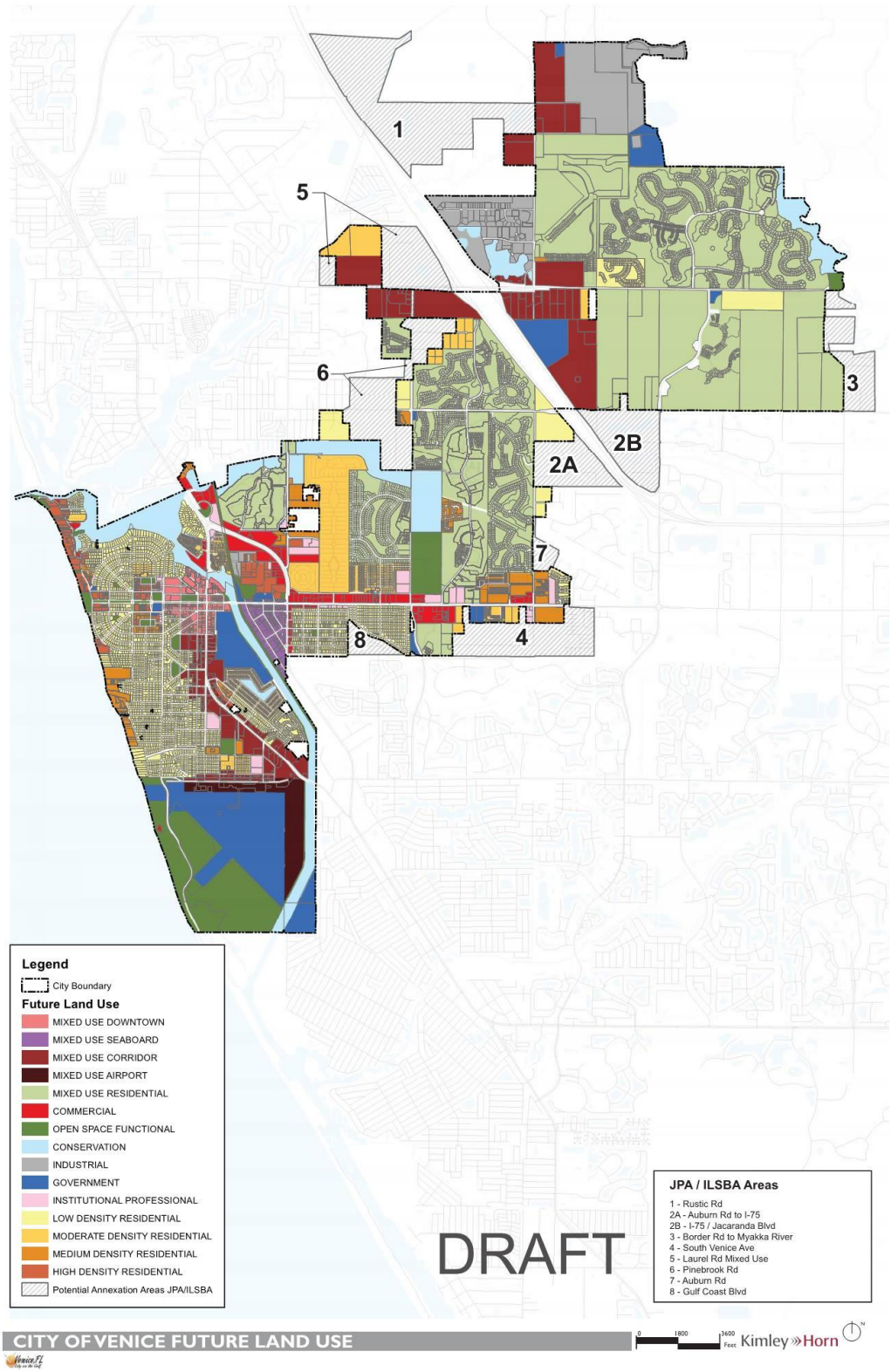


Figure (Map) LU-2: Future Land Use Map



Future Land Use

Intent LU 1.2 - Land Use Designations.
The City shall provide land use categories 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-3: 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 may also be supported
2. Recognizes existing mobile home parks

Figure LU-4: 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

Figure LU-5: Medium Density Residential Example

Strategy LU 1.2.3.d - High Density Residential:

1. Supports higher density residential uses including multi-family residential
2. 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-6: 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. Transient lodging (i.e., hotels) may be provided consistent with the underlying zoning district

Strategy LU 1.2.4.b - Institutional-Professional:

1. Provides areas within the City for professional offices, educational, healthcare, religious or similar uses

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)

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

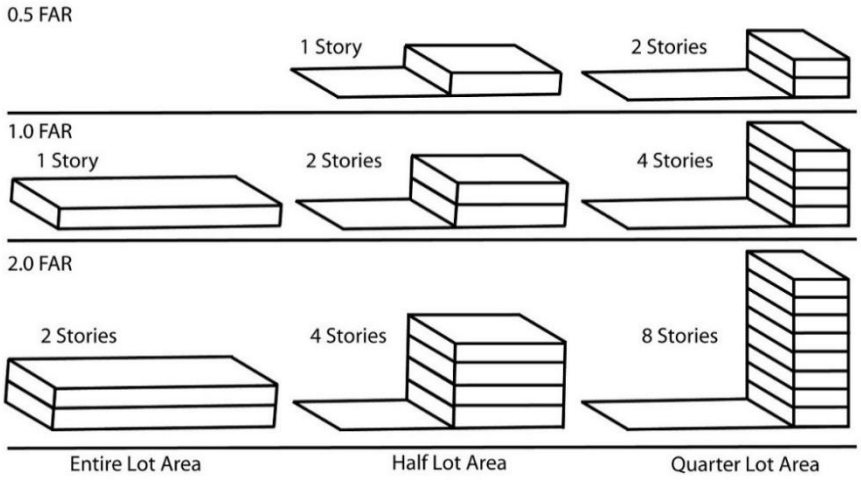
3. Depending on the nature of certain intensive governmental uses such as water and wastewater treatment plants, solid waste facilities including transfer facilities, significant mitigation techniques shall be provided

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-7: FAR Examples



Strategy LU 1.2.7 - Open Space.

Open Space Land Use	Intensity (Floor Area Ratio)	Implementing Zoning Districts
Functional	0.05	GU, PUD, PID, PCD
Conservation	Incidental to Conservation uses	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-8 (below) establishes the Compatibility Review Matrix between existing and proposed Future Land Use categories. The Land Development Code shall set forth a similar matrix for zoning districts and associated mitigation techniques and review processes. Compatibility does not mean "the same as" rather, it refers to the sensitivity of development proposals in maintaining the character of existing development. An application to amend 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 potential incompatibilities are addressed. Options to address potential incompatibilities include but are 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.

Figure LU-8: FLU Compatibility Review Matrix

Adjacent (Existing) FLU

FLU Proposed	LDR	MODR	MEDR	HDR	IP	COMM	GOVT	IND	OS-F	OS-C
LDR										
MODR										
MEDR										
HDR										
IP										
COMM										
GOVT										
IND										
OS-F										
OS-C										

Presumed Compatible
Potentially Incompatible

Strategy LU 1.2.9 - Mixed Use Category. The City has developed Mixed Use future 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 uses are permitted
4. Commercial/Office are envisioned on the ground floor
5. Low Density and Moderate Density Residential and Industrial uses are not permitted
6. Typically walkable in nature
7. Designation Total Development (Min/Max Percentages) as follows (see also Strategy LU-IS 1.1.3):
   a) Non-Residential: 50% / 80%
   b) Residential: 20% / 50%
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
      1. Where vertical mixed use is proposed, the minimum residential density may be reduced to 5.1 Du/Ac (gross)

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 uses are permitted; Low and Moderate Density Residential uses are prohibited except where legally non-conforming.
5. Supports redevelopment and adaptive reuse of existing buildings
6. Designation Total Development (Min/Max Percentages) as follows:
   a) Non-Residential: 65% / 90%
   b) Residential: 10% / 35%
7. Intensity/Density:
   a) Non-Residential Intensity (FAR): 0.75 (average) Designation-Wide; 2.0 maximum per individual property
   b) Residential Density: 9.1 - 18.0
      1. Where vertical mixed use is proposed, the minimum residential density may be reduced to 5.1 Du/Ac (gross)

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 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. Designation Total Development (Min/Max Percentages) as follows: (except as noted below for the Laurel Road Corridor and Knights Trail):
   a) Non-Residential: 50% / 90%
   b) Residential: 10% / 50%
7. Intensity/Density:
   a) Non-Residential Intensity (FAR): 0.5 (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 Development Percentages specific to the Laurel Road Corridor as follows:
       1. Non-Residential: 75% / 90%
       2. Residential: 10% / 25%
11. Within the Knights Trail Corridor.
    a) Min/Max Development Percentages specific to the Knights Trail Corridor as follows:

1. Non-Residential: 50% / 80%
2. Residential: 20% / 50%

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): 0.35 (average) Designation-Wide; 1.0 maximum per individual property
   b) Residential: not permitted

Strategies LU 1.2.10 through 1.2.15 apply to all Mixed Use categories excluding MUR

Strategy LU 1.2.10 - 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 minimum threshold (percentage) of the category.

Strategy LU 1.2.11 - 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.

Strategy LU 1.2.12 - Form Based Code.
The City shall adopt a Form Based Code for the Mixed Use designations to achieve context sensitive design.

Strategy LU 1.2.13 - Mixed Use Development Transitions.
Mixed Use land use designations are deemed to be compatible with the adjacent land use designations. Through the update to the City's Land Development Code, Form Based Codes shall be developed for the Mixed Use designations that provide for perimeter compatibility standards. For the purpose of this Strategy, perimeter is deemed to include the Future Land Use designation boundary only.

Strategy LU 1.2.14 - 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.

Strategy LU 1.2.15 - Mixed Use Designations – Government Uses.
Government uses shall be permitted within the Mixed Use Designations.

Strategy LU 1.2.16 - Mixed Use Residential (MUR)

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 Strategy 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 Space shall be comprised of a mix of Functional and Conservation Open Space to achieve 50%, with either type being no less than 10%.
7. Intensity/Density:
   a) Residential Density: 1.0 – 5.0
   b) Non-Residential Intensity (FAR): 0.2 (average) Designation-Wide; 0.25 maximum per individual property. Non-Residential Intensity is based on the gross acreage of the non-residential portion of the MUR. The intent of the non-residential portion of the MUR is to provide for neighborhood scale and serving uses; not for regional purposes.
8. Figure LU-9 (below) establishes the Compatibility Review Matrix between the MUR and existing and proposed Future Land Use categories. See also Strategy LU 1.2.8 Compatibility Between Land Uses

Figure LU-9: FLU Compatibility Review Matrix for MUR

Adjacent (Existing) FLU

	LDR	MODR	MEDR	HDR	IP	COMM	GOVT	IND	OS-F	OS-C
MUR										

Presumed Compatible
Potentially Incompatible

Strategy LU 1.2.17 - 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 1.2.18 - Mixed Use Categories, Monitoring and Reporting (applies to all Mixed Use Categories).
The City Planning and Development Services staff shall produce an annual report on development activity within the Mixed Use Categories. 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 1.2.19 - 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 from which existing and future development will be deducted. 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's designation to 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 1.2.20 - Reserve Density and Intensity
In order to promote development and redevelopment consistent with the Mixed Use designations and their intent, 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. Any attainable housing bonus approved by the City shall count against the reserve density allocation.

Strategy LU 1.2.21 - 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.

The City recognizes the Nolen Plan, identified in Figure LU-9 Historic Districts, 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 approved by an affirmative vote of at least 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 1.4.3 - Preserve Existing Private and Public Structures

The City recognizes the importance of historic structures within the City and encourages their preservation by the 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, 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 recognizes that for structures in, or eligible to be included in the Historical Register, Local and or National, the existing bulk development standards of the vacant structure may be considered conforming with the underlying land use plan category even if it exceeds the maximum permitted.

Strategy LU 1.4.5 - Historic Resources Inventory

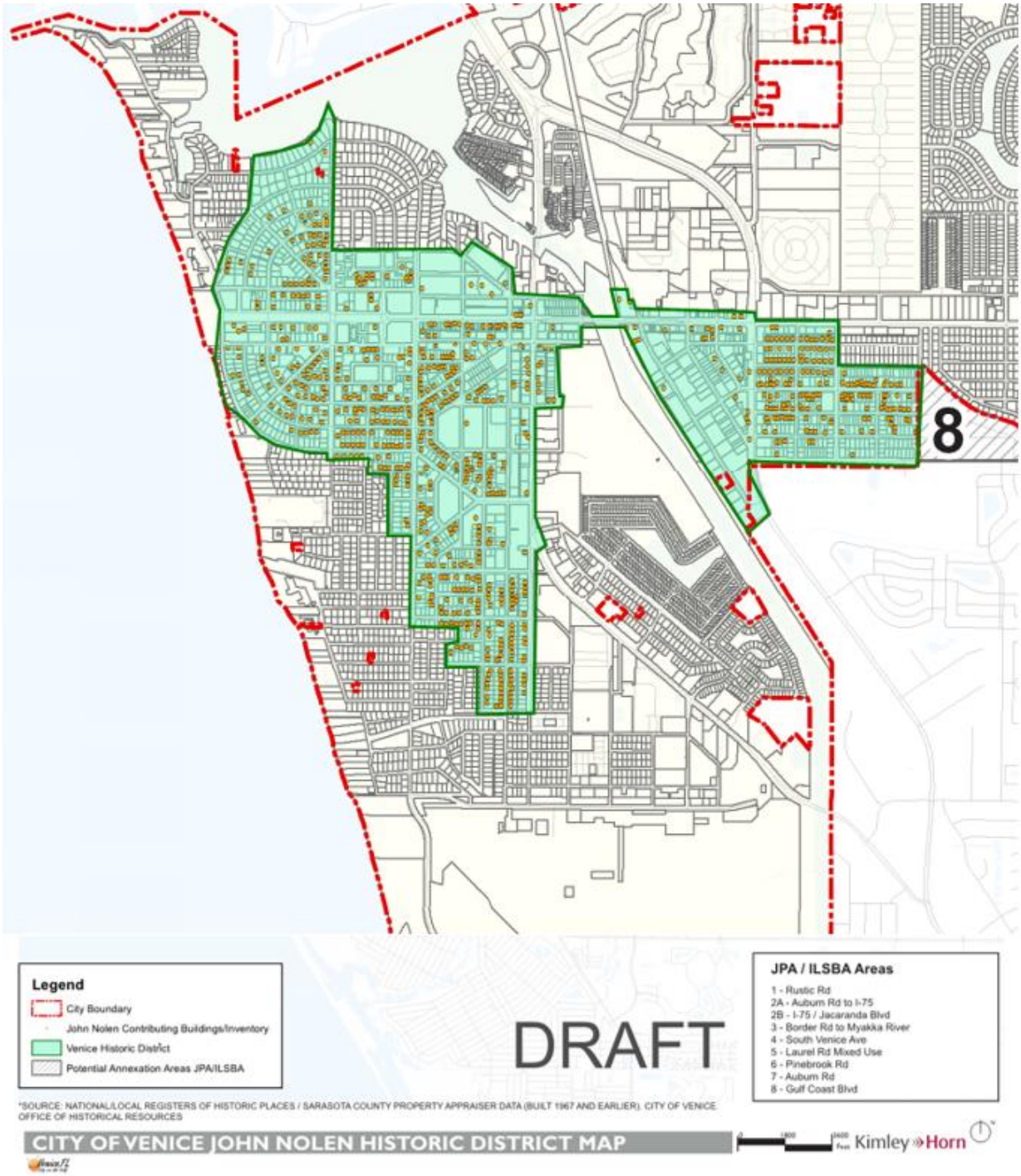
The City shall develop and maintain an inventory of historic resources to ensure all applicable resources are considered for federal, state and local historic preservation designation. See also Figure (Map) LU-10 for the locations of the Historic district and Historic Structures.

Figure (Map) LU-10 was developed for the submittal of the John Nolen Plan of Venice Historic District submittal to the National Register (April 2010). 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.

Figure (Map) LU-10: Historic District



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 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 (Maps LU-10 and LU-11) 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.

Figure (Map) LU-11: Coastal High Hazard Area identified

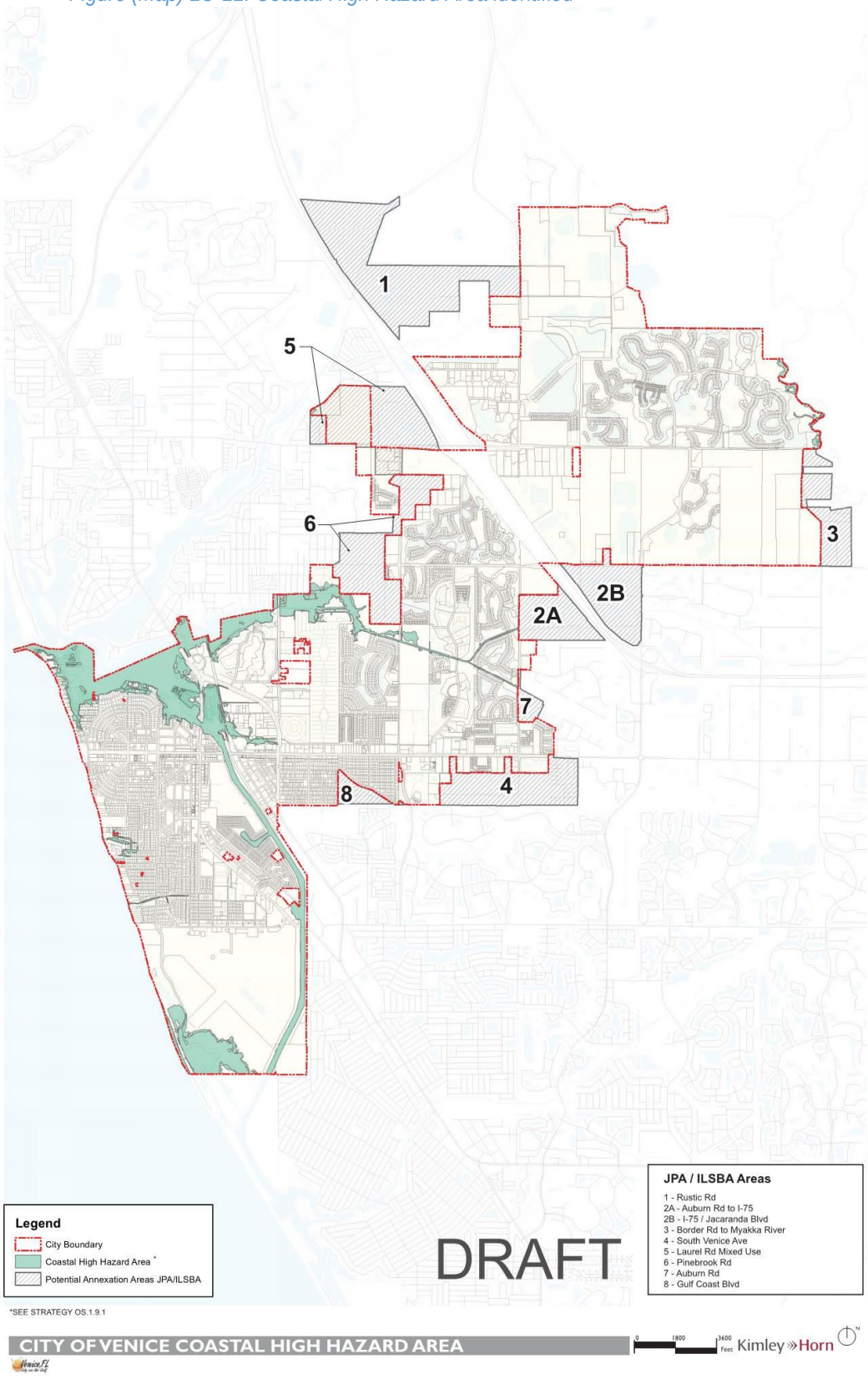
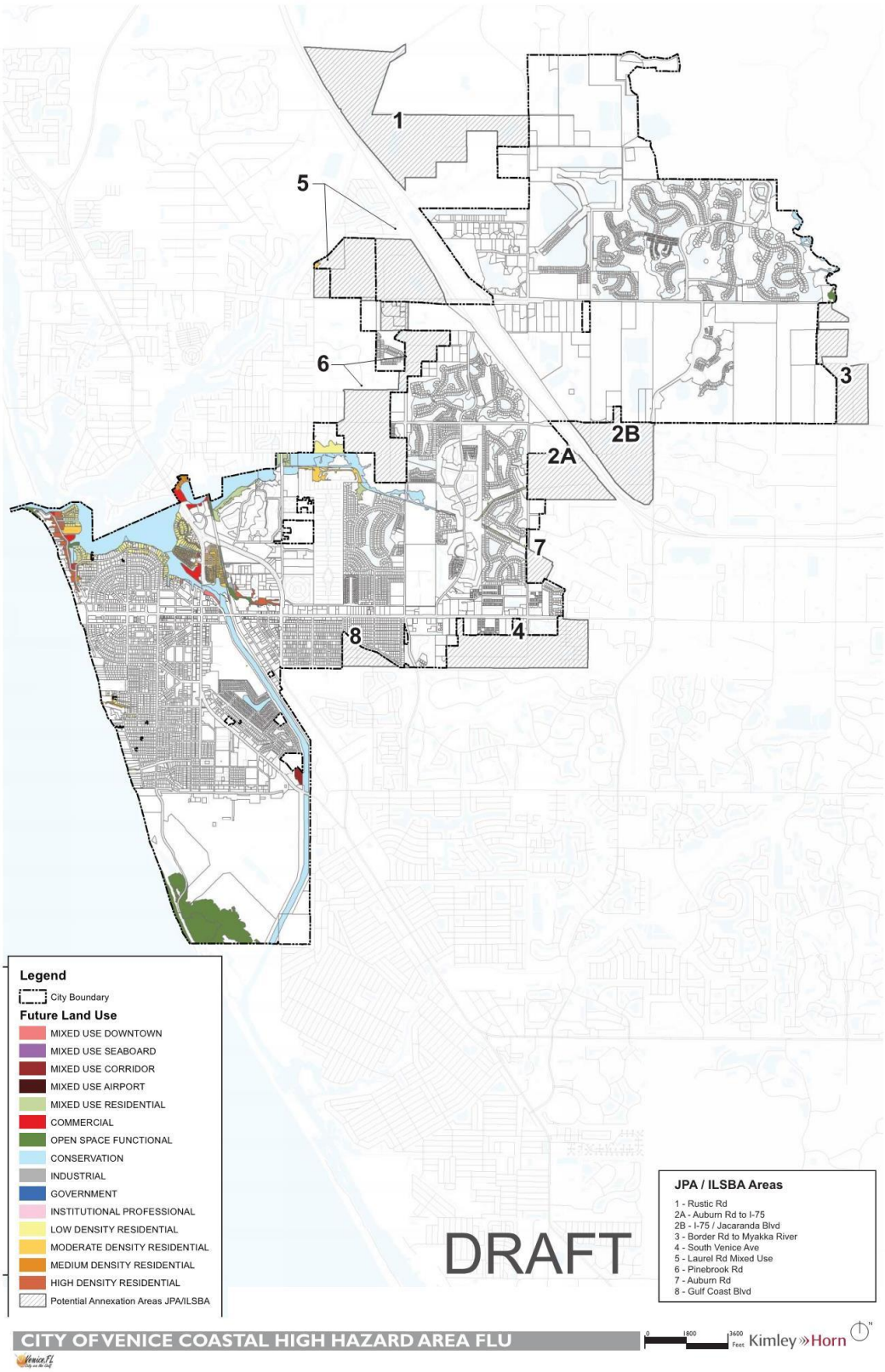


Figure (Map) LU-12: Coastal High Hazard Area identified



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.

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

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:

Planning Areas

The following Figure LU-12 provides a summary of the building height and architectural style standards from the 2010 Comprehensive Plan.

Figure LU-13: Planning Areas Summary

Planning Area	Maximum Building Height (feet)	Required Architectural Type
Tarpon Center/Esplanade Neighborhood (Planning Area A)	SubArea 1: 45' SubArea 2: 42'	Northern Italian Renaissance and Mediterranean Revival
Heritage Park Neighborhood (Planning Area B)	42'	Northern Italian Renaissance
Southern Gateway Corridor (Planning Area C)	42'	Northern Italian Renaissance
Island Professional Neighborhood (Planning Area D)	42'	Northern Italian Renaissance
City Center Sector (Planning Area E)	CBD Zoning District: 35' All Others: 42'	Venetian Theme Historic buildings and their architectural styles should be preserved.
Northern Gateway Corridor (Planning Area F)	45'	Northern Italian Renaissance
Seaboard Sector (Planning Area G)	42'	Northern Italian Renaissance
Eastern Gateway Corridor (Planning Area H)	42'	Northern Italian Renaissance Historic buildings and their architectural styles should be preserved.
South Laurel Neighborhood (Planning Area I)	42' For areas zoned to a City of Venice zoning designation prior to May 1, 2009, the	Northern Italian Renaissance For areas zoned to a City of Venice zoning designation prior to May 1, 2009, the

	maximum height will not exceed the maximum building height previously approved through such rezoning.	architectural design style will be consistent with designs previously approved through such rezoning.
Shakett Creek Neighborhood (Planning Area J)	42'	Northern Italian Renaissance or Northern Mediterranean
Knights Trail Neighborhood (Planning Area K)	SubAreas 1, 2, 3: 42' SubArea 4: 45'	Northern Italian Renaissance or Northern Mediterranean
Gene Green Neighborhood (Planning Area L)	N/A	N/A

Note: See Appendix for Planning Area Maps. The 2010 Future Land Use Map is provided for the identification and location of the Planning Areas only.

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

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

Policy 8.2 Land Use Compatibility Review Procedures. Ensure that the character and design of infill and new development are compatible with existing neighborhoods.
Compatibility review shall include the evaluation of:

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

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

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

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

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

N. Lowering density or intensity of land uses to transition between different uses.

Policy 8.5 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.

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 4.

Figure LU-14: JPA/ILSBA Summary

JPA/ILSBA	Development Standards			
	Uses	Density	Intensity	Open Space Requirements
Rustic Road Neighborhood (JPA/ILSBA Area No. 1) 489 Acres	• Residential • Retail • Office Space • Industrial • Manufacturing	• Subarea No. 1: 5 to 9 units per acre, calculated on a gross acreage basis • Subarea No.2: Up to 5 units per acre, calculated on a gross acreage basis	• Up to 50% of the acreage non-residential • Shall not exceed a Floor Area Ratio of 2.0 for the gross acreage. • 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.	• At least 34.2 gross acres shall be conservation/open space
Auburn Road to I-75 Neighborhood (JPA/ILSBA Area No. 2a) 176 Acres	• Residential • Retail • Office Space • Commercial • Equestrian uses in Subarea No. 2	• Up to 3 units per acre, calculated on a gross acreage basis	• Up to 10% of the acreage non-residential • Shall not exceed a Floor Area Ratio of 0.25 for the gross acreage. • 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	• At least 7.4 gross acres shall be conservation/open space
I-75 / Jacaranda Boulevard Sector (JPA/ILSBA Area No. 2b) 175 Acres	• Residential • Retail • Office space • Industrial • Manufacturing	• Subarea No. 1: 9 units per acre, calculated on a gross acreage basis. • Subarea No. 2: 13 units per acre, calculated on a gross acreage basis. • Subarea No. 3: 18 units per acre, calculated on a gross acreage basis.	• Up to 10% of the acreage non-residential • Shall not exceed a Floor Area Ratio of 2.0 for the gross acreage. • 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	• At least 4.6 gross acres shall be conservation/open space

Border Road to Myakka River Neighborhood (JPA/ILSBA Area No. 3) 629 Acres	• Residential • Retail • Office Space • Commercial	• Subarea No. 1: Up to 5 units per acre, calculated on a gross acreage basis. • Subarea No. 2: Up to 3 units per acre, calculated on a gross acreage basis.	• Up to 5% of the acreage non-residential • Shall not exceed a Floor Area Ratio of 0.25 for the gross acreage. • 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	• At least 57 gross acres shall be conservation/open space
South Venice Avenue Neighborhood (JPA/ILSBA Area No. 4) 239 Acres	• Residential • Retail • Office Space • Commercial	• Up to 3 units per acre, calculated on a gross acreage basis	• Up to 33% of the acreage non-residential • Shall not exceed a Floor Area Ratio of 1.5 for the gross acreage. • 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	• No minimum
Laurel Road Mixed Use Neighborhood (JPA/ILSBA Area No. 5) 296 Acres	• Residential • Retail • Office Space • Commercial	• Up to 8 units per acre, calculated on a gross area basis	• Subarea No. 1: Up to 33% of the acreage non-residential • Subarea No. 2: Up to 50% of the acreage non-residential • Subarea No. 3: Up to 100% of the acreage non-residential • Conversion between residential and non-residential land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 2,000 square feet commercial space, gross acreage	• At least 13.8 gross acres shall be conservation/open space

Pinebrook Road Neighborhood (JPA/ILSBA Area No. 6) 232 Acres	• Residential	• Up to 3 units per acre, calculated on a gross area basis	• None Permitted	• At least 11.2 gross acres shall be conservation/open space
Auburn Road Neighborhood (JPA/ILSBA Area No. 7) 25 Acres	• Residential	• Up to 5 units per acre, calculated on a gross area basis	• None Permitted	• At least 2.7 gross acres shall be conservation/open space
Gulf Coast Boulevard Neighborhood (JPA/ILSBA Area No. 8) 33 Acres	• Residential	• Up to 3.5 units per acre, calculated on a gross area basis	• None Permitted	• No minimum

Page 48 Intentionally Left Blank

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.

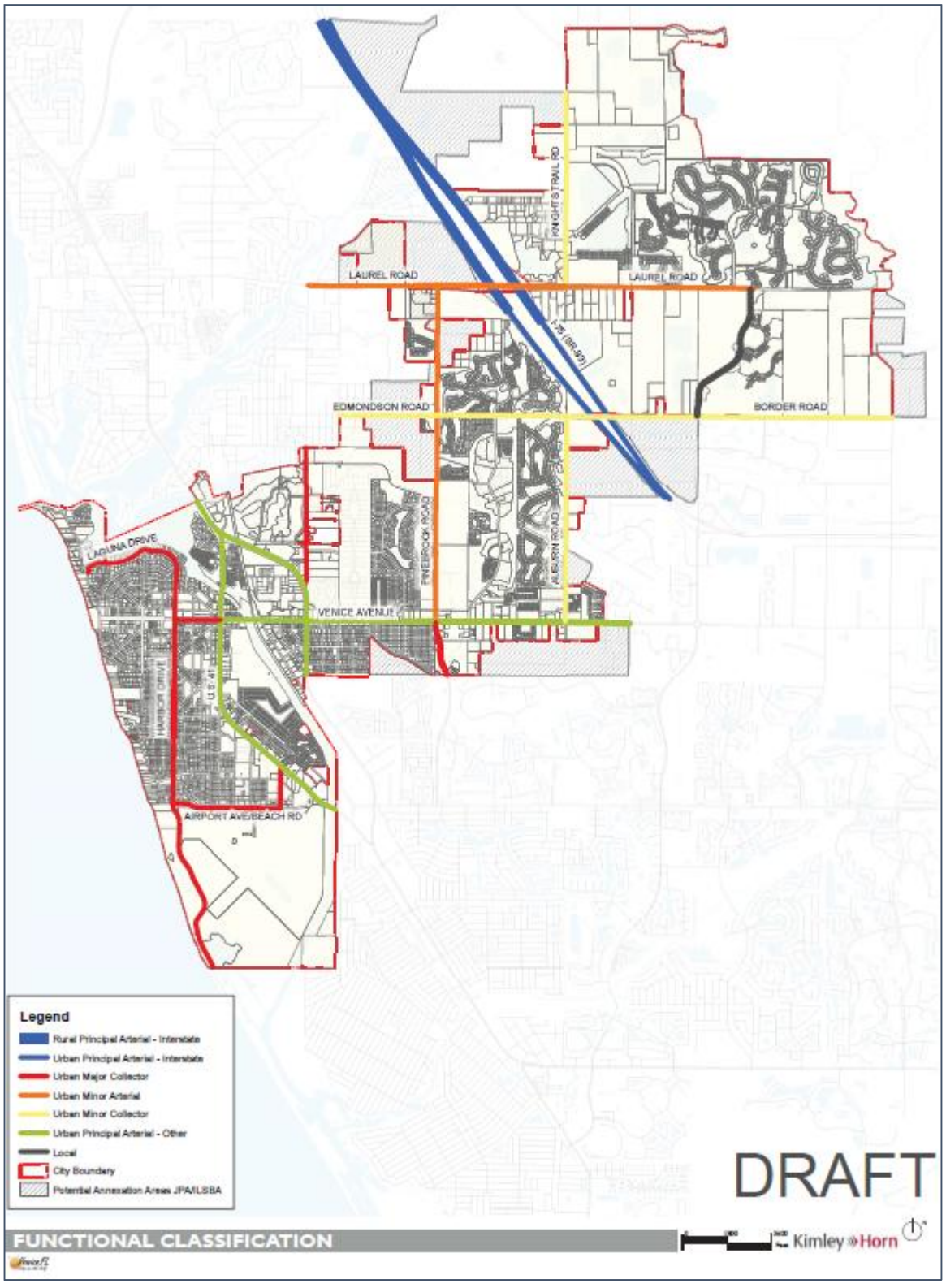
Strategy TR 1.1.3 - Bicycle Facility Classifications

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).

Figure (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	Avenido Del Circo	4	2015	25,000	1,150	C
U.S.41 (SR 45)	Avenido 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.

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

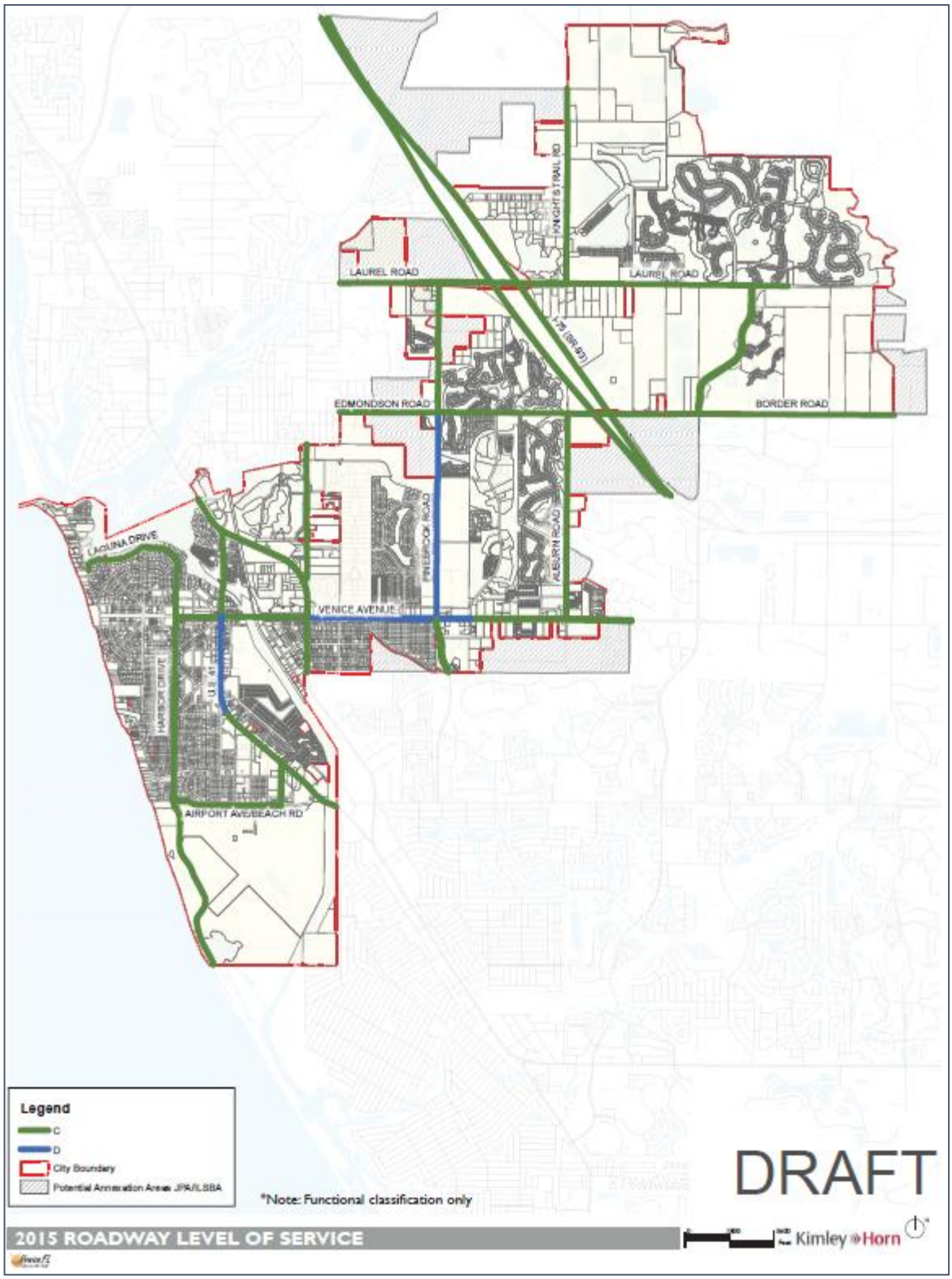


Table TR-2: 2016 Pedestrian Level of Service

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	Avenido Del Circo	Principal Arterial	C
U.S.41 (SR 45)	Avenido 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.

Figure (Map) TR-3: Existing Pedestrian Level of Service

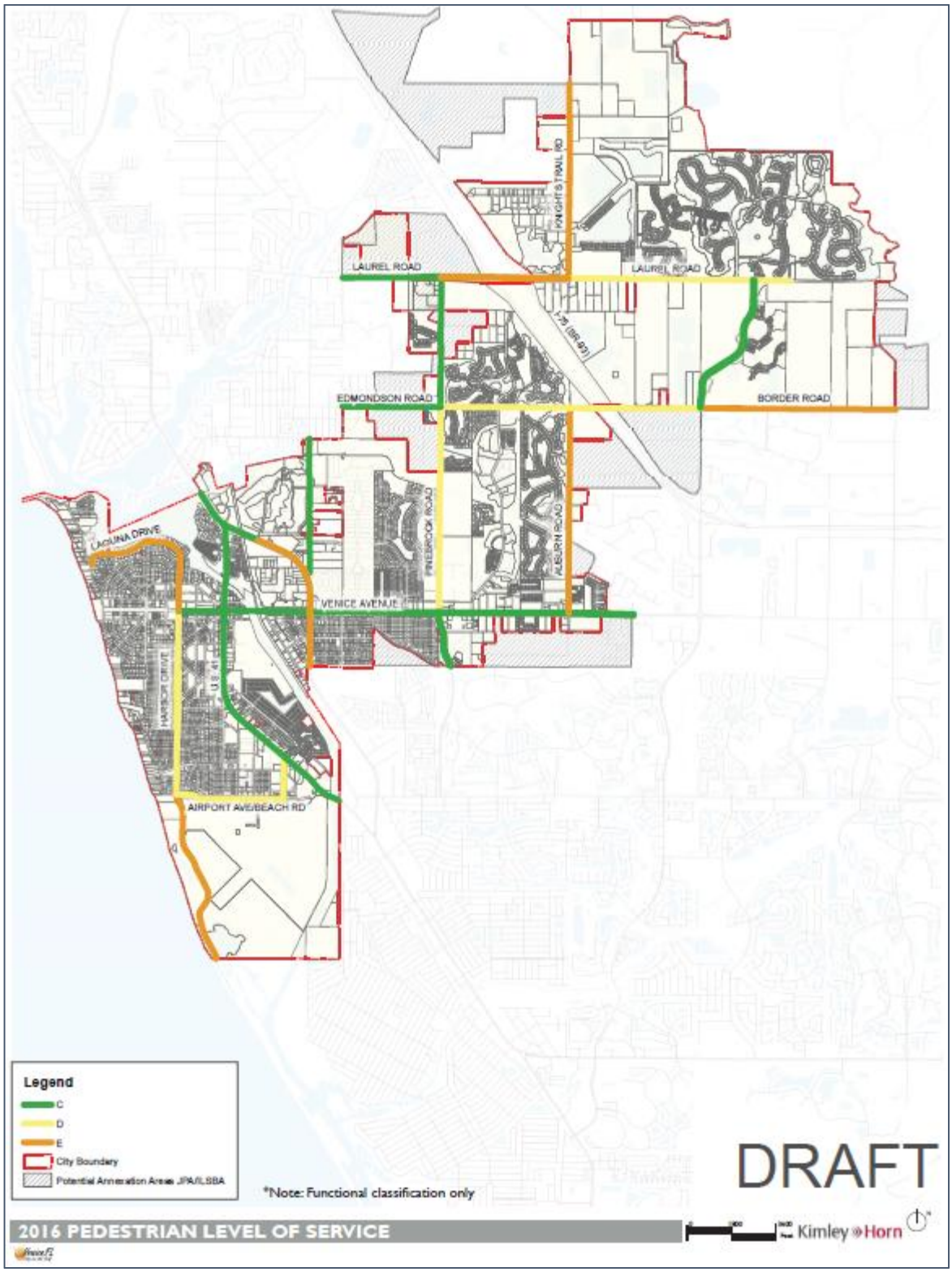
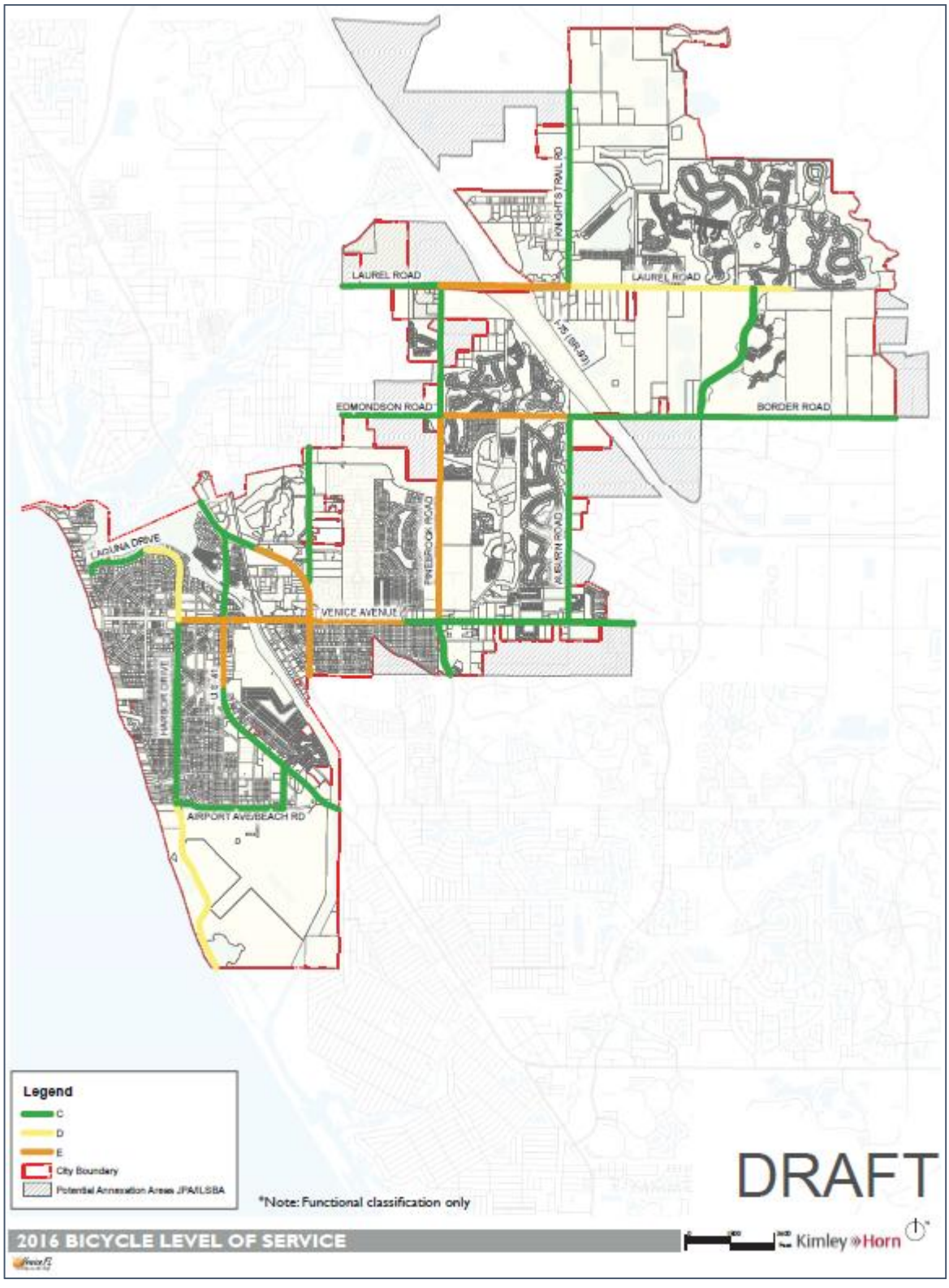


Table TR-3: 2016 Bicycle Level of Service

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	Avenido Del Circo	Principal Arterial	C
U.S.41 (SR 45)	Avenido 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.

Figure (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

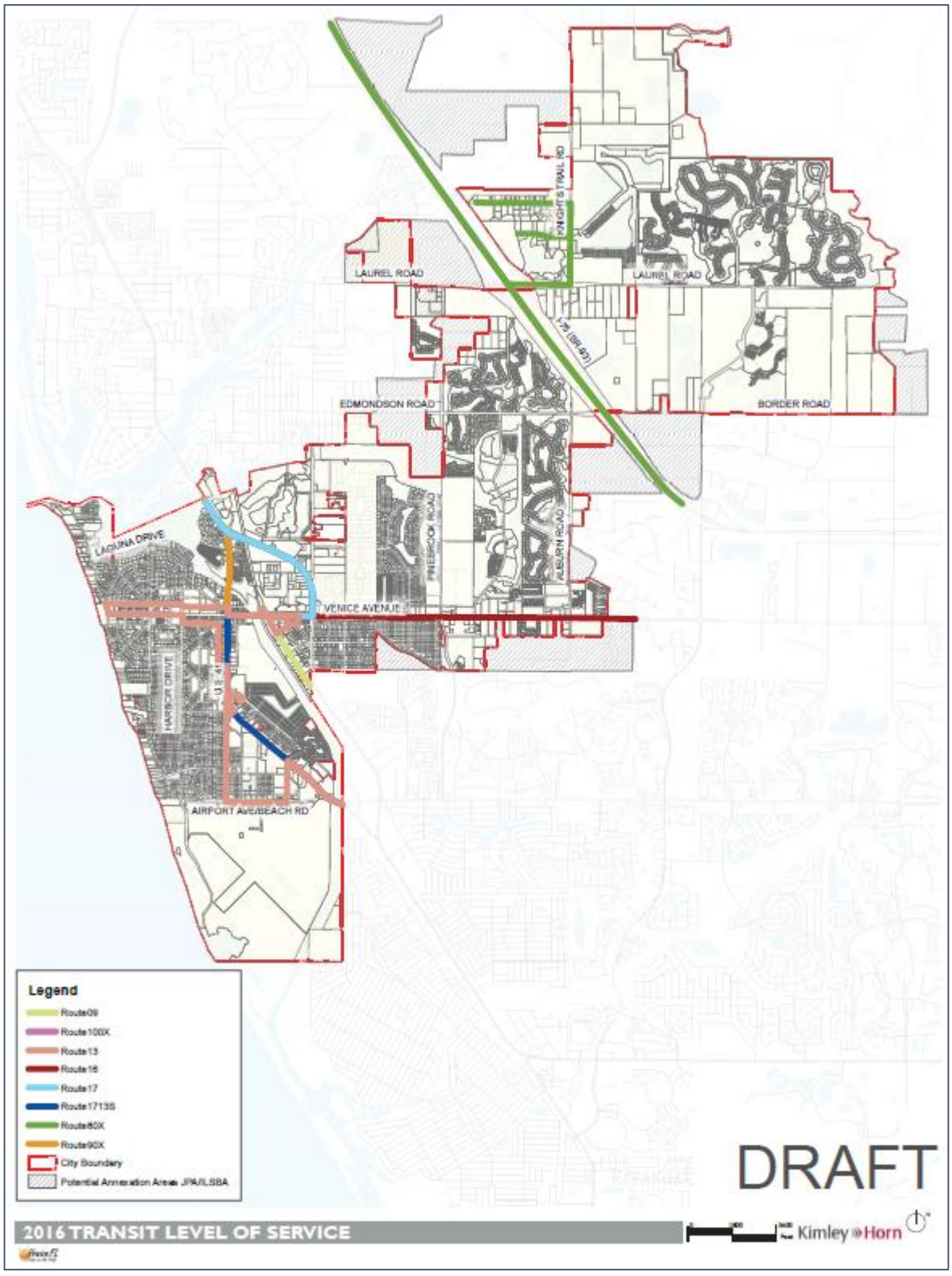
The 2016 transit LOS is identified in Table TR-4 and illustrated in Map TR-5.

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	Avenido Del Circo	n/a
U.S.41 (SR 45)	Avenido 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.

Figure (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.

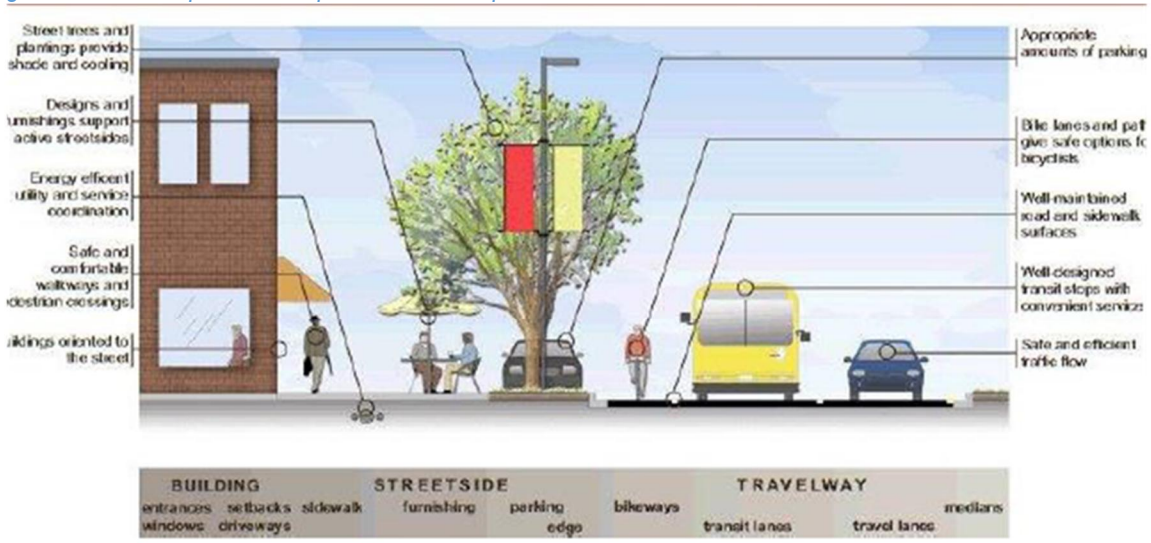
Strategy TR 1.3.1 - Complete Streets – Defined

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-6 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-6: Examples of Complete Street components



- Multimodal
- Pedestrian oriented
- Dedicated bicycle lanes
- Shade tree landscapes
- Street furniture
- On-street parking
- Shaded walkways
- Transit stops

Example Complete Streets Graphic for illustrative purposes only

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.

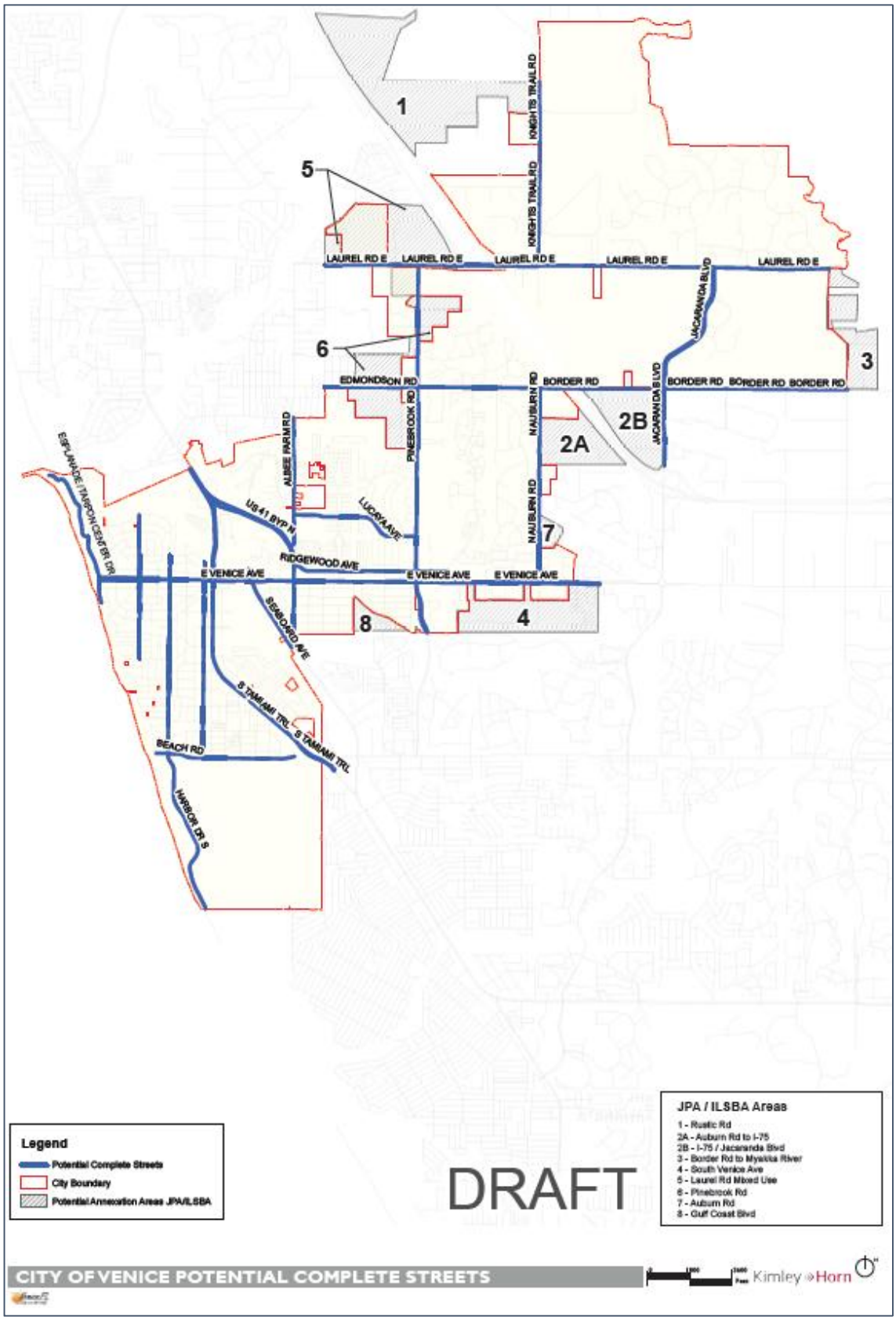
Strategy TR 1.3.4 - Complete Street Segments by Neighborhood

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-7 (below) includes a list of streets organized by Neighborhood, which have been identified as potential candidates for complete streets principles; Figure TR-8 illustrates the location of the potential Complete Streets.

Figure TR-7: 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		
Seabord 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

Figure (Map) TR-8: 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 (Long Range Transportation Plan). 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 MPO 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.

Page 72 Intentionally Left Blank

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 provide the required 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:

1. Identification and maintenance of existing facilities.
2. Development of new facilities.
3. 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 1.1.4 - 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 1.1.5 - 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 1.1.6 - 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 1.1.7 - 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 1.1.8 - 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 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:

1. Establishing site plan requirements to ensure developments evaluate natural drainage features, man-made drainage structures, and impact to wetland and aquifer recharge areas.
2. Requiring development to first avoid impact to wetlands and aquifer recharge areas.
3. Requiring development to minimize impact and then mitigate for impacts to wetlands and aquifer recharge areas when impacts to wetlands and aquifer recharge areas are unavoidable,
4. Limiting activities/uses that are known to adversely impact such areas.
5. Restoring/mitigating wetlands in connection with new development.
6. Maintaining the natural flow of water within and through contiguous wetlands and water bodies.
7. Maintaining existing vegetation to serve as buffers to protect the function and values of the wetlands from the adverse impacts of adjacent development.
8. Requiring any wetland mitigation be based upon the most current state-approved methodology.
9. 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.
10. 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

1. 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.
2. Resource-based recreational facilities such as trails, boardwalks, piers, and boat ramps.
3. Private water-related facilities, such as boathouses, docks and bulkheads.
4. 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:

1. Preserve existing native vegetation and natural areas including threatened native habitats
2. Encourage development forms that provide protection of significant native habitats such as clustered development and alternative roadway designs (i.e., reduced rights-of-way).
3. Development shall first avoid impact to significant native habitats.
4. Mitigate adverse impacts whenever areas of native habitats are involved in the development of property.
5. Require development to first impact lower quality habitats and resources before impacts to higher quality habitats and resources are considered and used.
6. 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:

1. Coordinate with Sarasota County, Federal, and State agencies for the identification and protection of endangered and threatened species.
2. 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.

a. 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.
b. Such information shall be addressed through the project staff report.

3. Coordinate with Sarasota County Environmental Protection Programs including but not limited to those regarding preservation and or permitting requirements.
4. Promote connectivity and minimize habitat fragmentation.

Strategy OS 1.4.4 - Non-Native Invasive Species

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:

1. Removal of existing non-native invasive species in coordination with City initiated work projects and replacement with native Florida plant species.
2. Prohibition of the use of non-native invasive species.
3. At the time of development, require the developer to remove non-native invasive species through conditions of approval for the project area subject to the site and development review. Property owners shall continue to prevent the existence of non-native invasive species in perpetuity.
4. Public awareness about the harmful impacts of non-native species into the environment.
5. 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:

1. Maximize retention and reestablishment of marine habitats.
2. Maintain the City's natural shorelines.
3. Prevent the intrusion of invasive species which provide inferior habitat.
4. Protect and mitigate mangrove habitats; priority shall be to protect mangrove habitats first.
5. Provide water quality treatment 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.

1. New and expanded motorized boating facilities shall not be located in or adjacent to areas of significant manatee habitat.
2. 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:

1. Nests are identified, monitored, and protected.
2. Nest protection devices are installed and maintained.
3. Public is made aware of dangers to sea turtle nesting habitats through appropriate education programs.
4. 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:

1. Re-nourish beach areas and natural shore features
2. Provide dune walkovers for pedestrian traffic.
3. Prohibit vehicular traffic on all beach areas.
4. Protect sea turtle habitats and nest monitoring.
5. 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:

1. Create an interconnected open space corridor system that links existing

open spaces, greenways, public right of ways, and trails including new open space corridors.
2. Provide connections from adjacent development to existing or planned open space corridors.
3. Connect parks and civic resources (i.e., Community Center).
4. Provide low-impact natural activities such as walking trails, benches, picnic areas, and canoe launches.
5. Connect the City and Sarasota County's open space corridors.
6. 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 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 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 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. Dust, noise, illumination, air and ground pollution (including ground water pollution) and truck/heavy equipment traffic should be minimized to avoid unnecessary impacts to the City and adjacent properties. 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 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:

1. 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.
2. Encourage the softening of the shorelines.
3. 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:

1. Navigation on the City's waterways
2. Boating accessibility

3. Improved boating facilities at Higel Park
4. Roberts Bay mooring field
5. Economic considerations of transient boaters
6. Hurricane safe harbor
7. 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

1. 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
2. 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

1. 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:

1. Directing population concentrations away from known Coastal High Hazard areas.
2. Establishing community neighborhood standards for coastal residential areas.
3. Participating in the National Flood Insurance Program (NFIP) Community Rating System (CRS), Sarasota County Unified Local Mitigation Strategy.
4. Administrating building and rebuilding regulations consistent with local, state, and federal regulations.
5. 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:

1. Restrictions on residential density and height for properties lying within the Coastal High Hazard Area.
2. 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.
3. Regulation of new buildings through the City building code, and local, state, and federal coastal construction regulations.
4. Ensuring public access to coastal areas.
5. Minimizing obstructions to views of coastal areas.
6. Administering coastal excavation permits in conjunction with the Department of Environmental Protection and other applicable agencies.

7. 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:

1. 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.
2. 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.
3. 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.
4. Participate in the National Flood Insurance Program Community Rating System in order to achieve flood insurance premium discounts for City residents.
5. 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:

1. 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);
2. 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;
3. Permit the development of temporary, modular housing that meets City codes to serve displaced residents;
4. Open up public buildings and grounds to provide shelter for the homeless and distribution centers for goods and services; and
5. 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.

Figure (Map) OS-1: Coastal High Hazard Area (CHHA)

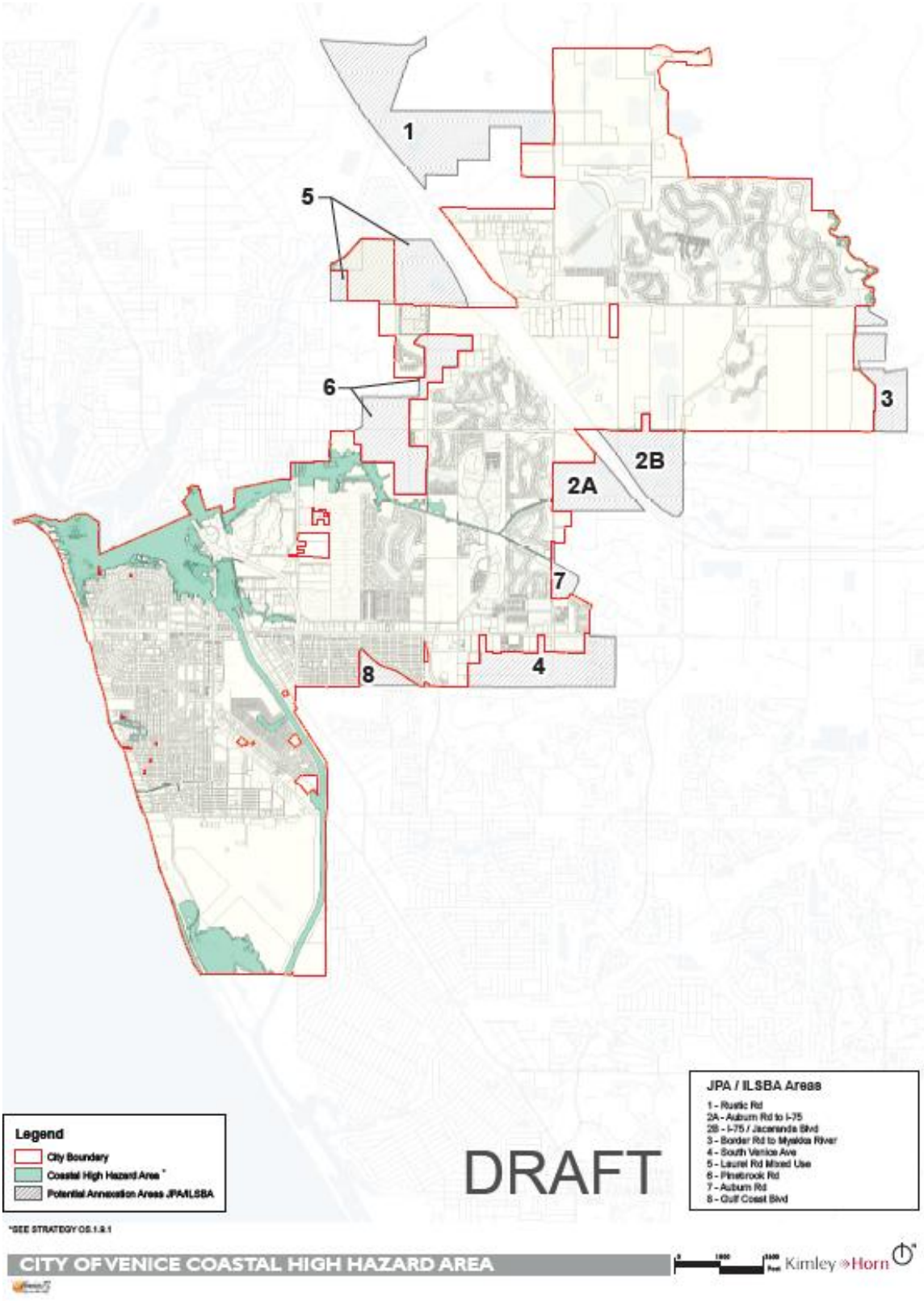
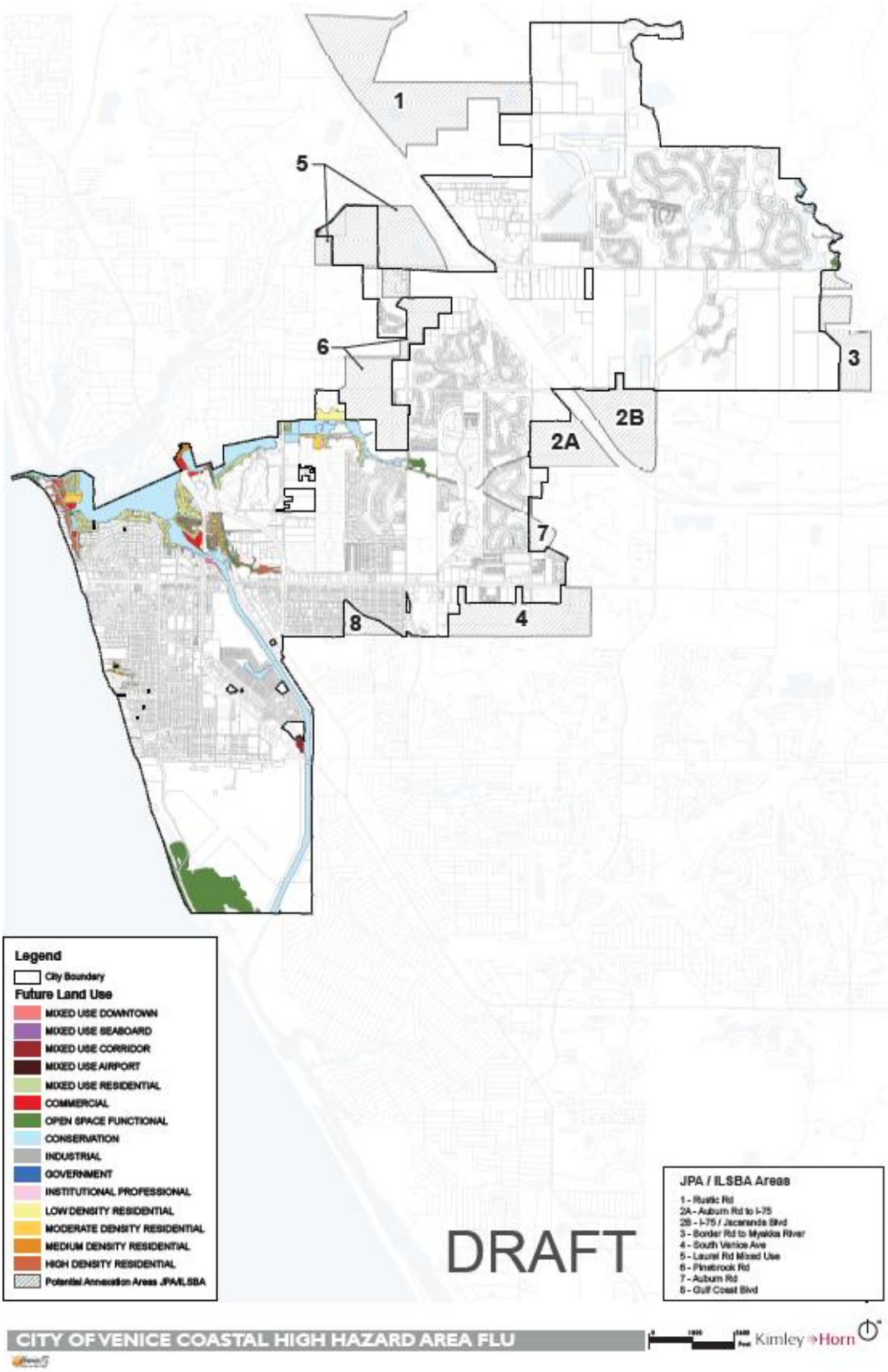


Figure (Map) OS-2: Coastal High Hazard Area with Future Land Use



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:

1. Green Building Strategies.
2. Tree Resources.
3. Landscaping.
4. Low impact site and development practices.
5. Water and groundwater resource protection and conservation.
6. Natural drainage channel protection.
7. Location, control, and monitoring of pollutants and hazardous substances.
8. Runoff filtration and treatment
9. 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:

1. 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.

2. 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.
        iv. Accessibility to open spaces.
3. 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:

1. Beach re-nourishment.
2. Revegetation of the dune system.

3. Outfall maintenance.
4. Acquisition of potential sites for public coastal and waterfront access.
5. 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:

1. Implementation of navigational systems.
2. Maintenance and enforcement of manatee protection zones.
3. Enforcement of no wake areas.
4. 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.

Page 90 Intentionally Left Blank

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 including age-friendly housing.

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:

1. Assisted living.
2. Foster care.
3. Displaced persons.
4. Homeless persons.
5. Mental health care.
6. Physical disability care.
7. Senior assistance.
8. 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:

1. Land use districts are available for the development of such housing opportunities.
2. Needed public infrastructure and facilities are located within the vicinity of lands approved for special needs housing.
3. 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:

1. Permit the development of temporary, modular housing that meets City codes to serve displaced residents;
2. Open up public buildings and grounds to provide shelter for the homeless and distribution centers for goods and services;
3. 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;
4. Permit rebuilding of pre-existing structures back to the original densities/intensities, height controls, 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 ensure that housing alternatives meet the diverse demands of the community. Special attention shall be provided to the needs of the following groups:

1. Fixed-income seniors and those on limited incomes.
2. Working families.
3. Entry level workforce.
4. Very Low to Moderate Income families
5. 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					
Income Level	1	2	3	4	Sub Category	U.S. HUD Category
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*		
140% of Median	$60,662	$70,928	$77,994	$86,660		Workforce Housing
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:

1. Major employment centers.

2. Transit corridors.
3. Urban trail systems.
4. Arterial and collector roadways.
5. Schools.
6. Health care facilities
7. City owned properties.
8. Shops and services.
9. 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 1.2.20. 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:

1. Permit fee reductions.
2. Impact fee waivers/reductions.
3. 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 require mechanisms such as the following to facilitate maintaining attainable housing projects:

1. Land trusts.
2. Nonprofit ownership.
3. Resident-owned cooperatives.

4. Employer assistance programs.
5. 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:

1. Development contributions.
2. State Housing Initiatives Partnership (SHIP) funds.
3. Grants.
4. Community Development Block Grant (CDBG) funds.
5. HOME Investment Partnerships,
6. Emergency Solutions Grant,
7. Neighborhood Stabilization Grants
8. National Housing Trust Fund (HTF)
9. 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. 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.

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.

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:

1. Size of development, types of structures, and land uses.
2. Proximity and location (Coastal High Hazard Area) to existing infrastructure.
3. Available capacity.
4. Demand of future development projects.
5. Consistency with applicable master plans (i.e., stormwater master plan, water supply plan)
6. Development agreements such and the JPA/ILSBA that may be in effect.
7. Coordination with private utility services such as cable, power, and telecommunications.
8. 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:

1. Water Supply Master Plan.
2. Wastewater and Reclaimed Water Master Plan.

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:

1. Current capacity.
2. Existing usage.
3. All future committed capacity based upon approved site and development plans.
4. 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:

1. 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.
2. 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.

3. 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.
4. 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 Statures, 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:

1. Maximize existing facilities prior to developing new infrastructure systems.
2. Contain wastewater facilities during a storm event.
3. 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.
4. Identify and protect natural water sources and environmentally sensitive land areas.
5. Coordinate water quality monitoring, waste disposal, and stormwater management practices with partner entities.
6. 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:

1. Treatment, storage, disposal, and transfer facilities for hazardous wastes.
2. Chemical and hazardous material storage tanks.
3. Industrial wastewater.

4. Reuse water applications.
5. 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:

1. Non-structural storm water management system designs.
2. Littoral zone vegetation requirements.
3. Vegetation removal and management standards.
4. 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:

1. Wellhead Protection Program.
2. Potable wells.
3. 2015 Regional Water Supply Plan (RSWP).
4. Myakka River Comprehensive Watershed Management Plan.
5. Myakka Wild and Scenic River Management Plan.
6. Charlotte Harbor Surface Water Improvement and Management (SWIM) Plan.
7. 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:

1. Golf courses.
2. Public and private common areas and greenspace.
3. Roadway medians.
4. Landscaped areas in parks and other public properties.
5. 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:

1. Educating the public about recyclable materials.
2. Completing assessments of commercial waste products to help with reduction of solid waste costs.
3. Coordinating disposal of residential household hazardous waste with Sarasota County.
4. Participating in Project Green Sweep for businesses to dispose of small quantities of hazardous waste, computers, and rechargeable batteries.
5. Promoting Green Business Partnership, a Sarasota County program assisting businesses to be environmentally responsible.
6. 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:

1. 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.
2. water and energy conservation school presentations and contests.
3. Recycling and water conservation programs.
4. Public incentives for reducing, recycling, and reusing natural resources and waste products.
5. Information on reducing waste and minimizing energy use.
6. 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:

1. Monitoring the sources of waste within the City.
2. Enforcing local, regional, state, and federal regulations and restrictions.
3. 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:

1. Implement the Comprehensive Plan Update's planning framework.
2. Accommodate the needs of current and future populations.
3. Maintain and achieve adopted level of service (LOS) standards.
4. 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:

1. 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.
2. 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.
3. 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:

1. Identifies capital projects that are large scale and high in cost.
2. Forecasts capital improvement needs and construction projects for a five-year period.
3. Is Annually updated based on current fiscal capacity and projected needs and demands.
4. 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:

1. Is the project needed to fulfill the vision of the comprehensive plan?
2. Is the project needed to protect the public health and safety; fulfill the City's legal commitments; or provide full use of existing facilities?
3. Does the project improve existing facilities; mitigate future improvement costs; provide services to developed areas; or promote infill development?
4. 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.

1. All site and development projects must be financially feasible and must have identified funding sources.
2. 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.
3. 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:

1. User fees for special purpose or additional services.
2. Use of public facilities and properties for private events.
3. 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:

1. Street projects that include utility, stormwater, sidewalk, and streetscape enhancements.
2. Utility projects that include community parks, sidewalks, stormwater, and road enhancements.
3. 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:

1. Potable Water: Utilities Fund (Enterprise Fund).
2. Reclaimed Water: Utilities Fund (Enterprise Fund).
3. Wastewater: Utilities Fund (Enterprise Fund).
4. Stormwater Management: Stormwater Fund (Enterprise Fund).
5. Solid Waste Services: Solid Waste Fund (Enterprise Fund).
6. Airport: Airport Fund (Enterprise Fund).
7. 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.

1. 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:

1. User fees for special purpose or additional services.
2. Use of public facilities and properties for private events.
3. 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.

1. 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:

1. Street projects that include utility, stormwater, sidewalk, and streetscape enhancements.
2. Utility projects that include community parks, sidewalks, stormwater, and road enhancements.
3. 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.

Page 108 Intentionally Left Blank

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 PS 1 - 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 PS 1.1 - 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 PS 1.1.1 - 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 PS 1.1.2 - 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 PS 1.1.3 - 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 PS 2.1 - School Siting Criteria and Infrastructure. Enhance community and neighborhood design through effective school facility design and siting standards.

Strategy PS 2.1.1 - 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 PS 2.1.2 - 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 PS 2.1.3 - 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 PS 2.1.4 - 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 PS 2.1.5 - 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 PS 2.1.6 - 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 PS 3.1 - Funding. Support supplemental and alternative sources for school capital funding.

Strategy PS 3.1.1- 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 PS 3.1.2 - 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 PS 4.1 - Sustainability. Encourage sustainable design and development for educational facilities.

Strategy PS 4.1.1 - 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 PS 4.1.2 - 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 PS 4.1.3 - 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 PS 5.1 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 PS 5.1.1 - 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 PS 5.1.2 - 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 PS 5.1.3 - 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 PS 6.1 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 PS 6.1.1- 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 PS 6.1.2 - 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 PS 6.1.3-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 PS 6.1.4-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 PS 6.1.5- 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:

A. Contribution of, or payment for, acquisition of new or expanded school sites;
B. Construction or expansion of, or payment for, permanent school district facilities;
C. 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,
D. 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 PS 6.1.6- 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 PS 6.1.7- 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 PS 7.1 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 PS 7.1.1 -Monitoring and Evaluation Strategies.

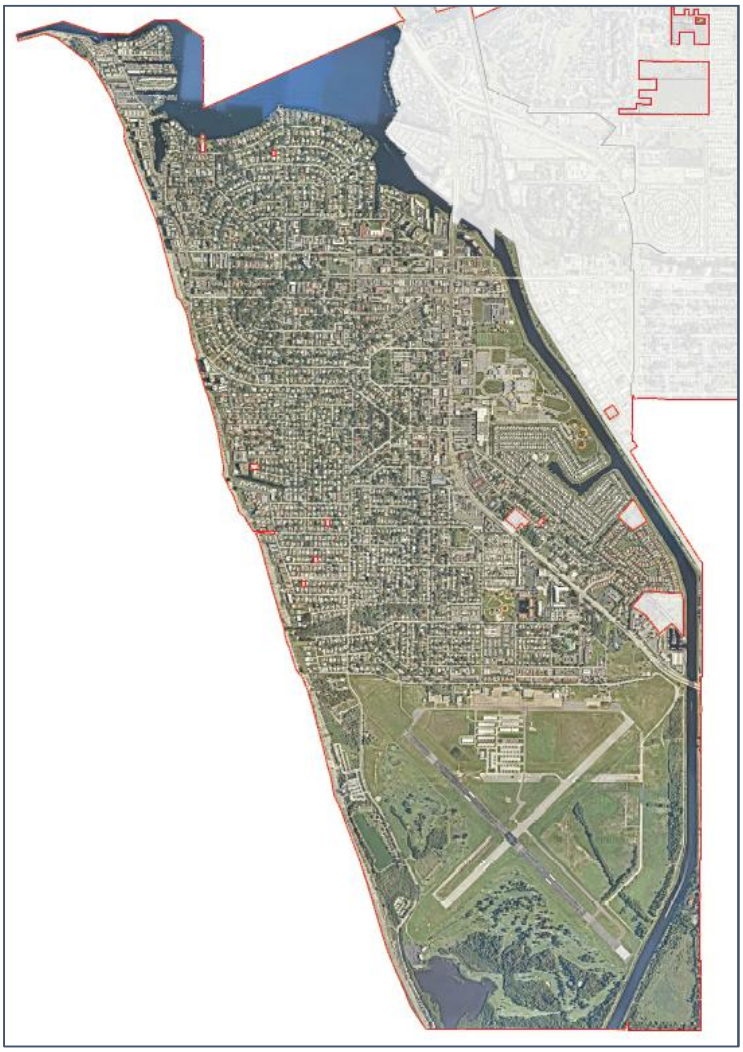
The Public School Facilities Chapter shall be monitored for adherence to the established Visions, Intents and Strategies and to ensure these Visions, Intents and Strategies accurately reflect the existing needs and conditions of the public schools. This will be accomplished in a three-fold approach:

A. 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.
B. 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.
C. 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.

Page 118 Intentionally Left Blank

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
- 3,669,309 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 1.1.2 - Mixed Use Downtown (MUD)

The MUD within the Island Neighborhood comprises 84 acres generally including the historic downtown and a 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 residential density is 18.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUD is:

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	*Existing as of 01/01/17*
MUD	84	18	20%	50%	302	756	*513*

B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.65 (designation-wide); 3.0 (for individual sites). The range of square footage permitted in the MUD is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	*Existing as of 01/01/17*
MUD	84	0.65	50%	80%	1,189,188	1,902,701	*903,950*

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, restaurant, or similar uses on the ground floor, and lower activity uses such as professional offices, residential, or similar uses above the ground floor.
D. Development and redevelopment for those properties within the MUD but not zoned CBD may be either a vertical or horizontal mix of uses.

Strategy LU-IS 1.1.3 - Mixed Use Corridor (MUC)

The MUC within the Island Neighborhood comprises approximately 189 acres (140 acres excluding the Areas of Unique Consideration) 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 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 1.1.7) 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 residential density is 13.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUC is

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	*Existing as of 01/01/17*
MUC	140	13	30%	70%	546	1,274	1,109

B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.50 (designation-wide); 1.0 (for individual sites). The range of square footage permitted in the MUC is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	*Existing as of 01/01/17*
MUC	140	0.5	30%	70%	914,760	2,134,440	1,453,614

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 1.1.4 - 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 intensity for the overall area is calculated based on a FAR of 0.35 (designation-wide); 1.0 (for individual sites). The range of square footage permitted in the MUA is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	*Existing as of 01/01/17*
MUA	127	0.35	NA	NA	NA	1,936,242	*104,887*

A. Within the MUA designation, development and redevelopment shall be limited 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.
B. 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 1.1.5 - 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 1.1.6 - Identification and Standards for Existing Areas of Unique Concern

The following existing areas of unique concern have been identified (see Appendix 5 – Joint Planning and Interlocal Service Boundary Agreement) 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	• Assisted living
	• Independent living.
	• Skilled nursing facilities and services.
	• Community services.
	• Adult day care
	• Related health care services and facilities.
		• Assisted Living Facilities:
		  • 30 units per gross acre with individual kitchen facilities.
		  • 55 units per gross acre without individual kitchen facilities (Assisted Living Facilities).
		• Independent Living Facilities:
		  • 18 units per gross acre for age restricted
			• Shall not exceed a Floor Area Ratio of 4.0 for the gross acreage.

		(Independent Living Facilities).	
Venice Regional Medical Center Campus	• Medical and Health Care Center including emergency care, hospital, and related health care services and facilities	• 18 units per gross acre.	• Floor Area Ratios shall range from 3.5 to 6.5 • Conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 4,000 square feet commercial space, gross acreage.

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 1.1.7 - 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 items identified by X.

Complete Street Elements	Roadway Segments: US 41Tamiami 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 1.1.8 - 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 1.1.9 - 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 1.1.10 - 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 1.1.11 - 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

Figure (Map) LU-IS-1: Aerial

Figure (Map) LU-IS-2: Future Land Use Map

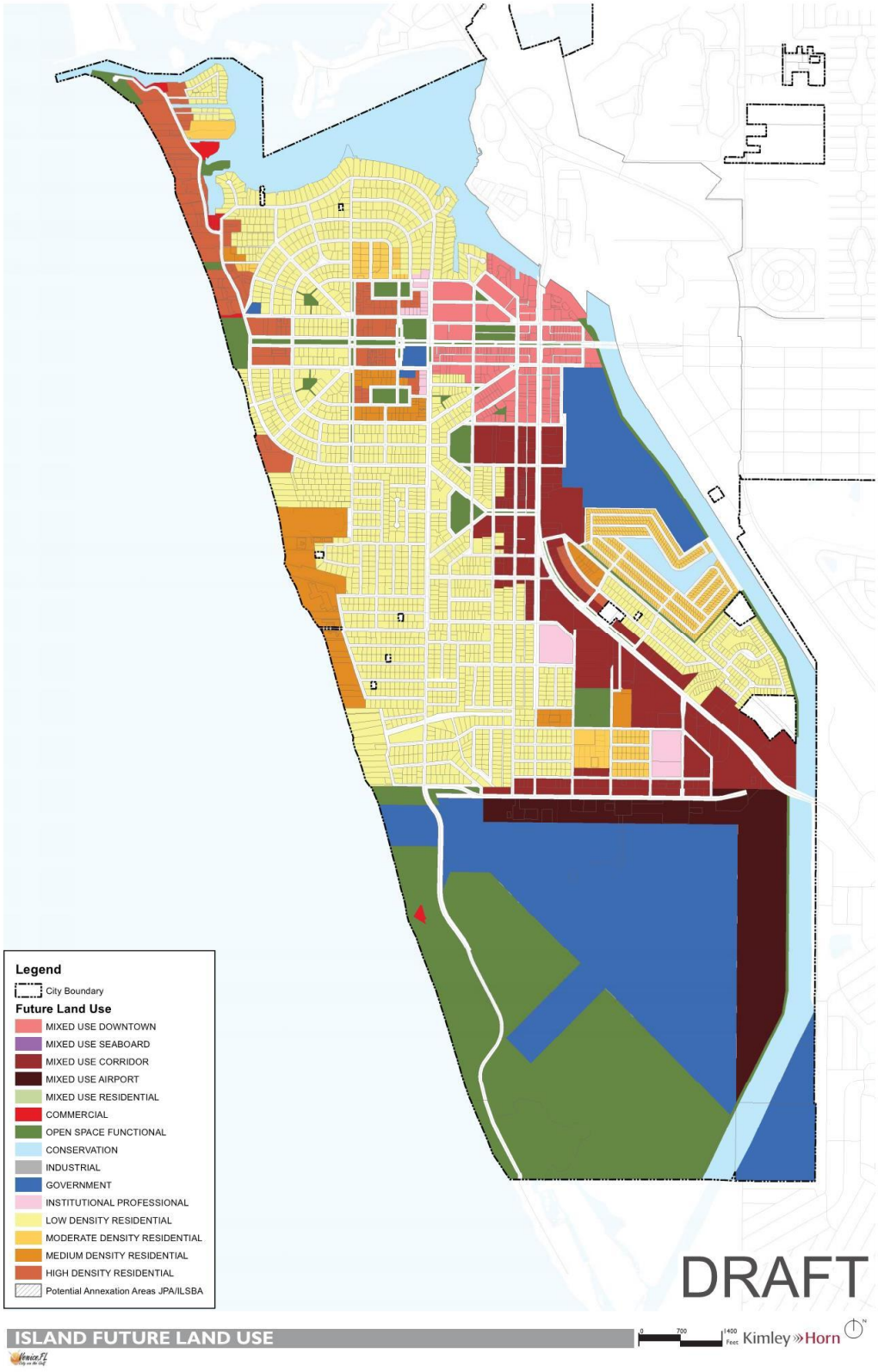


Figure (Map) LU-IS-3: Coastal High Hazard Area identified

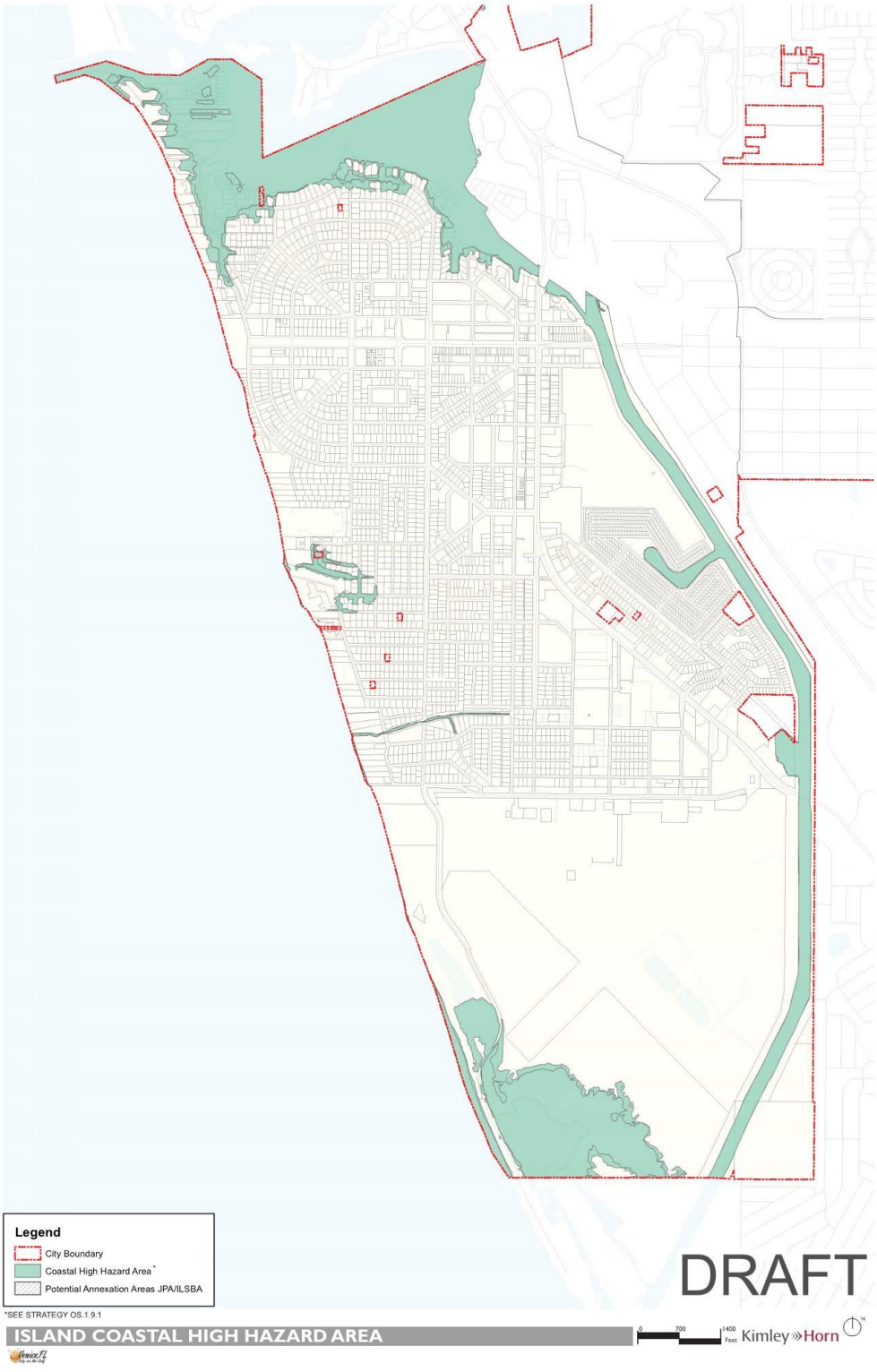
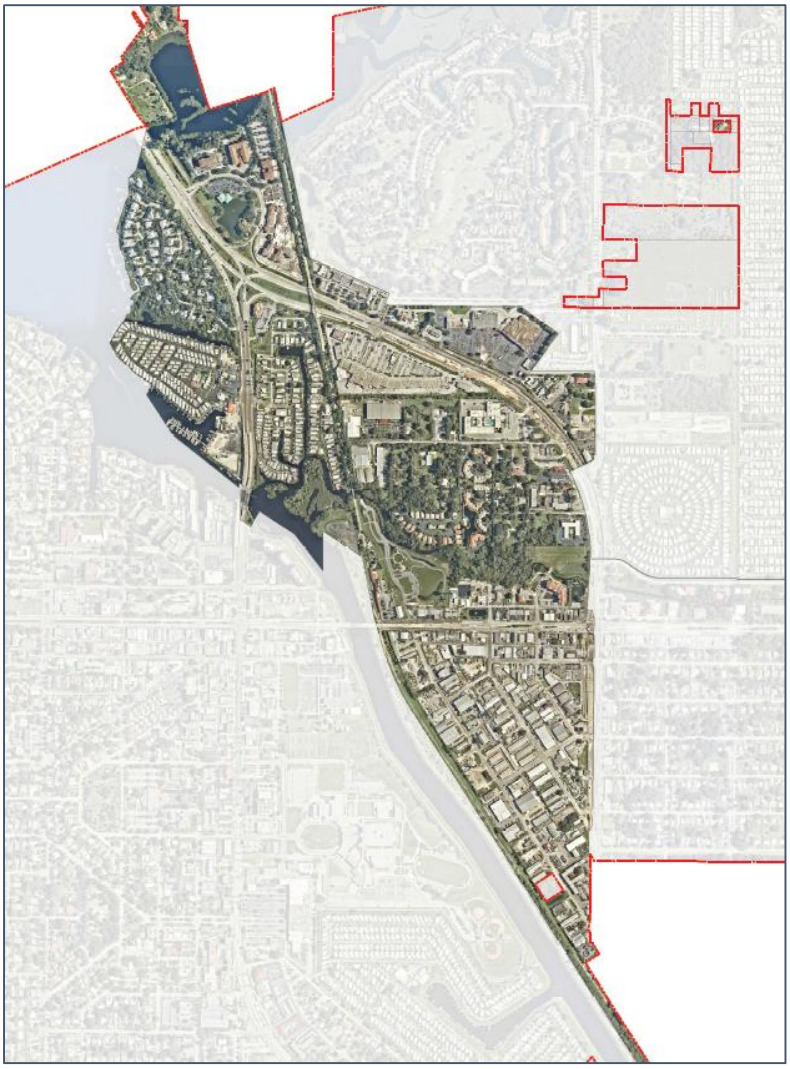


Figure (Map) LU-IS-4: Coastal High Hazard Area identified (w/ FLU)

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:

- 857 residential units (single family detached, single family attached, multifamily/ condominium), and
- 1,718,203 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 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 within the Gateway Neighborhood.

The following shall apply for the MUS designation:

A. The maximum residential density is 18.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUS is:

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	*Existing as of 01/01/17*
MUS	67	18	10%	35%	121	422	0

B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.75 (designation-wide); 2.0 (for individual sites). The range of square footage permitted in the MUS is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	*Existing as of 01/01/17*
MUS	67	0.75	65%	90%	1,422,779	1,970,001	882,195

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 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 1.1.4 - 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 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 1.1.5 - 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				
	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 1.1.6 - 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 1.1.7 - 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 1.1.8 - 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 1.1.9 - 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 1.1.10 - 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.

Figure (Map) LU-GW-1: Aerial

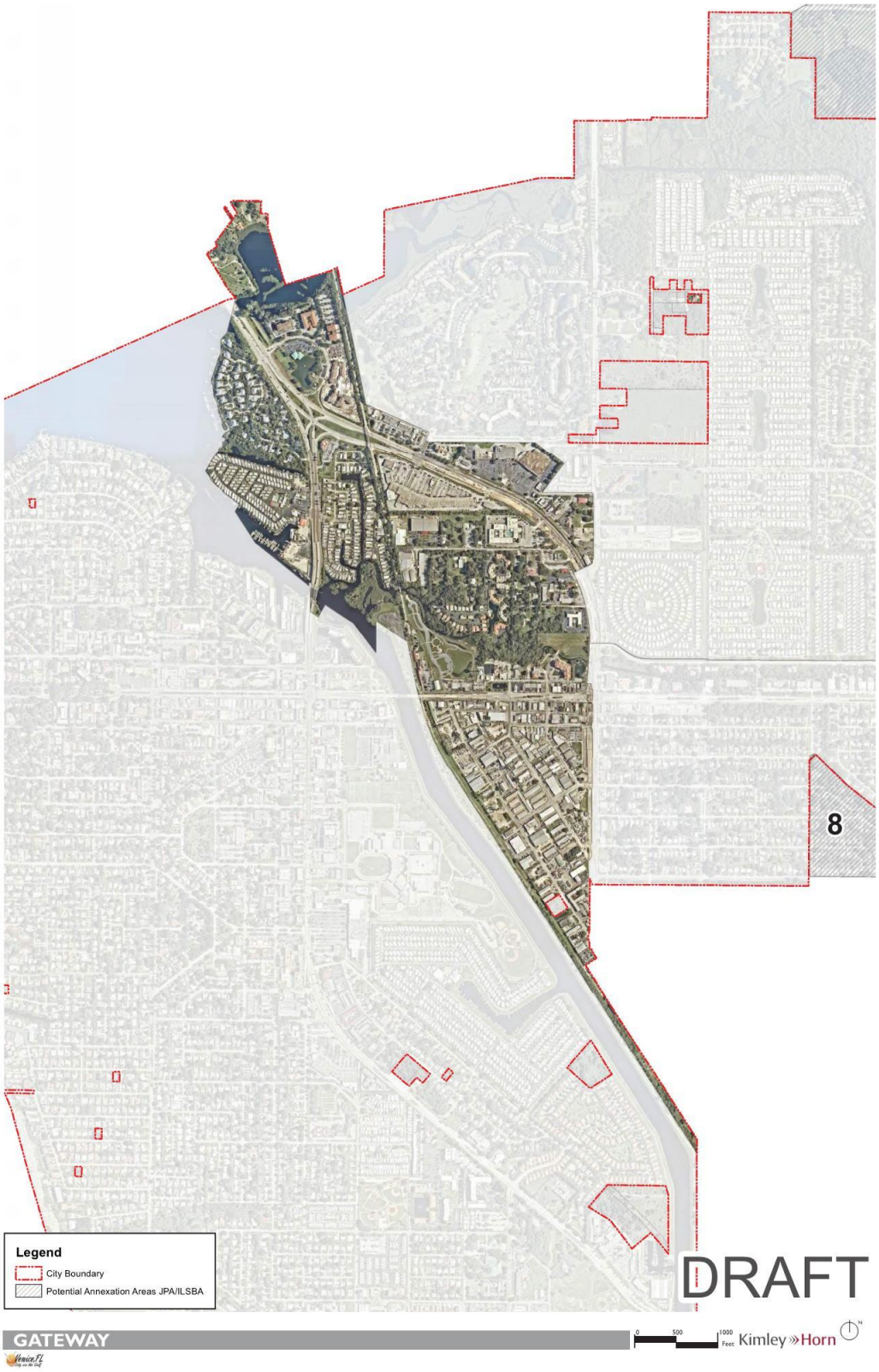


Figure (Map) LU-GW-2: Future Land Use Map

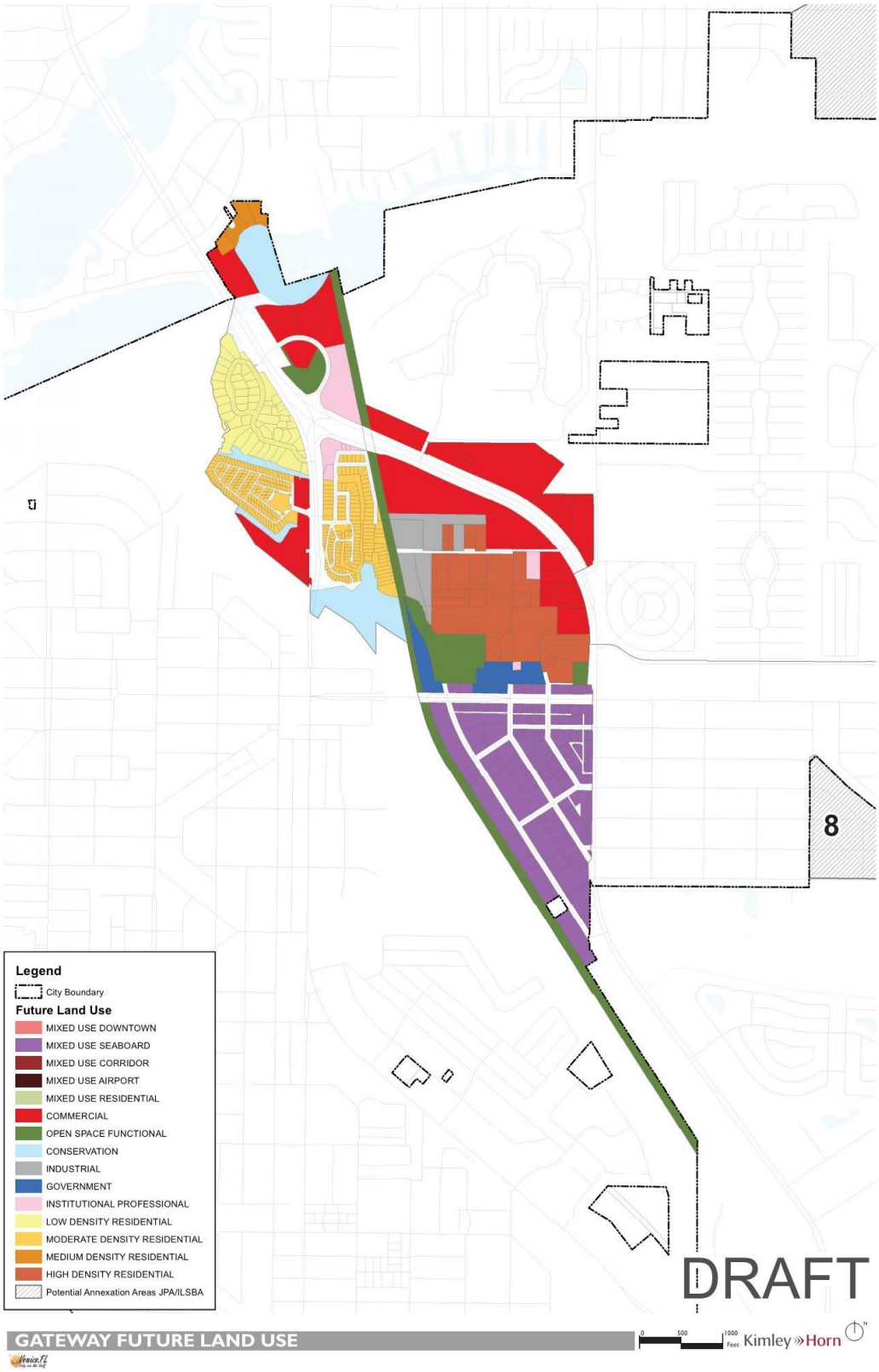
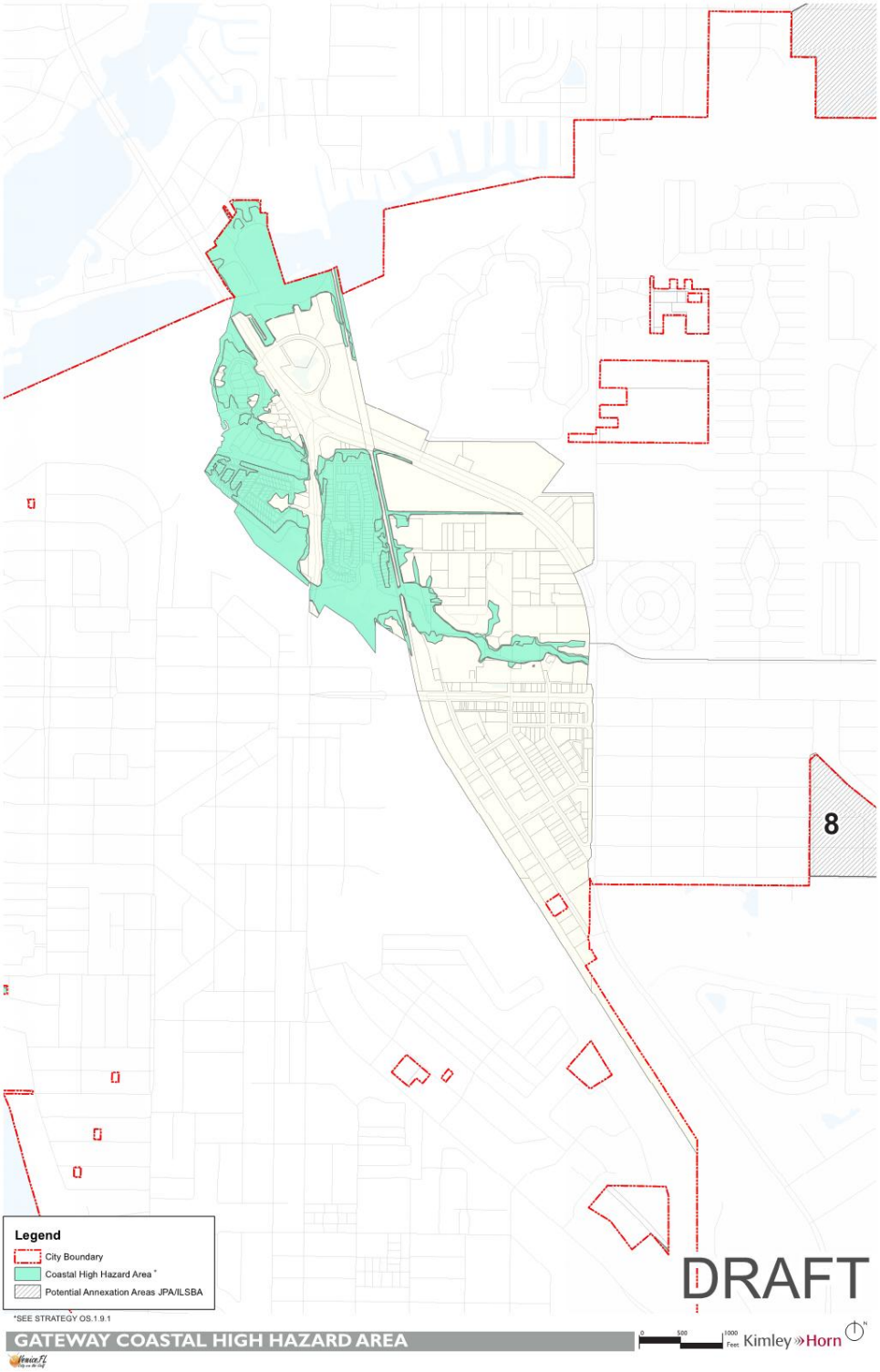


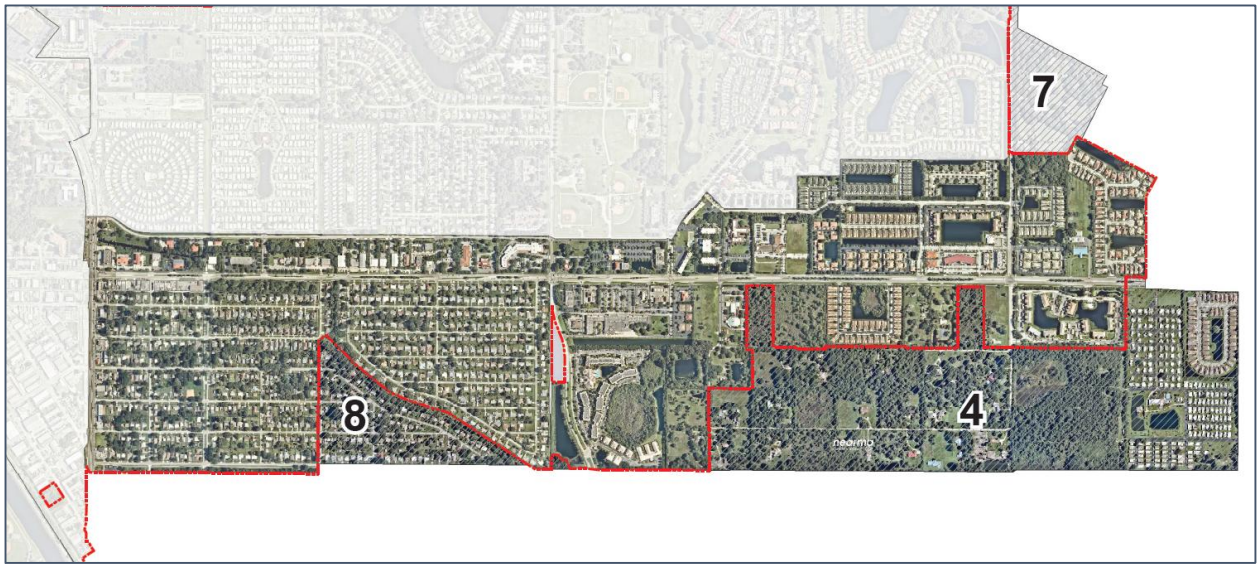
Figure (Map) LU-GW-3: Coastal High Hazard Area Identified



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 637 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:

- 1,782 residential units (single family detached, single family attached, multifamily/ condominium)
- 863,091square 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 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 residential density is 5.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUR is:

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	*Existing as of 01/01/17*
MUR	63	5	95%	100%	299	315[*1]	388

[*1] = See LU 1.2.16.5 specific to those existing PUDs that exceed current MUR and PUD Code standards

B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.20 (designation-wide); 0.25 (for individual sites). The range of square footage permitted in the MUR is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	*Existing as of 01/01/17*
MUR	63	0.20	0%	5%	0	27,443[*1]	28,517

[*1] = See LU 1.2.16.5 specific to those existing PUDs that exceed current MUR and PUD Code standards

C. Specific to Open Space, see LU 1.2.16.6.c.

Transportation:

Strategy TR-EV 1.1.3 - 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 1.1.4 - 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.

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.

Figure (Map) LU-EV-1: Aerial

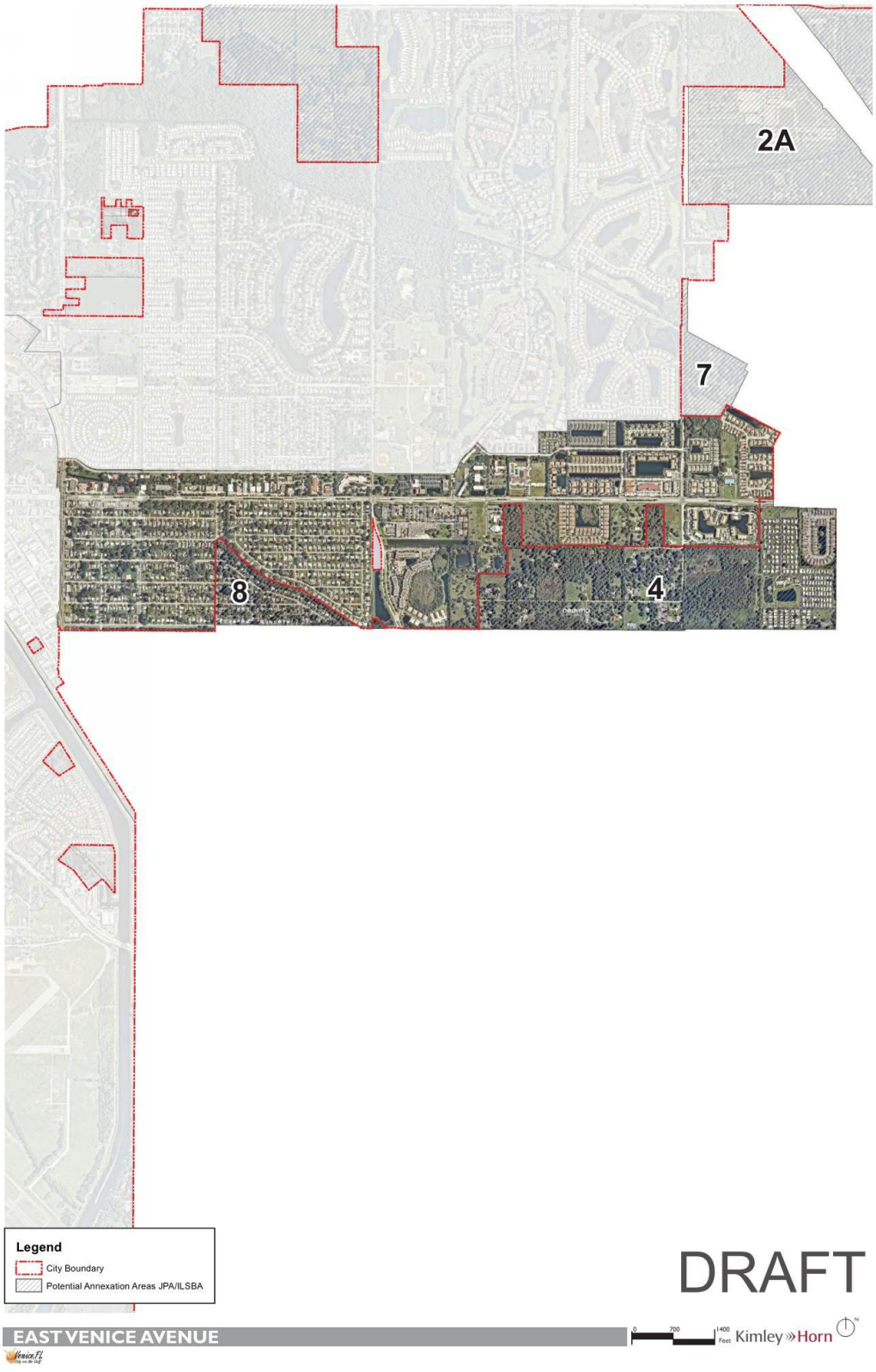
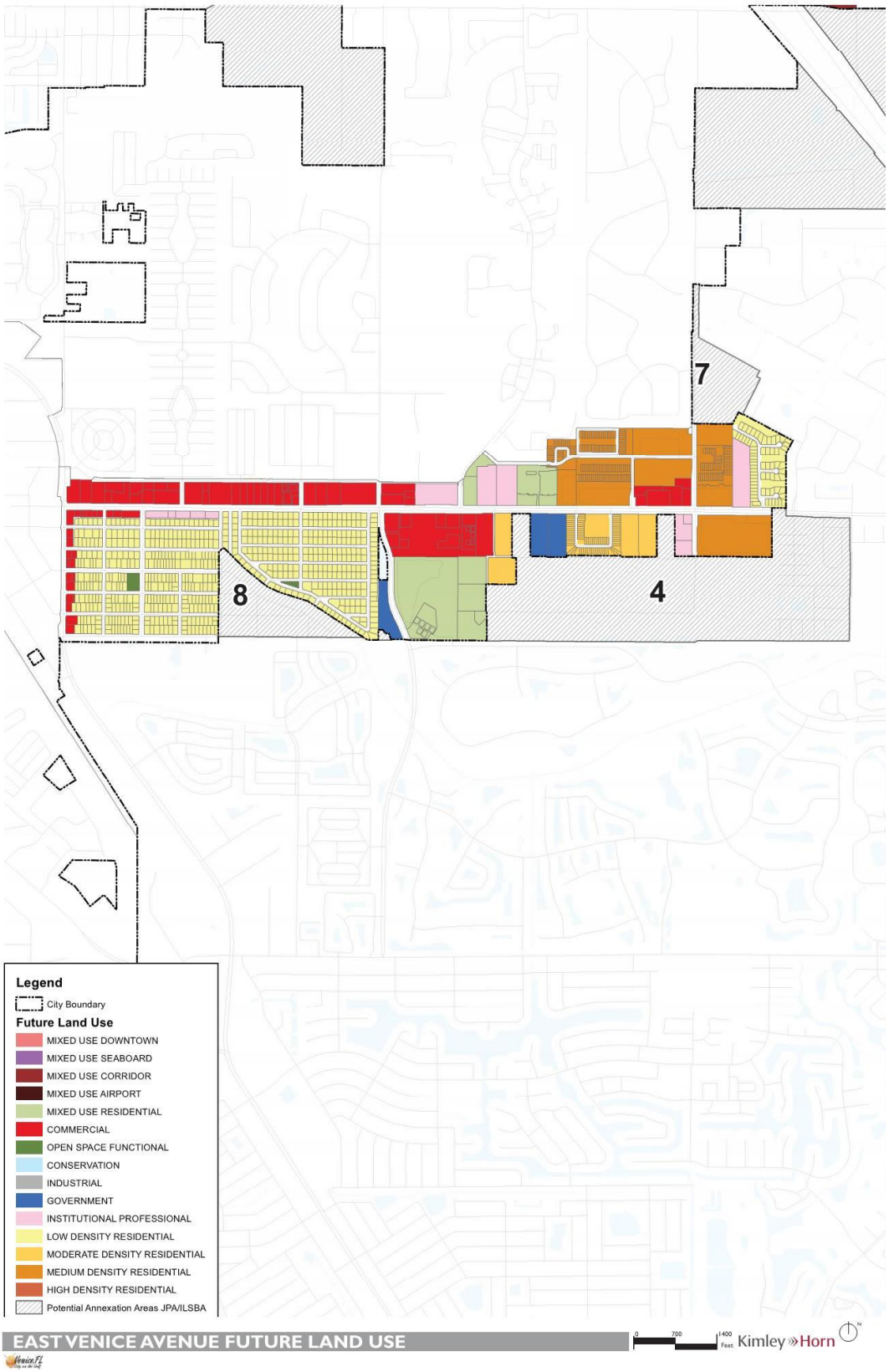


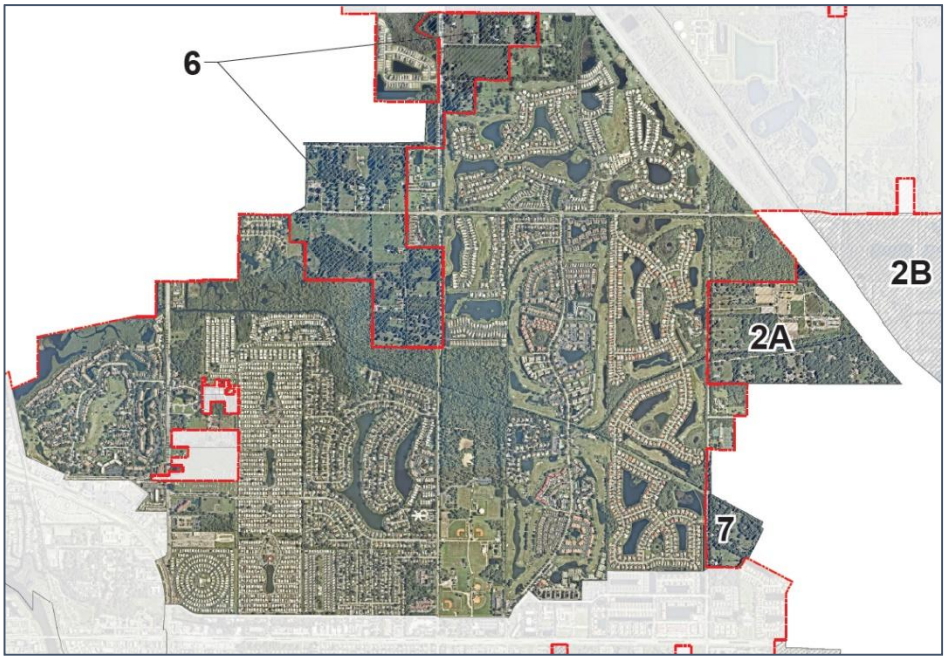
Figure (Map) LU-EV-2: Future Land Use Map



Page 142 Intentionally Left Blank

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 2,365 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):

- 6,941 residential units (single family detached, single family attached, multifamily/ condominium), and
  - Includes the Bay Indies Mobile Home Park and Ridgewood Mobile Home Park.
- 362,628 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-PB 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 residential density is 5.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUR is:

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	*Existing as of 01/01/17*
MUR	1,267	5	95%	100%	6,018	6,335	4,424

B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.20 (designation-wide); 0.25 (for individual sites). The range of square footage permitted in the MUR is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	*Existing as of 01/01/17*
MUR	1,267	0.20	0%	5%	0	551,905	82,640

C. Specific to Open Space, see LU 1.2.16.6.c.

Transportation:

Strategy TR-PB 1.1.3 - 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	Albee Farm Road	Auburn Road	Edmondson 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 1.1.4 - 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 1.1.5 - 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 government uses.

Strategy OS-PB 1.1.6 - 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.

Figure (Map) LU-PB-1: Aerial

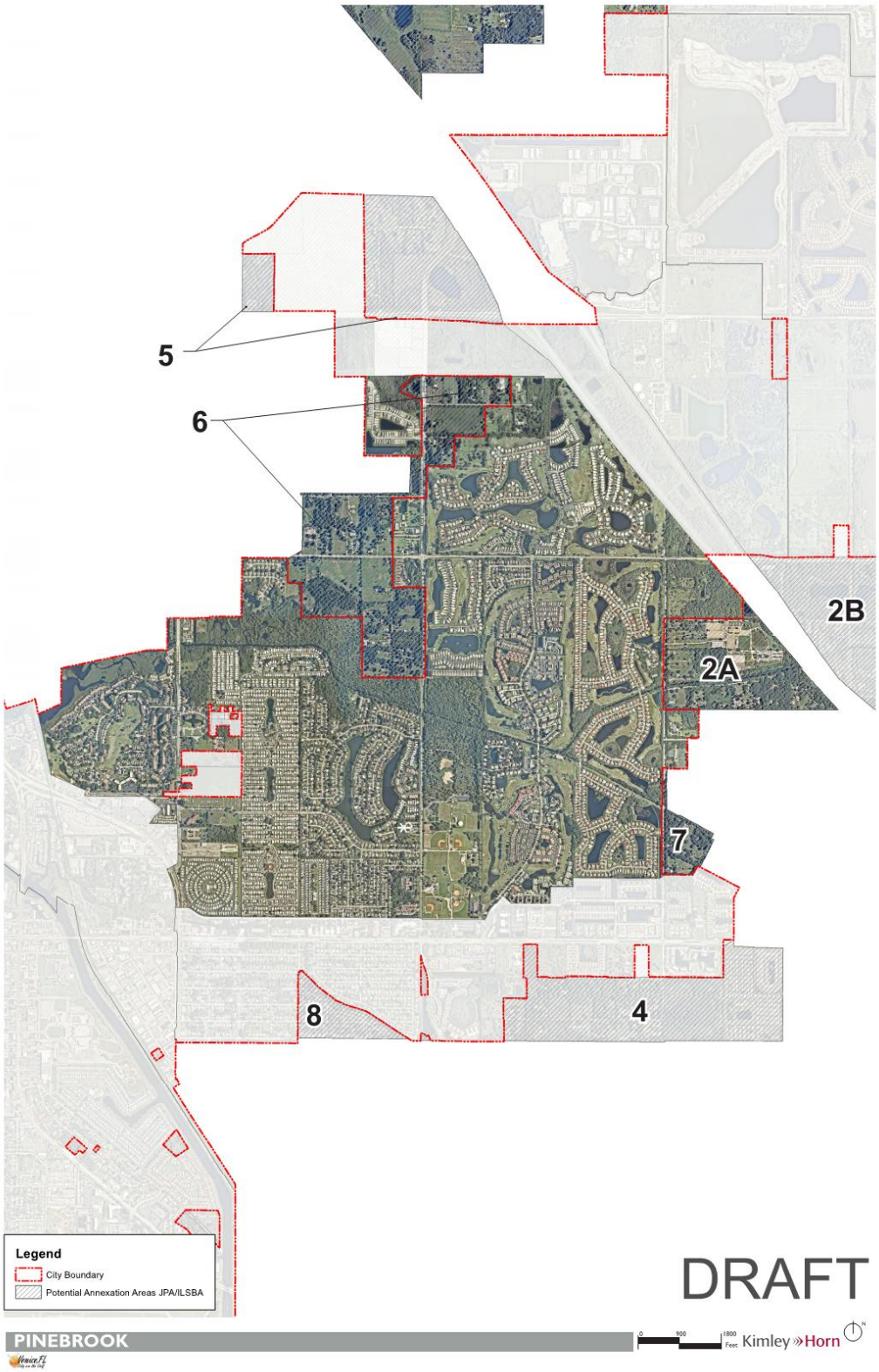


Figure (Map) LU-PB-2: Future Land Use Map

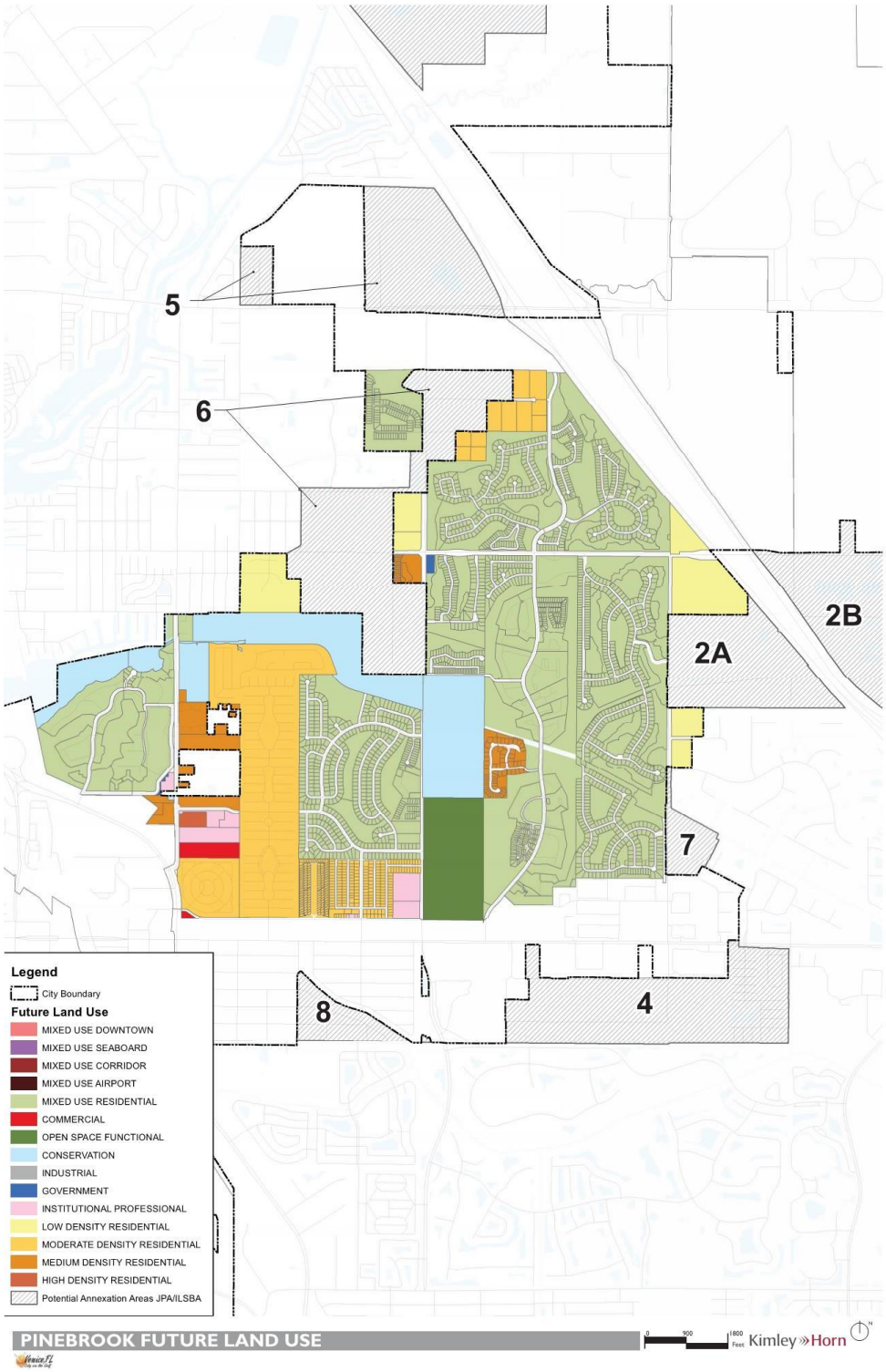
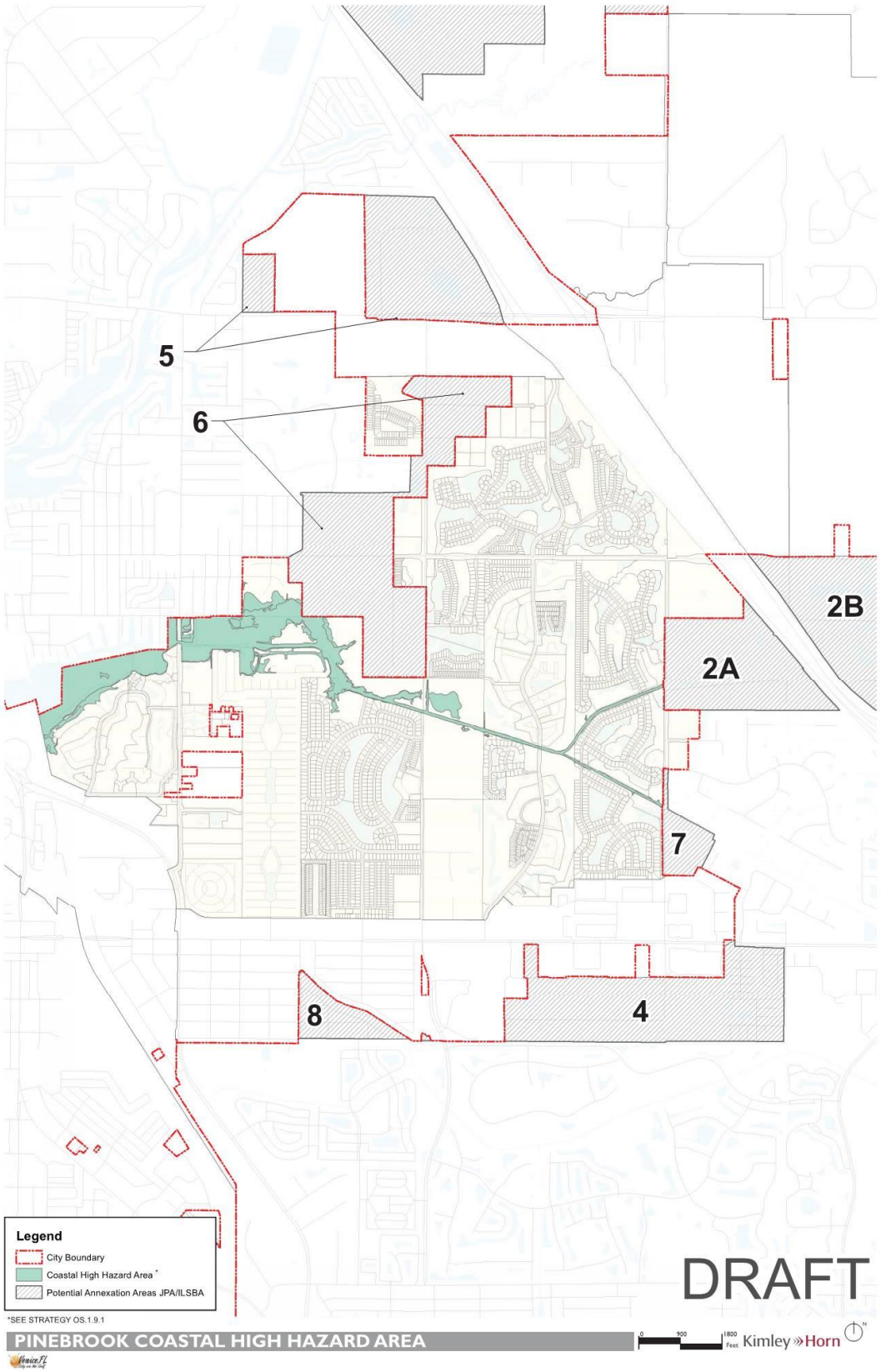
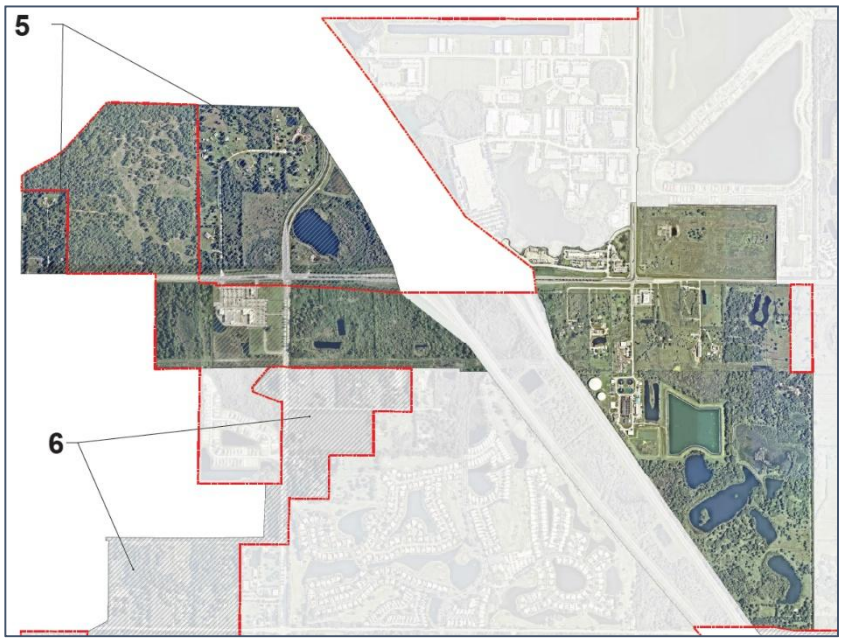


Figure (Map) LU-PB-3: Coastal High Hazard



Page 150 Intentionally Left Blank

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
- Portofino
- The Bridges

Existing Land Use

The Laurel Road Neighborhood encompasses approximately 628 acres (gross acreage) or approximately 6.0 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:

- 17 residential units (single family detached, single family attached, multifamily/ condominium), and
- 146,624 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
- Knights 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 457 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 residential density is 13.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUC is

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	*Existing as of 01/01/17*
MUC	457	13	10%	25%	594	1,485	17

B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.50 (designation-wide); 1.0 (for individual sites). The range of square footage permitted in the MUC is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	*Existing as of 01/01/17*
MUC	457	0.50	75%	90%	7,465,095	8,958,114	132,251

Strategy LU-LR 1.1.2 - 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 1.1.3 - 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.

Transportation:

Strategy TR-LR 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.

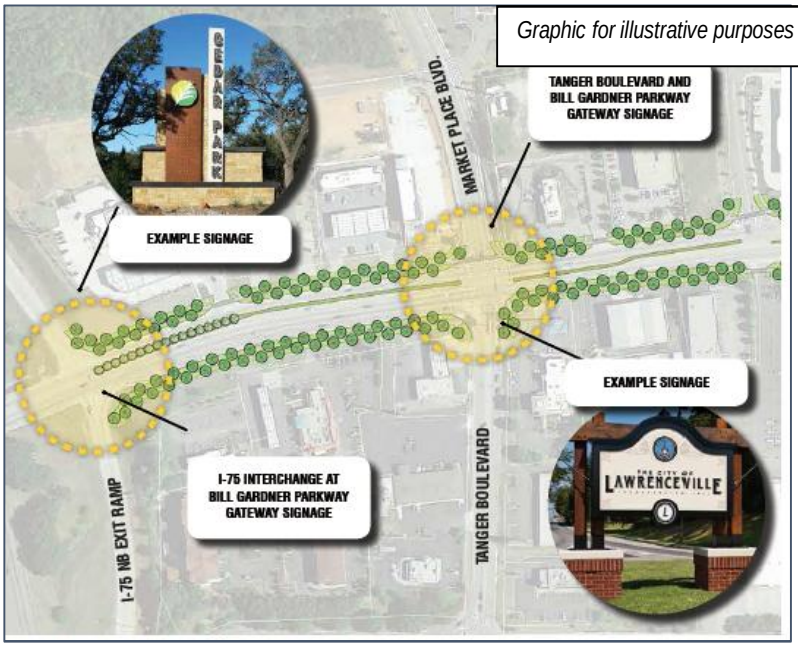
Complete Street Elements	Roadway Segments			
	Pinebrook Road	Honore Avenue	Laurel Road	Knights Trail Road
Bike Lanes / Sharrows	X	X	X	X
Sidewalks	X	X	X	X
Multi-Use Trail	X	X	X	X
Cross Walks	X	X	X	X
Pedestrian Safety Treatments	X	X	X	X
Curb Extensions Bulb-outs				
Median Islands	X	X	X	X
Shade Trees and 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

Example Complete Streets Graphic for illustrative purposes only

Strategy TR-LR 1.1.5 - 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



Graphic for illustrative purposes only

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.

Figure (Map) LU-LR-1: Aerial

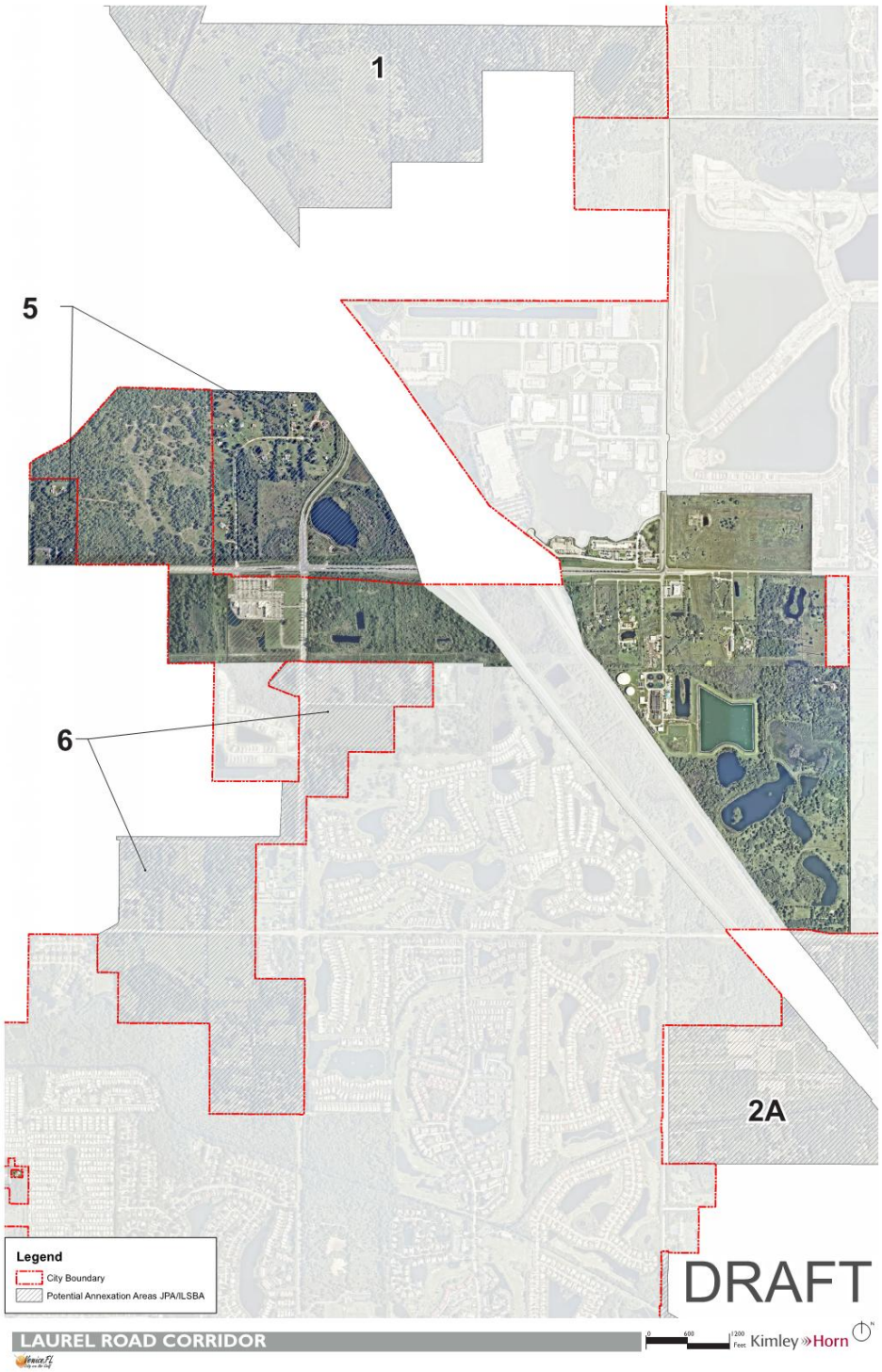


Figure (Map) LU-LR-2: Future Land Use Map

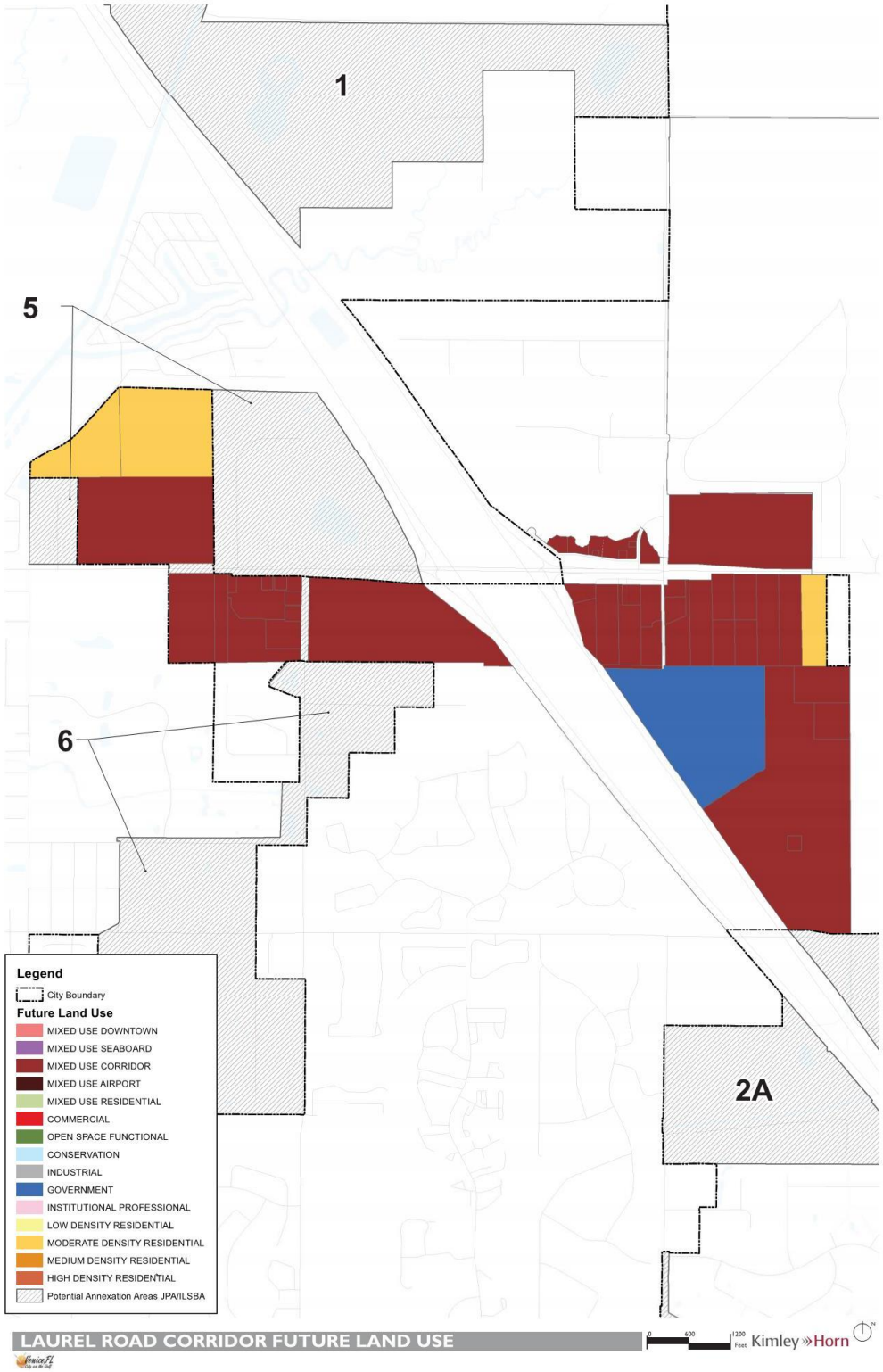
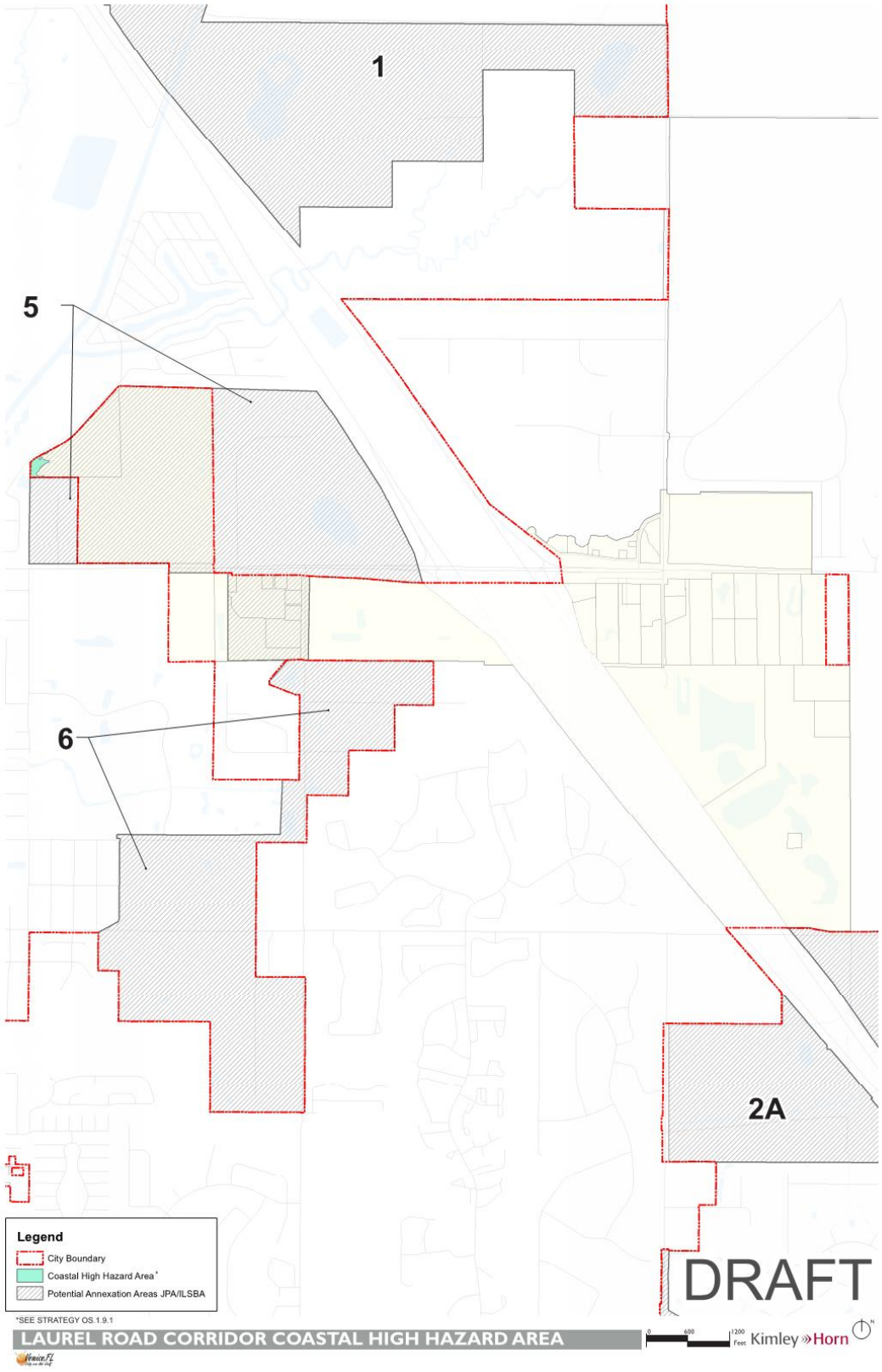


Figure (Map) LU-LR-3: Coastal High Hazard Area



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 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:

- 1,647 residential units (single family detached, single family attached, multifamily/ condominium), and
- 67,423 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 residential density is 5.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUR is:

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	*Existing as of 01/01/17*
MUR	2,420	5	95%	100%	11,495	12,100	1,403

B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.20 (designation-wide); 0.25 (for individual sites). The range of square footage permitted in the MUR is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	*Existing as of 01/01/17*
MUR	2,420	0.20	0%	5%	0	1,054,152	26,939

C. Specific to Open Space, see LU 1.2.16.6.c.

Strategy LU-NE 1.1.2 - 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.

Transportation

Strategy TR-NE 1.1.3 - 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 1.1.4 - 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 1.1.5 - 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.

Figure (Map) LU-NE-1: Aerial

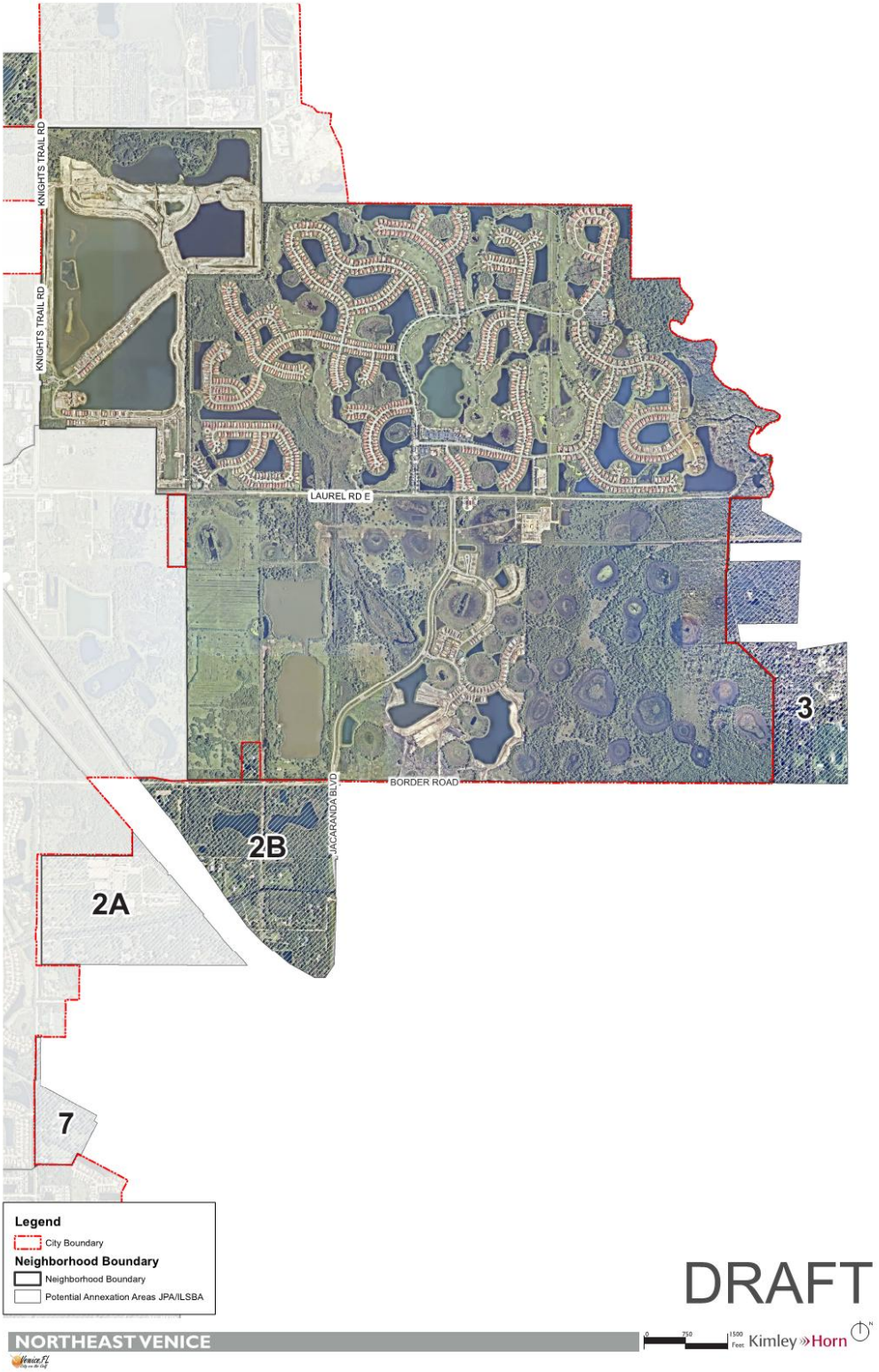


Figure (Map) LU-NE-2: Future Land Use Map

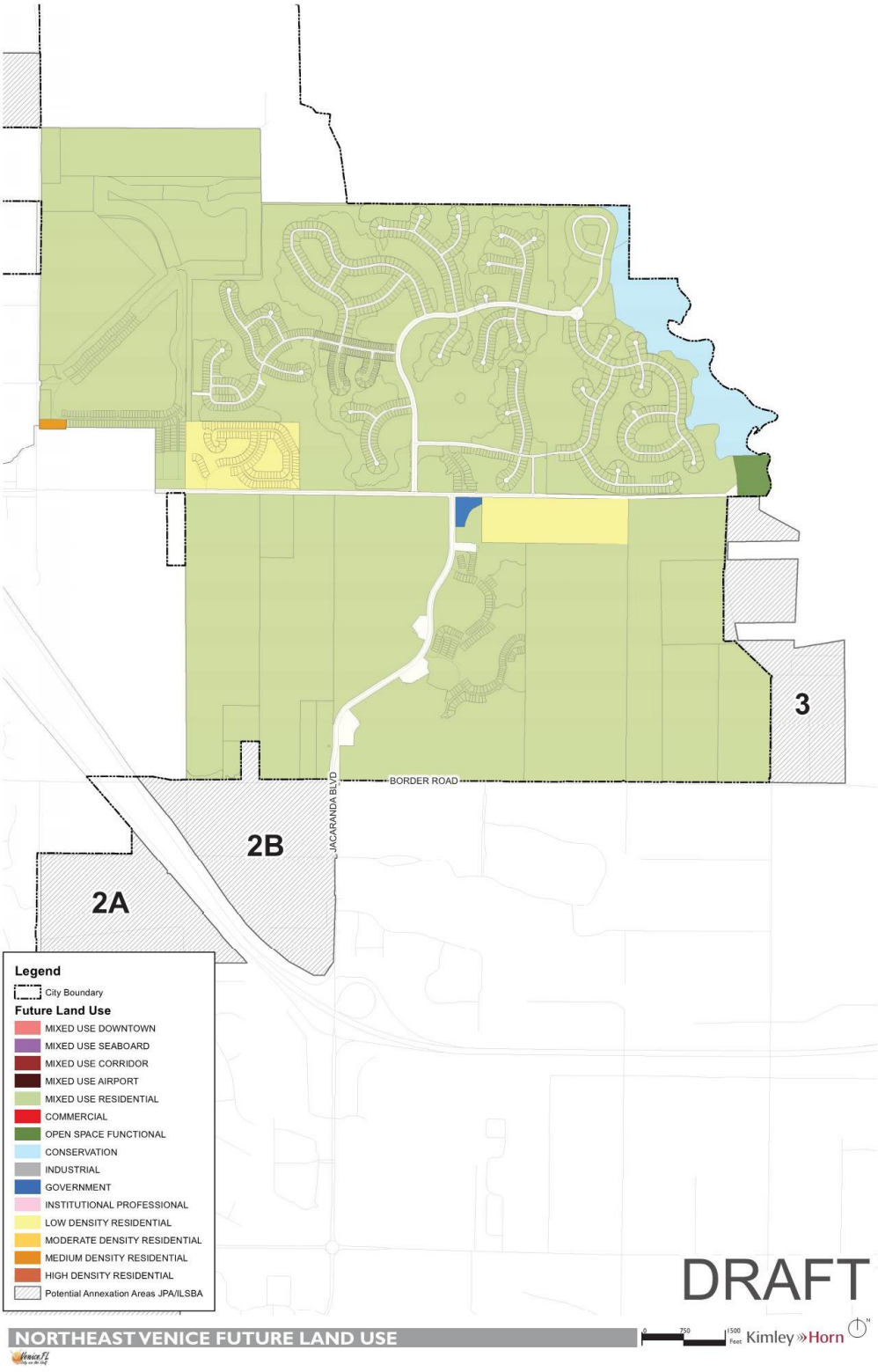
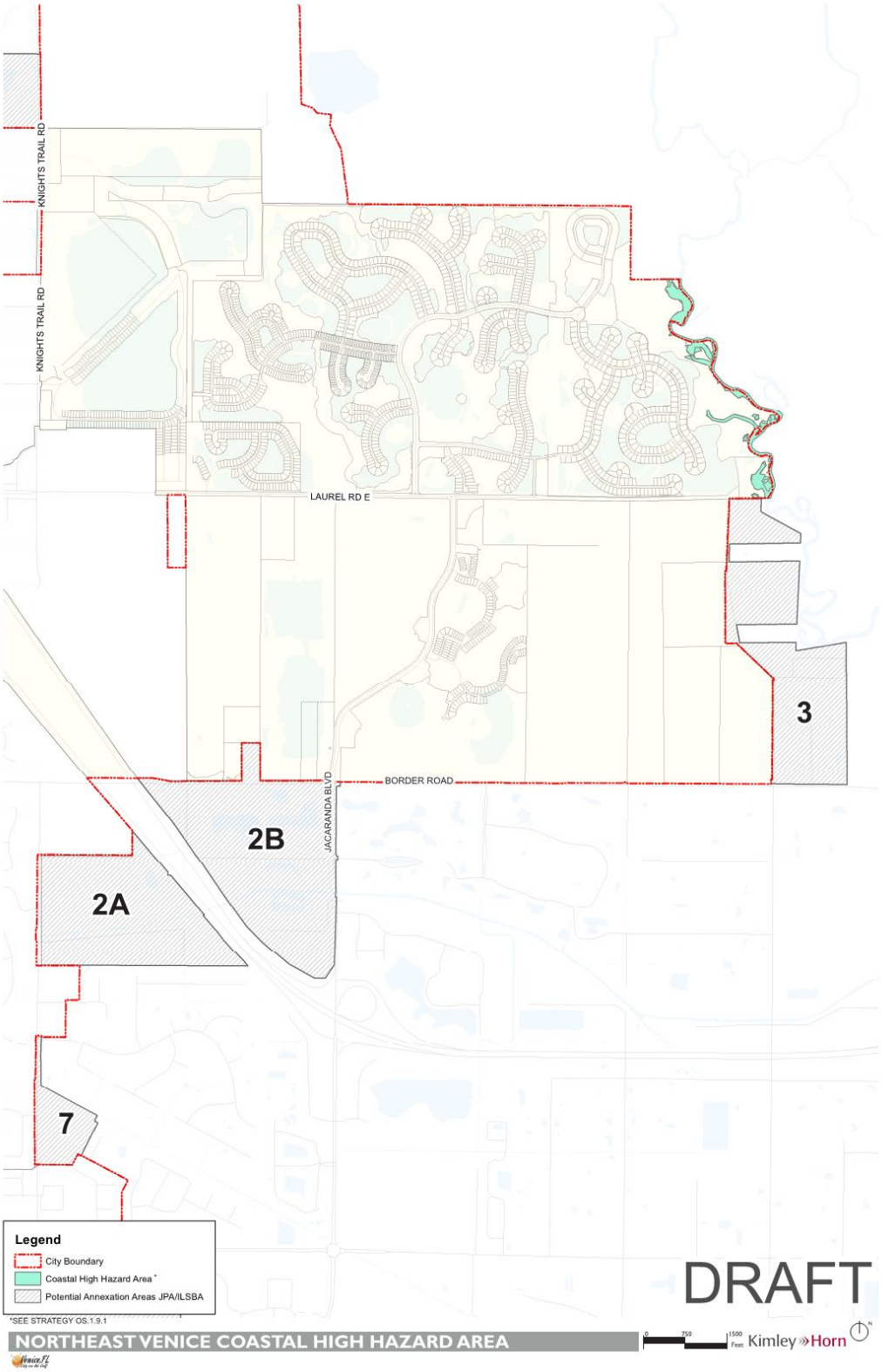


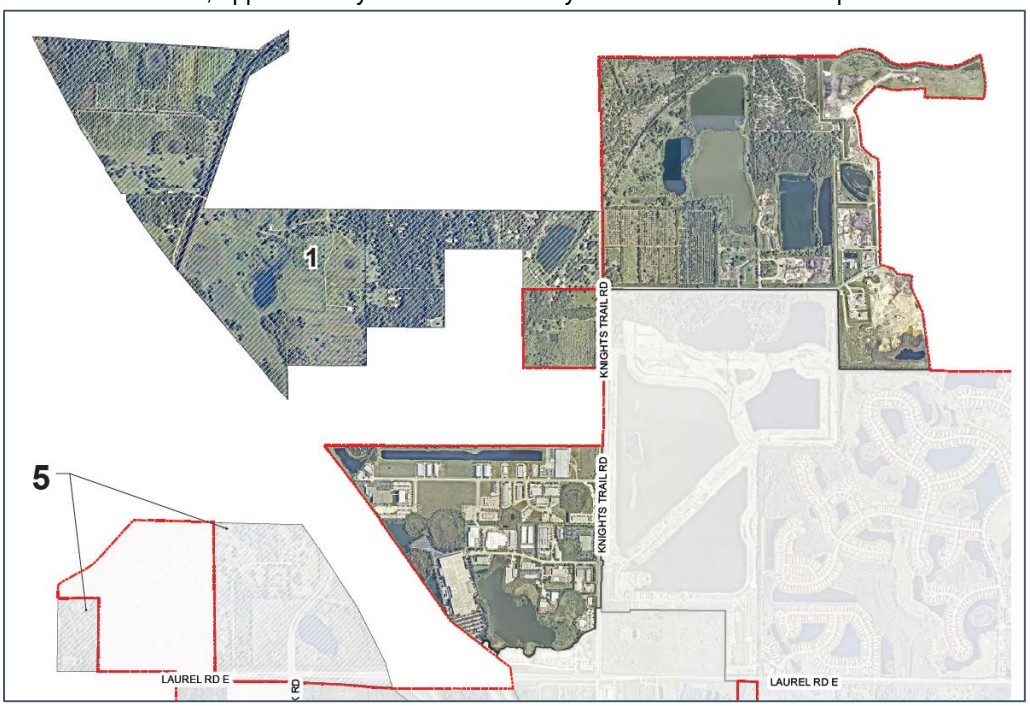
Figure (Map) LU-NE-3: Coastal High Hazard Area



Page 166 Intentionally Left Blank

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 817 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:

- 3 residential units (single family detached, single family attached, multifamily/ condominium), and
- 1,381,705 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 within the Knights Trail Neighborhood:

A. The maximum residential density is 13.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUC is:

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	*Existing as of 01/01/17*
MUC	169	13	20%	50%	439	1,099	3

B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.50 (designation-wide); 1.0 (for individual sites). The range of square footage permitted in the MUC is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	*Existing as of 01/01/17*
MUC	169	0.50	50%	80%	1,840,410	2,944,656	0

C. Industrial uses are not permitted within the MUC.

Strategy LU-KT 1.1.2 - 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.

Strategy LU-KT 1.1.3 - 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 1.1.4 - 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 1.1.5 - 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 1.1.6 - 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 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.

Complete Street Elements	Roadway Segments: 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 1.1.7 - 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 1.1.8 - 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 1.1.9 - 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.

Figure (Map) LU-KT-1: Aerial

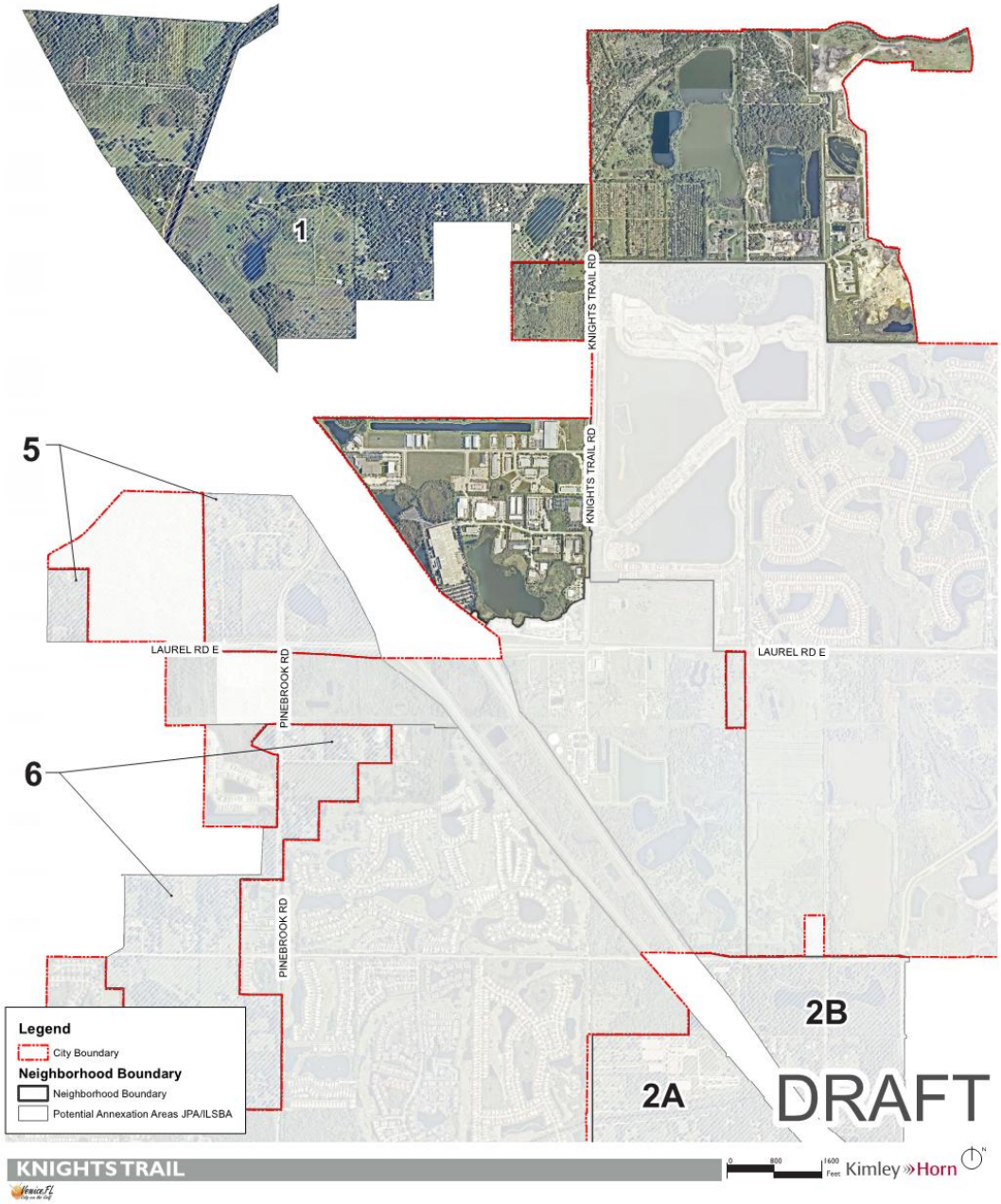
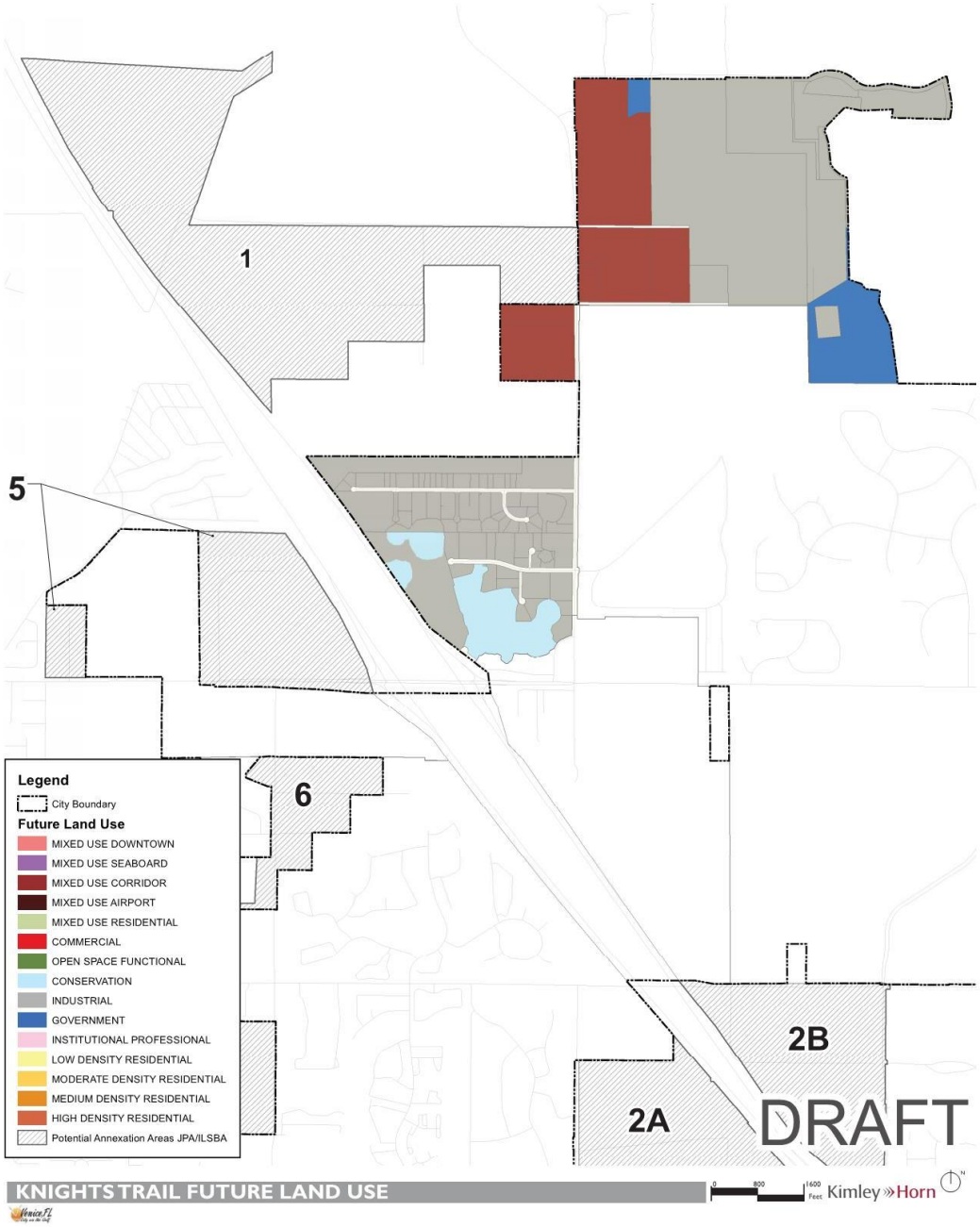


Figure (Map) LU-KT-2: Future Land Use Map



APPENDIX

APPENDIX

Table of Contents

1. Acronyms & Definitions A3
2. Intergovernmental Coordination Matrix A25
3. Planning Areas A29
5. Joint Planning and Interlocal Service Boundary Agreement A37
6. Capital Improvement Schedule A57
7. School Long Range Plan A67

Page A2 Intentionally Left Blank

APPENDIX
Acronyms & Definitions

APPENDIX
Acronyms & Definitions

1. Acronyms & Definitions

Consistent with the information presented in the "Introduction", the use of certain terms, phrases and where appropriate acronyms, may be used to describe specific items. The following listing identifies commonly used Acronyms and Definitions found within the Comprehensive Plan and its supporting documentation

In addition, the following shall be applied specific to the interpretation of terms:

A. Interpretation of Conflicts – Conflicts shall be judged under the following guidelines:
   1. 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.
   2. 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.

B. 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.

Acronyms

AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
CIS	Capital Improvement Schedule
CIP	Capital Improvement Plan
CHHA	Coastal High Hazard Area
CPA	Coastal Planning Area
DEO	Department of Economic Opportunity (Florida Dept of Economic Opportunity)
DU	Dwelling Unit
DU/AC	Dwelling Unit per Acre
FAC	Florida Administrative Code
FAR	Floor Area Ratio
FBC	Form Based Code
FDOT	Florida Department of Transportation
FGBC	Florida Green Building Coalition
FLU	Future Land Use
FS	Florida Statutes
GPD	Gallon Per Day

ILSBA	Interlocal Service Boundary Agreement
JPA	Joint Planning Area
LOS	Level of Service
LPA	Local Planning Agency
LRTP	Long Range Transportation Plan
MGD	Millions Gallons per Day
MPO	Metropolitan Planning Organization
MU	Mixed Use
PPH	Person Per Household
PUD	Planned Unit Development
ROW	Right-of-Way
SWFWMD	Southwest Florida Water Management District
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TOD	Transit Oriented Development

Definitions

AASHTO Standards (American Association of State Highway and Transportation Officials): Composed of state highway and transportation officials from all fifty states who develop and improve methods of administration, design, construction, operation and maintenance of our nationwide integrated transportation system.

Abutting: Having common borders or edges

Accessory Use: A use incidental or subordinate to the principal use of a building or project and located on the same site.

Adaptive Use/Adaptive Reuse: The process of converting a building to a use other than which it was originally designed, e.g., changing a factory into commercial, retail use or residential use. Such conversions are accomplished with varying alterations to the building.

Adjacent: To have property lines or portions thereof in common or facing each other across a right-of- way, street or alley.

Advanced Wastewater Treatment: As defined in Chapter 403.086, FS, treatment that will provide a reclaimed water product that contains not more, on a permitted annual average basis, than the following concentrations: 5 mg/l biochemical oxygen demand, 5 mg/l suspended solids, 3 mg/l total nitrogen, 1 mg/l total phosphorous.

Adverse Impact (upon a natural resource): Direct contamination, alteration or destruction, or that contributes to the contamination, alteration or destruction of a natural resource, or portion thereof, to the degree that its present and future environmental benefits are, or will be, eliminated, reduced, or impaired.

Affordable Housing: May also be identified as Attainable Housing; Housing for which monthly rents or monthly mortgage payments, including taxes, insurance, and utilities, do not exceed 30 percent of that amount which represents the percentage of the median adjusted gross annual income for the households or persons indicated in Sec. 420.0004, F.S.

Age-Friendly (housing): housing that is socially and economically sustainable for the residents lifetime, and the lifespan of the community.

Airport: refers to the Venice Municipal Airport.

Amenity: A building, object, area or landscape feature that makes an aesthetic contribution to the environment, rather than one that is purely utilitarian.

American with Disabilities Act (ADA): Public Law 101-336, prohibits discrimination against people with disabilities. The ADA focuses on removing barriers that deny individuals an equal opportunity to have access to jobs, public accommodations, government services, public transportation and telecommunications.

Annexation: The legal method of attaching an area into an area controlled by another form of government.

Aquifer Recharge: The replenishment of groundwater in an aquifer occurring primarily as result of infiltration of rainfall, and secondarily by the movement of water from adjacent aquifers or surface water bodies.

Arterial Road (Arterial): A classification of roadway; See Roadways

Attenuation: To limit stormwater flow to reduce downstream impacts. (See also "detention").

Available to the Public: Any park or facility available to the general public whether for a fee or free of charge.

Backlogged Facilities: Roads in the City of Venice operating at a level of service below LOS D or LOS E, not programmed for construction in the Capital Improvement Plan or Capital Improvement Schedule

Beach: The zone of unconsolidated material that extends landward from the mean low water line to the place where there is marked change in material or physiographic form, or to the line of permanent vegetation, usually the effective limit of storm waves.

Bicycle Lane (Bike Lane): A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential use of bicyclists.

Bikeway: Any road, trail, or right-of-way which is open to bicycle travel, regardless of whether such a facility is designated for the exclusive use of bicycles or is to be shared with other transportation modes.

Block: an area surrounded by streets. Blocks are subdivided into lots that face the street.

Buffer Area: An area, or space, separating an outdoor recreation area from influences which would tend to depreciate essential recreational values of the outdoor recreation area; needed especially in cases such as wilderness areas, where the values involved are fragile or volatile, or where the outside influences are of a particularly harsh and incompatible nature, as in urban or industrial areas, or along a busy highway.

Building: A structure created to shelter any form of human activity, such as an office, house, church, hotel or similar structure. Buildings may refer to a historically related complex such as a courthouse and jail.

Capacity Analysis: A determination of a infrastructure capability including but not limited to transportation resources, parks, water, wastewater, stormwater, etc.

Capacity (traffic): The measure of the ability of a traffic facility to accommodate a stream of moving vehicles, expressed as a rate. Thus, it is the maximum number of vehicles that have a reasonable expectation of passing over a given roadway in a given time period under the prevailing roadway and traffic conditions.

Capital Budget: The portion of each local government's budget which reflects capital improvements scheduled for a fiscal year.

Capital Improvement: Physical assets constructed or purchased to provide, improve or replace a public facility and which are large scale and high in cost. The cost of a capital improvement is generally non- recurring and may require multi-year financing.

Capital Improvements Program (CIP): A plan for capital expenditures to be incurred each year over a period of years to meet anticipated capital needs. It identifies each planned capital project and estimated resources need to finance the project.

Capital Improvements Schedule (CIS): The City's specific plan for implementation of the CIP.

Character: An attribute, quality, or property of a place, space or object; it's distinguishing features.

Class I Waters (including wells): Potable water supplies as classified and specified in Chapter 62-3, FAC.

Class II Waters (including wells): Waters deemed suitable for shellfish propagation or harvesting as classified and specified in Chapter 62-3, FAC.

Class III Waters (including wells): Waters deemed suitable for recreation, propagation and protection of fish and wildlife as classified and specified in Chapter 62-3, FAC.

Clustering: The practice of grouping permitted types of residential and/or non-residential uses close together rather than distributing them evenly throughout a site while remaining at/or below the appropriate gross density ceiling in order to encourage creative site planning and/or protect natural resources.

Coastal High Hazard Area (CHHA): 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.

Coastal or Shore Protection Structures: Shore hardening structures, such as seawalls, bulkheads, revetments, rubblemound structures, groins, breakwaters, and aggregates of materials other than natural beach sand used for beach or shore protection and other structures which are intended to prevent erosion or protect other structures from wave and hydrodynamic forces including beach and dune restoration.

Coastal Planning Area (CPA): The area covering the 5 evacuation zones, which fall under the 5-hurricane categories (include off shore areas too, so all of the water, wetlands, and marine resources are included).

Coastal Zone: The coastal waters (containing a measurable percentage of sea water) and the adjacent shore lands, strongly influenced by each other.

Collector Road (Collector): A classification of roadway; See Roadway

Commercial Uses: Activities within land areas which are predominantly connected with the sale, rental and distribution of products, or performance of services.

Compatibility: Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

Comprehensive Plan: An official document in ordinance form adopted by the local government setting forth its goal, objectives, and policies regarding the long-term development of the area within its jurisdiction pursuant to Chapter 163.3161, et seq, Florida Statutes, as amended.

Concurrency: The legal requirement that specified public facilities (recreation and open space, potable water, sanitary sewer, solid waste, stormwater management, transportation) to be provided for, by an entity to an adopted level of service.

Concurrency Management System: is a systematic process that provides information on transportation system performance and alternative strategies to alleviate and enhance the mobility of persons or goods.

Conservation Areas: Environmentally sensitive areas which include the following: - Natural shorelines (other than those included in preservation areas); - Class III Waters; - Freshwater marshes and wet prairies; - Sand-pine scrub; - Hardwood swamps; - Cypress swamps; - Significant wildlife habitat.

Conservation Uses: Activities or conditions within land areas designated for the purpose of conserving or protecting natural resources or environmental quality including areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, commercially or recreationally valuable fish and shellfish, or protection of vegetative communities or wildlife habitats.

Conservation: (1) The protection or preservation of material remains of an historic property using scientific techniques; (2) continued use of a site or building with treatment based primarily on its present value; (3) in archaeology, limiting excavations to a minimum consistent with research objectives and with preserving archaeological sites for future scientific endeavor.

Consistency: The regulatory requirement that local Comprehensive Plans not conflict with State or regional plans, and that the local plan furthers the goals and policies of the State and regional plans.

Constrained Corridor or Facility: Roads that the City has determined will not be expanded by the addition of two or more through-lanes because of physical, environmental or policy constraints. Physical constraints primarily occur when intensive land use development is immediately adjacent to roads, thus making expansion costs prohibitive. Environmental and policy constraints primarily occur when decisions are made not to expand a road based on environmental, historical, archaeological, aesthetic or social impact considerations. Constrained Roadways operating efficiencies may be improved on by including turning, passing or other auxiliary lanes. Bikeways, sidewalks, landscaping, resurfacing and drainage improvements may also be included

Constrained Corridors: While the growth forecast can suggest where transportation projects will be needed, these projects may be limited by physical, environmental or policy constraints. The Venice Comprehensive Plan has established a number of corridors as constrained from widening based on the above factors. This means that the addition of two or more through-lanes is not an option on those corridors designated as constrained. Constrained Roadways operating efficiencies may be improved on by including turning, passing or other auxiliary lanes. Bikeways, sidewalks, landscaping, resurfacing and drainage improvements may also be included.

Context Sensitive Design or Context Sensitive Solutions: providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions.

Contributing Structure: A contributing building, site structure or object adds to the historic architectural qualities, historic associations, or archaeological values for which a property is significant because a) it was present during the period of significance, and possesses historic integrity reflecting its character at that time or is capable of yielding important information about the period, or b) it independently meets the National Register criteria. (National Register Bulletin 14).

Density: A measure of the intensity of development expressed as the average number of dwelling units per unit of area (acre, square mile, etc.). Can also be expressed in terms of population density (i.e., people per acre). Used as a measurement of dwelling units per gross acre of land DU/AC

Deterioration: The process by which structures and their components wear, age and decay in the absence of regular repairs and/or replacement or components which are worn or obsolete.

Development: The construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any structure; the making of any material change in the use or appearance of any structure or land, or the dividing of land into three or more parcels; any mining, excavation, landfill, or land disturbance; and any nonagricultural use or extension of the use of land. It includes redevelopment.

Development Phasing: The process by which a large scale project is built in stages over a period of time, concurrent with the provision of public facilities.

Disability: The term "disability" means, with respect to an individual: A) a physical or mental impairment that substantially limits one or more major life activities of such individual; B) a record of such an impairment; or C) being regarded as having such an impairment. Examples of "Major Life Activities" include: caring for oneself, performing manual tasks, seeing, hearing, learning, and working.

Drainage Basin: Any land area from which the runoff collects at a common point or receiving water.

Dredge and Fill: The process of excavation or deposition of ground materials by any means, in local, state or regional jurisdictional waters (including wetlands), or the excavation or deposition of ground materials to create an artificial waterway that is to be connected to jurisdictional waters or wetlands (excluding stormwater treatment facilities).

Dwelling unit: A room or group of rooms forming a single independent habitable unit used for or intended to be used for living, sleeping, sanitation, cooking and eating purposes by one (1) family only; for owner occupancy or for rental, lease, or other occupancy on a weekly or longer basis; and containing independent kitchen, sanitary and sleeping facilities.

Easement: A less-than-fee interest in real property acquired through donation or purchase and carried as a deed restriction or covenant to protect important open spaces, archaeological sites, building facades and interiors.

Enclave: A geographical area that is surrounded partially or totally by land managed by another jurisdiction, and for which the management of that area by the governing jurisdiction is impeded because of its inaccessibility.

Endangered and Threatened (Listed) Species: Flora and fauna as identified by the U. S. Fish and Wildlife Service's "List of Endangered and Threatened Wildlife and Plants" in 50 CFR 17.11-12. Fauna identified by the Florida Fish and Wildlife Conservation Commission (FWC) in Section 9-27.03-05, FAC, and flora identified by the Department of Agriculture and Consumer Services "Preservation of Native Flora Act," Section 581.185-187, Florida Statutes. Endangered species are so designated due to man-made or natural factors which have placed them in imminent danger of extinction while threatened species are so designated due to a rapid decline in number and/or habitat such that they may likely become endangered without corrective action.

Environmentally Sensitive Areas: Lands that, by virtue of some qualifying environmental characteristic (e.g., wildlife habitat), are regulated by either the Florida Department of Environmental Protection, the Southwest Florida Water Management District, or any other governmental agency empowered by law for such regulation.

Essential Wildlife Habitat: Land or water bodies that, through the provision of breeding or feeding habitat, are necessary to the survival of endangered or threatened species, or species of special concern, as determined by the Florida Fish and Wildlife Conservation Commission or the U. S. Fish and Wildlife Service.

Estuary: A body of water formed where freshwater from rivers and streams flow into the ocean, mixing with seawater. Estuaries and the lands surrounding them are places of transition from land to sea, and from freshwater to saltwater.

Estuarine: Of, relating to, or formed in an Estuary.

Expressway: A classification of roadway; See Roadway

FS: Florida Statutes; generally referred to as the State Law.

FAC: Florida Administrative Code; filing point for rules promulgated by state regulatory agencies.

FGBC: Florida Green Building Coalition; (non-regulatory) corporation whose mission is "to provide a statewide green building program that defines, promotes, and encourages sustainable efforts with environmental and economic benefits."

Facility: Transportation infrastructure, such as: roads, mass transit lines and/or terminals, bikeways, sidewalks, rail lines, ports, and airports.

Floodplain: Area inundated during a 100-year, or other specified, flood event or identified by the National Flood Insurance Program (NFIP) as an AE Zone or V Zone on the Flood Insurance Rate Maps (FIRM) or other map adopted by the City for regulation of development within the floodplain.

Floor Area Ratio: Measurement of non-residential development including all buildings, structures or similar as compared the total area of the property or parcel on which it is located. A ratio measured in square feet to the area of a parcel of land, excluding any bonus or transferred floor area. Expressed as FAR

Form: In urban design, the perceived, three- dimensional shape of topography, buildings, or landscaping.

Form-Based Codes: A method of regulating development to achieve a specific urban form. Form-Based Codes create a predictable public realm by controlling physical form primarily, with lesser focus on land use, through city or county regulations.

Functionally Classified: The assignment of roads into categories according to the character of service they provide in relation to the total road network. Basic functional categories include limited access facilities, arterial roads, and collector roads, which may be subcategorized into principal, major or minor levels. Those levels may be further grouped into urban and rural categories.

Future Land Use Map: The graphic aid intended to depict the spatial distribution of various uses of the land in the City by land use category, subject to the Goal, Objectives, and Policies and the exceptions and provisions of the Future Land Use Element text and applicable development regulations.

Gateway: Gateways are an architectural feature, hardscape, or landscaping that signifies a transition between one space and another.

Geographic Information System: A computer hardware/software system capable of storing and analyzing geographic information as well as sophisticated image processing.

Greenways: A linear park or open space which connects natural, cultural, recreational, and historic resources. It can be hard surfaced pathways that permit different recreational uses such as walking, jogging, and biking, or they can be natural corridors with a simple path along a stream or riverbank.

Group Home: Means a facility which provides a living environment for unrelated residents who operate as the functional equivalent of a family, including such supervision and care as may be necessary to meet the physical,

emotional, and social needs of the residents. Adult Congregate Living Facilities comparable in size to group homes are included in this definition. It shall not include rooming or boarding homes, clubs, fraternities, sororities, monasteries or convents, hotels, residential treatment facilities, nursing homes, or emergency shelters.

Growth Management: A method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety, and welfare benefits to the residents of the community.

Hazardous Materials: Any substance or material in a quantity or form that may pose an unreasonable risk to health and safety or to property when stored, transported, or used in commerce.

Hazardous Waste: A material identified by the Florida Department of Environmental Protection as a hazardous waste. This may include but is not limited to a substance defined by the Environmental Protection Agency based on the 1976 Resource Conservation and Recovery Act, as amended, as:

- Being ignitable, corrosive, toxic, or reactive;
- Fatal to humans in low doses or dangerous to animals based on studies in the absence of human data;
- Listed in Appendix 8 of the Resource Conservation and Recovery Act as being toxic and potentially hazardous to the environment.

Headway: Time between (transit) buses on a route.

Historic Preservation: The act of conservation or recreating the remnants of past cultural systems and activities that is consistent with original or historical character. Such treatment may range from a pure "restoration" to adaptive use of the site but its historic significance is preserved.

Historic Resources: A building, structure, district, area, site, object, or document that is of significance in American, State, or local history, architecture, archaeology, or culture and is listed or eligible for listing on the Florida Master Site File, the National Register of Historic Places or designated by local ordinance.

HOME: The HOME Investment Partnerships Program which is authorized by Title II of the National Affordable Housing Act. In general, under the HOME Investment Partnerships Program, HUD (Housing and Urban Development) allocates funds by formula among eligible state and local governments to strengthen public- private partnerships to provide more affordable housing. Generally, HOME funds must be matched by nonfederal resources.

Household: A household includes all the persons who occupy a group of rooms or a single room which constitutes a housing unit.

Housing: Housing is basically shelter, but it also is privacy, location, environmental amenities, and, for many, an investment. This analysis, however, is limited to the shelter aspect of housing, since there is no accurate way to measure the other components.

Housing Stock: The aggregate of individual housing units within the City. This term is used interchangeably with housing inventory in the study.

Housing Supply: The amount of standard housing available for occupancy at a given price and a given point in time.

Housing Unit: A group of rooms or a single room is regarded as a housing unit when it is occupied as separate living quarters, that is, when the occupants do not live and eat with any other persons in the structure, and when there is either: 1) direct access from the outside of the building or a common hall, or 2) complete kitchen facilities for the exclusive use of the occupants of the household.

Human Scale: A combination of qualities in architecture or the landscape that provides an appropriate relationship to human size, enhancing rather than diminishing the importance of people.

Hurricane Evacuation Clearance Time: The amount of time specified by the Southwest Florida Regional Planning Council for the safe evacuation of hurricane- vulnerable areas.

Hurricane Evacuation Routes: The routes designated by County emergency management officials that have been identified with standardized state-wide directional signs by the Florida Department of Transportation, or are identified in the regional hurricane evacuation study for the movement of persons to safety in the event of a hurricane.

Hurricane Shelter Space: At a minimum, an area of twenty square feet per person located within a hurricane shelter.

Impact Fee: A fee levied by a local government on new development so that the new development pays its proportionate share of the cost of new or expanded facilities required to service that development.

Impervious: Land surfaces which do not allow (or minimally allow) the penetration of water. An increase in the amount of impervious area will increase the rate and volume of runoff from a given drainage basin.

Impervious Surface: Surface that has been compacted or covered with a layer of material so that it is highly resistant to infiltration by water, including surfaces such as compacted sand, lime rock, shell, or clay, as well as most conventionally surfaced streets, roofs, sidewalks, parking lots and other similar structures.

Income: All income earned by each adult member of the family, including gross wages, social security, Workman's Compensation, child support, and public assistance (exclusive of any amount designated for shelter and utilities).

Industrial Uses: The activities predominantly connected with manufacturing, assembly, processing, or storage of products.

Infill: Development which occurs on scattered vacant lots in a developed area. Development is not considered infill if it occurs on parcels exceeding one half acre or more.

Informal Agreements: are simple non-binding arrangements of cooperation to provide services or facilities among different entities. Informal agreements are not always binding, and they may represent acts of goodwill between communities or other entities.

Infrastructure: Those man-made structures which serve the common needs of the population, such as: sewage disposal systems; potable water systems; potable water wells serving a system; solid waste disposal sites or retention areas; stormwater systems; utilities; piers; docks; wharves breakwaters; bulkheads; seawalls; bulwarks; revetments; causeways; marinas; navigation channels; bridges; and, roadways.

Inlet: A structure which allows stormwater to flow into a conveyance system.

Intent: A specific, measurable, intermediate end that is achievable and marks progress toward a Vision.

Intensity: A measure of land use activity based on density, use, mass, size, and impact. May be used synonymously with or measured by FAR

Interchange: A system of interconnecting roadways in conjunction with one or more grade separations, providing for the interchange of traffic between two or more roadways on different levels.

Intergovernmental Coordination: The process in which different levels of government (federal, State, regional, local) act together in a smooth, concerted way to either avoid and/or mitigate adverse impacts that one may impose on the other or to share the responsibilities and benefits of a common service or facility.

Intermodal: Between or including more than one means or mode of transportation.

JPA/ILSBA: Joint Planning Area/Interlocal Service Boundary Agreement

Land Development Regulations: Ordinances enacted by governing bodies for the regulation of any aspect of development and includes any local government zoning, rezoning, subdivision, building construction or sign regulations or any other regulations controlling the development of land. May also be referred to and or include Land Development Code, Zoning Code, Zoning Regulations, or similar.

Land Use Map: The graphic aid intended to depict the spatial distribution of various uses of the land in the City by land use category, subject to the Vision, Intent and Strategies and the exceptions and provisions of the Land Use Element text and applicable development regulations.

Landscape: The totality of the built or human- influenced habitat experienced at any one place. Dominant features are topography, plant cover, buildings, or other structures and their patterns.

Level of Service (LOS): An indicator of the extent or degree of service provided by, or proposed to be provided by a facility based on and related to the operational characteristics of the facility. Level of Service shall indicate the capacity per unit of demand for each public facility.

Limited Access Facility: A roadway especially designed for through traffic, and over, from, or to which owners or occupants of abutting land or other persons have no greater than a limited right or easement of access.

Local Planning Agency (LPA): Chapter 75-390 and Chapter 78- 523, Laws of Florida, designate The Planning Commission as the Local Planning Agency (LPA) for the City of Venice and give it the responsibility of preparing the Comprehensive Plans for those jurisdictions.

Local Road: A classification of roadway; See Roadway

Low and Moderate Income Families: "Lower income families" as defined under the Section 8 Assisted Housing Program or families whose annual income does not exceed 80 percent of the median income for the area. The term "families" includes "households".

Low Income Housing Tax Credit Program (LIHTC): The Low-Income Housing Tax Credit Program is a Federal program which awards developers a dollar for dollar reduction in income tax liability in exchange for their acquisition and substantial rehabilitation or new construction of low-income rental housing units.

Low-Income: Households whose incomes do not exceed 80 percent of the median income for the area, as determined by HUD with adjustments for smaller and larger families, except that HUD may establish income ceilings higher or lower than 80 percent of the median for the area on the basis of HUD's findings that such variations are necessary because of prevailing levels of construction costs or fair market rents, or unusually high or low family incomes. (NOTE: HUD income limits are updated annually and are available from local HUD offices (This term

corresponds to low and moderate income households in the CDBG (Community Development Block Grant) Program.)

Maintenance, historic resources: 1) Protective care of an object or building from the climate, chemical and biological agents, normal use, and intentional abuse; 2) Ordinary maintenance, as work not requiring a building permit done to prevent deterioration of a building or structure or any part thereof by restoring the building or structure as nearly as practicable to its condition prior to such deterioration, decay, or damage.

Manufactured Housing: Manufactured housing means a mobile home fabricated on or after June 15, 1976, in an offsite manufacturing facility for installation or assembly at the building site, with each section bearing a seal certifying that it is built in compliance with the federal Manufactured Home Construction and Safety Standard Act.

Marina: An establishment with a waterfront location for the dockage of watercraft with more than two wet slips, and/or for the refueling of watercraft used primarily for recreation, and providing minor repair services for such craft. A marina may include on-shore accessory service uses, including food service establishment, laundry or sanitary facilities, sundries store and other customary accessory facilities such as boat livery.

Marine Habitat: Areas where living marine resources naturally occur, such as mangroves, seagrass beds, algal beds, salt marshes, transitional wetlands, marine wetlands, rocky shore communities, hard bottom communities, oyster beds or flats, mud flats, coral reefs, worm reefs, artificial reefs, offshore flats, offshore springs, near shore mineral deposits and offshore sand deposits.

Mass Transit: Passenger services provided by public, private or non-profit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus.

Mediation: A process whereby a neutral third party acts to encourage and facilitate the resolution of a dispute without prescribing what it should be. It is an, informal and nonadversarial process with the objective of helping the disputing parties reach a mutually acceptable agreement.

Mitigate: To offset or avoid negative impacts through avoiding the impact altogether; minimizing the impact by limiting the degree or magnitude of the action or its implementation; rectifying the impact by repairing, rehabilitating, or restoring the affected environment; reducing the impact over time by preservation or maintenance over the life of the action; or compensating for the impact by replacing or providing substitute resources.

Mixed-Use Development: A type of development that combines a mix of uses that may include residential, commercial and/or office uses within one building or multiple buildings with direct pedestrian access between uses.

Mobile Home: Mobile home means a structure, transportable in one or more sections, which, in the traveling mode, is eight body feet or more in width, and which is built on a metal frame and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities, and includes the plumbing, heating, air conditioning and electrical systems contained therein. If fabricated after June 15, 1976, each section bears a U. S. Department of Housing and Urban Development label certifying that is built in compliance with the federal Manufactured Home Construction and Safety Standards.

Modal Split: The percentage of total person trips utilizing each of the various modes of transportation (i.e., auto, bus, train, bicycle, walk).

Mode: The specific method chosen to make a trip, such as walk or rail transit. Typical modes are, walk, bicycle, motorcycle, automobile, van, taxi, bus, and a variety of rail transit technologies.

Moderate Income Household: Means one or more natural persons or a family with total annual adjusted gross household income of which is less than 120 percent of the median annual adjusted gross income for households within the state, or 120 percent of the median annual adjusted gross income for households within the metropolitan statistical area (MSA) or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

Multi-Family Dwelling Units: Three or more attached dwelling units either stacked vertically above one another and/or attached by both side and rear walls.

Multi-Modal Transportation System: May also be referred to as Multi-Modal, Multi-Modal system or similar; A comprehensive transportation system including, but not limited to, the following options of mode- choice: fixed-guideway transit, bus, auto, truck, motorcycle, bicycle, and pedestrian allowing the user opportunities to transfer between modes.

Multi-Use Trail: A facility physically separated from the road right-of-way for use by non-motorized travelers for transportation or recreation.

National Historic Landmark: Districts, sites, buildings, structures, and objects found to possess national significance in illustrating or representing the history and prehistory of the United States. These landmarks are designated by the Secretary of the Interior. NHLs number less than four percent of the properties listed in the National Register (from National Park Service publication).

Native Species: Flora and fauna that naturally occur in the City of Venice. Not to mean naturalized or indigenous species that originate from outside the County.

Natural Aquifer Recharge: The replenishment of groundwater in an aquifer.

Natural Plant Communities: Naturally-occurring stands of native plant associations exhibiting minimal signs of anthropogenic disturbance. Specific community types can be identified by characteristic dominant plant species composition. Community types found in Venice include pine flatwoods, dry prairie, sand pine scrub, sandhill, xeric hammock, mesic hammock, hardwood swamp, cypress swamp, freshwater marsh, wet prairie, coastal marsh, mangrove swamp, coastal strand and marine grassbeds. Descriptions of these community types are provided in the Inventory and Analysis section of the Conservation and Aquifer Recharge Element.

Natural Preserve or Natural Reservation: Areas designated for conservation purposes and operated by contractual agreement with, or managed by a federal, state, regional or local government or non-profit agency, such as: national parks, state parks, city and county parks, lands purchased under the Save Our Coast, Conservation and Recreation Lands, Save Our Rivers, or Environmental Lands Acquisition and Protection Programs (ELAPP), sanctuaries, preserves, monuments, archaeological sites, historic sites, wildlife management areas, national seashores and Outstanding Florida Waters. This definition does not include privately owned land managed by a state agency on either a voluntary or a short-term contractual basis.

Natural Shorelines: (other than those included in preservation areas), Class III Waters, Freshwater marshes and wet prairies, Sand pine scrub, Hardwood swamps, Cypress swamps, and Significant wildlife habitat.

Neighborhood: An integrated area related to the City of Venice and used to identify portions of the community and it may consist of residential districts, a school or schools, shopping facilities, religious buildings, and open spaces.

Non-Contributing Structure: A non-contributing building, site, structure or object does not add to the historic architectural qualities, historic associations or archaeological values for which a property is significant because a) it was not present during the period of significance b) due to alterations, disturbances, additions, or other changes, it no longer possesses historic integrity reflecting its character at that time or is incapable of yielding important information about the period, or c) it does not independently meet the National Register criteria.

NPDES Permit: National Pollutant Discharge Elimination System Permits are issued by the State under delegation from the federal government under the auspices of the Clean Water Act. Permits are issued to entities which may be expected to cause water pollution including the wastewater treatment facility, the Municipal Separate Storm Sewer System (MS4), certain Community Development Districts (CDDs) and construction firms. This permit requires the holder to operate their systems to either specific pollutant limitations or, in certain cases, to the maximum extent practicable.

Office: A structure for conducting business, professional, or governmental activities in which the showing or delivery from the premises of retail or wholesale goods to a customer is not the typical or principal activity. The display of representative samples and the placing of orders for wholesale purposes shall be permitted; however, no merchandise shall be shown, distributed nor delivered on, or from, the premises. No retail sales shall be permitted.

Open Space(s): Undeveloped lands suitable for passive recreation, conservation or stormwater uses. This term is subdivided for inventory purposes into the following:

- Pastoral or recreational open space: areas that serve active or passive recreation needs, e.g., golf courses, recreation/craft centers, federal, state, regional and local parks, forests, historic sites, etc.
- Utilitarian open space: those areas not suitable for residential or other development due to the existence of hazardous and/or environmentally sensitive conditions, e.g., airport flight zones, floodplains, lakes and rivers, wetlands, wellfields, etc. This category is sometimes referred to as “health and safety” open space.
- Corridor or (linear) open space: areas through which people travel, and which may also serve an aesthetic or leisure purpose. For example, an interstate highway, designated as a scenic highway, may connect point a to point b, but may also offer an enjoyable pleasure drive for the family. This open space is also significant in its ability to connect one residential or leisure area with another.

Outfall: Location where stormwater flows out of a given system. The ultimate outfall of a system is usually a-receiving water.

Outstanding Florida Waters: Surface waters that have been deemed to be worthy of special protection as identified in Section 62-302.700, FAC. May be referred to as OFW

Overlay: A zoning district established by ordinance to prescribe special regulations to be applied to a site in combination with the underlying future land use designation or base zoning district.

Park land: May also be included as Functional Open Space (Note: Functional Open Space is defined in Strategy OS 1.1.1); Dedicated land which is open to the public, and publicly accessible via boardwalk or roadway, and contiguous usable upland property. See also Parks Master Plan.

Peak Hour Level of Service: is the level of service based on the hourly volume during the peak hour divided by the peak fifteen-minute rate of flow within the peak hour.

Peak Hour Peak Direction Level of Service: is the level of service determined by the proportion of traffic during the peak hour traveling in the predominant direction.

Pedestrian: An individual traveling on foot.

Pervious: Land surfaces which allow the penetration of water. A decrease in pervious area will increase the rate and volume of runoff from a given drainage basin.

Planned Unit Development (PUD): A form of development recognized within the City's Land Development Code as a specific implementing zoning district. Development that is designed as a unit, and which may include only one or a mixture of land uses, and which generally avoids a gridiron pattern of streets, and usually provides common open space, recreation areas or other amenities. Requirements include submission and review of site plans as part of a rezoning.

Planned Development: Land that is under unified control and planned and developed as a whole in a single development operation or a programmed series of development operations. A planned development includes principal and accessory structures and uses substantially related to the character and purposes of the planned development. A planned development is constructed according to comprehensive and detailed plans which include not only streets, lots or building sites and similar, but also plans for all buildings.

Playground: A recreation area with play apparatus.

Plaza: The Spanish name for an open square in an urban area, used as a market place, park, or for public assembly.

Pollution: The presence in the outdoor atmosphere, ground, or water, of any substances, contaminants, noise or manmade or man-induced alteration of the chemical, physical, biological, or radiological integrity of air or water, in quantities or at levels which are or may be potentially harmful or injurious to human health or welfare, animal or plant life, or property, or which does or may unreasonably interfere with the enjoyment of life or property.

Port Facility (Harbor): Harbor or shipping improvements used predominantly for commercial purposes, including channels, turning basins, jetties, breakwaters, landings, wharves, docks, markets, structures, buildings, piers, storage facilities, plazas, anchorages, utilities, bridges, tunnels, roads, causeways and all other property or facilities necessary or useful in connection with commercial shipping.

Potable Water Wellfield: the site of one or more water wells which supply potable water for human consumption to a water system which serves at least 15 service connections used by year-round residents or regularly serves at least 25 year-round residents.

Poverty Level: A federally-defined income classification based on a property index that takes into account such factors as family size, number of children, and urban vs. rural residents, as well as the amount of income. The cutoff levels are updated every year to reflect changes in the Consumer Price index.

Preservation Areas: Environmentally sensitive areas which may include the following:

- Aquatic preserves;
- Essential wildlife habitat;
- Class I and II Waters;
- Marine grass-beds;
- Coastal strand;
- Coastal marshes;
- Mangrove swamps; and
- State wilderness areas.

Preserve: An area set aside specifically for the protection and safekeeping of certain values within the area, such as game, wildlife, forest, etc. Preserves may or may not be outdoor recreation areas, depending on the use allowed therein.

Public Access: The ability of the public to physically reach, enter or use recreation sites including beaches and shores.

Public Buildings and Grounds: Structures or lands that are owned, leased, or operated by a government entity, such as civic and community centers, hospitals, libraries, police stations, fire stations, and government administration buildings.

Public Facilities: Publicly owned infrastructure including, transportation systems or facilities, sewer systems or facilities, solid waste systems or facilities, drainage systems or facilities, potable water systems or facilities, educational systems or facilities, parks and recreation systems or facilities and public health systems.

Recreation: The pursuit of leisure time activities occurring in an indoor or outdoor setting.

Recreation Facility: A component of a recreation site used by the public such as a trail, court, athletic field, or swimming pool.

Recreational Uses: Activities within areas where recreation occurs.

Redevelopment: The reuse, demolition and reconstruction or substantial renovation of existing buildings or infrastructure within urban infill areas, existing urban service areas, or community redevelopment areas.

Rehabilitation, historic resources: The act or process of returning a property to a state of utility through repair or alteration which make possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural, and cultural values (Secretary of the Interior's Standards).

Relocation Housing: Dwellings which are made available to families displaced by public programs, provided that such dwellings are decent, safe and sanitary and within the financial means of the families or individuals displaced.

Renovation: Modernization of an old or historic building that may produce inappropriate alterations or elimination of important features and details. When proposed renovation, activities fall within the definition of "rehabilitation" for historic structures, they are considered to be appropriate treatments.

Residence: Single-family dwellings, duplexes, triplexes, and garage apartments, and all other living units. Each living unit of a duplex or triplex and each garage apartment shall be deemed a separate residence.

Resident Population: Inhabitants counted in the same manner utilized by the United States Bureau of the Census, in the category of total population. Resident population does not include seasonal population.

Restoration: The act of accurately recovering the form and details of a property and its setting as it appeared at a particular period of time by means of the removal of later work or the replacement of missing earlier work (Secretary of the Interior's Standards).

Retention Basin: A stormwater facility which has no structural outfall and the discharge from which is limited to percolation, evaporation, and evapotranspiration.

Reuse: A use for an existing building or parcel of land other than that for which it was originally intended.

Right-of-Way (ROW): Land in which the state, a county, or a municipality holds the fee simple title or has an easement dedicated or required for a public use.

Roadway/Roadway Functional Classification: The assignment of roads into categories according to the character of service they provide in relation to the total road network. Basic functional categories include limited access facilities, arterial roads, and collector roads, which may be subcategorized into principal, major or minor levels. Roadways 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
- Significant Local Roads 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.

Roadway Segment or Link: A portion of a road usually defined at its ends by an intersection, a change in lane or facility type, or a natural boundary.

Saffir/Simpson Hurricane Scale: Describes the degree of hazard and damage potential generally associated with the full range of hurricane intensities. The following describes the five categories of storms accepted for the Gulf and Atlantic coasts.

- Category 1 - Winds of 74 to 95 miles per hour. Damage primarily to shrubbery, trees, foliage, and unanchored mobile homes. No real damage to other structures. Some damage to poorly constructed signs. Storm surge 6 to 8 feet above normal. Low-lying coastal roads inundated, minor pier damage, some small craft in exposed anchorage torn from moorings.
- Category 2 - Winds of 96 to 100 miles per hour. Considerable wind damage to shrubbery and tree foliage, some trees blown down. Major damage to exposed mobile homes. Extensive damage to poorly constructed signs. Some damage to roofing materials of buildings; some window and door damage. No major damage to inland buildings. Considerable damage to piers, marinas, and small craft in

unprotected anchorage. Storm surge 9 to 11 feet above normal, damage and flooding as described in Category 1.

- Category 3 - Winds of 111 to 130 miles per hour. Foliage torn from trees, large trees blown down. Practically all poorly constructed signs blown down. Some damage to roofing material of buildings; some window and door damage. Some structural damage to small buildings. Mobile homes destroyed. Storm surge 12 to 18 feet above normal. Serious flooding along the coast, with larger structures being damaged and small structures destroyed by waves and floating debris.
- Category 4 - Winds of 131 to 155 miles per hour. Shrubs and trees blown down. All signs blown down. Extensive damage to roofing materials, windows, and doors. Complete failure of roofs on many small residences. Complete destruction of mobile homes. Storm surge 18 to 22 feet above normal. Major damage to lower floors of structures near the coast due to flooding, waves, and floating debris.
- Category 5 - Winds greater than 155 miles per hour. Shrubs and trees blown down, considerable damage to roofs of buildings; all signs down. Very severe and extensive damage to windows and doors. Some complete building failures. Small buildings overturned or blown away. Complete destruction of mobile homes. Storm surge greater than 22 feet above normal. Major damage to lower floors of all structures less than 15 feet above sea level within 500 yards of shore.

Sanitary Landfill: A disposal facility employing an engineered method of disposing of solid waste on land in a manner which minimizes environmental hazards by spreading the solid wastes in thin layers, compacting to the smallest practical volume, and applying cover material as required by state and federal regulations.

Scale: Generally refers to relative size or extent. Scale is determined by a building or other objects relating to its surroundings, by the width of adjacent streets and by buildings as they relate to these streets. May be reflective of Human Scale or Context Sensitive Design. Human scale is accomplished when dimensions of adjacent objects or buildings are related to those of the human figure.

Setback: Physical distance that serves to minimize the effects of development activity on an adjacent property, structure, or natural resource, and within which it may be necessary to restrict activities for the area. Also, a required horizontal distance from the subject land or water area designed to reduce the impact on adjacent land of land uses or cover types located on the subject land or water area.

Shoreline: Interface of land and water in oceanic and estuarine conditions which follows the general configuration of the mean high water line (tidal water) and the ordinary high water mark (fresh water).

Significant Wildlife Habitat/Wildlife Habitat: Contiguous stands of natural plant communities which have the potential to support healthy and diverse populations of wildlife and which have been identified on the Florida Fish and Wildlife Conservation Commission's strategic habitat conservation area map, biodiversity hot spot map or Sarasota County significant wildlife habitat map.

Single Family Attached Dwellings: A structure containing three or more single family dwelling units with both side walls (except end units of building) attached from ground to roof.

Single Family Detached Dwellings: A single family dwelling with open space on all sides.

Single Family Dwelling: A structure containing a single family unit occupying the building from ground to roof.

Site: Any tract, lot or parcel of land or combination of tracts, lots or parcels of land which are in one ownership, or are contiguous and in diverse ownership where development is to be performed as part of a unit, subdivision, or project.

Socio-Economic Data: Information about people and economies, such as demographics (age, race, sex, birth rates, etc) and economics (incomes and expenditures of a community or government).

Solid Waste: Garbage, refuse, yard-trash, construction and demolition debris, white goods, special waste, ashes, sludge, or other discarded material including solid, liquid, semi-solid, or contained gaseous material resulting from domestic, industrial, commercial, mining, agricultural, or governmental operations. The term does not include nuclear source or by-product materials regulated under Chapter 404, Florida Statutes, or under the Federal Atomic Energy Act of 1954, as amended; suspended or dissolved materials in domestic sewage effluent or irrigation return flows, or other regulated point source discharges; regulated air emissions; and fluids or wastes associated with natural gas or crude oil exploration or production. The term includes the specific terms garbage, garden trash, rubbish, and industrial wastes, but excludes hazardous waste as herein defined.

State Housing Initiatives Partnership Program (SHIP): The State Housing Initiatives Partnership Program is created for the purpose of providing funds to local governments as an incentive for the creation of partnerships to produce and preserve affordable housing.

State Water Quality Standards: Numerical and narrative standards that limit the amount of pollutants that may be discharged to Waters of the State, as defined by Chapter 62302, FAC.

Stormwater: Flow of water which results from and which occurs immediately after a rainfall event.

Stormwater Management Facility: A feature which collects, conveys, channels, holds, inhibits, or diverts the movement of stormwater.

Stormwater Retention: To store stormwater to provide treatment before discharge into receiving waters or to provide a storage facility for stormwater where no outfall is available.

Stormwater Runoff: That portion of precipitation that flows off the land surface during, and for a short durations following, a rainfall event.

Stormwater Treatment Facility: A structural Best Management Practice (BMP) designed to reduce pollutant loading to a receiving water by either reducing the volume of flow, providing for the biological uptake of pollutants, the limiting the loading of pollutants or allowing pollutants to settle out of stormwater flow.

Strategy: The way in which programs and activities are conducted to achieve an identified Intent. Previously referred to as a "Policy".

Streetscape: The term streetscape refers to that general aggregation of all street-side elements of the urban environment perceived by the pedestrian or motorist. This street-side environment includes such things as street, alleys, parks, sidewalks, and parking lots. Streetscape elements include lighting, paving, traffic safety and control, signage, shelters, recreation and play equipment, street furniture, and other miscellaneous items.

Structure: Any object, constructed or installed by man, including but not limited to buildings, crane, antenna, towers, smoke stacks, utility poles and overhead transmission lines, advertising signs, billboards, poster panels, fences and retaining walls.

Subdivisions: The process of laying out a parcel of land into lots, parcels, tracts, or other divisions of land as defined in applicable State statues and local land development regulations.

Suburban: Generally refers to development on the periphery of urban areas, predominantly residential in nature with many urban services available. Intensity of development is usually lower than in urban areas.

Support Documents: Any surveys, studies, inventory maps, data, inventories, listings, or analyses used as bases for or in developing the local Comprehensive Plan.

SWFWMD: Southwest Florida Water Management District.

Townhouses: Two or more single family dwelling units within a structure having common side walls, front and rear yards, and individual entry ways. (See Single-Family-Semi-Detached Dwelling and Single-Family Attached Dwelling.)

Transfer of Development Rights: The transfer of a property's legal development rights either within a property owner's parcel, such as in wetlands density transfers, or offsite.

Transit-Oriented Development (TOD): Moderate and high-density housing concentrated in mixed - use developments located along transit routes. The location, design, and mix of uses in a TOD emphasize pedestrian oriented environments and encourage the use of public transportation.

Transportation Demand Management: Strategies and techniques that can be used to increase the efficiency of the transportation system. Demand management focuses on ways of influencing the amount and demand for transportation by encouraging alternatives to the single-occupant automobile and by altering local peak hour travel demand. These strategies and techniques may, among others, include: ridesharing programs, flexible work hours, telecommuting, shuttle services, and parking management.

Transportation Disadvantaged: Those individuals who because of physical or mental disability, income, status, or age are unable to utilize regular public or private transportation services and are therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life sustaining activities.

Transportation Improvement Program (TIP): Short-term (five-year) transportation plan which includes all projects to receive federal, state and local funds.

Transportation Management Associations (TMAs): Partnerships between business and local government designed to help solve local transportation problems associated primarily with rapid suburban growth. Sometimes called Transportation Management Organizations or TMOs.

Transportation System: This is the sum of all forms or modes of transportation which, taken together, provide for the movement of people and goods in the City of Venice. The system includes all forms of air, water, and ground transportation.

Transportation Systems Management (TSM): A process for planning and operating a unitary system of urban transportation. This views automobiles, public transportation, taxis, pedestrians, and bicycles as elements of one single urban transportation system. The key objective of TSM is to coordinate these individual elements through operating, regulatory and service policies so as to achieve maximum efficiency and productivity for the system as a whole.

Travel Demand Management (TDM): Low- cost techniques to reduce travel demand. These include ridesharing, public transit use, work-hour rescheduling, high occupancy vehicle lanes and park and ride facilities. The focus of these techniques is primarily on behavioral changes, rather than facility improvement.

Trip Demand: The magnitude of travel occurring between two locations or across a corridor.

Trip Generators and Attractors: These are types of land use which either generate or attract vehicular traffic. As an example, residential neighborhoods generate traffic, and Downtown Central Business Districts attract traffic.

Typologies: The classification of (usually physical) characteristics commonly found in buildings and urban places, according to their association with different categories, such as intensity of development (from natural or rural to highly urban), degrees of formality, and school of thought (for example, modernist or traditional). Individual characteristics form patterns. Patterns relate elements hierarchically across physical scales (from small details to large systems).

Urban Design: A process by which we may shape and regulate the physical form of our cities and towns in response to our human needs.

Urban Form: The integration of all the physical elements of a city into a three-dimensional whole.

Urban: Generally refers to an area having the characteristics of a city, with intense development and a full or extensive range of public facilities and services.

Very Low Income Family: A family is very low income if its adjusted income does not exceed 50% of the median income of the area as determined by HUD, with adjustments for family size.

Vision: The long-term end toward which programs or activities are ultimately directed.

Wastewater: shall mean the spent water of the community comprising the liquid and water-carried wastes from residences, commercial buildings, industries, and institutions, together with minor quantities of ground and surface waters that are not admitted intentionally.

Wastewater Facility: Shall mean any wastewater treatment plant, pipeline, structure, pumping station, or other facility used to collect, transmit, or treat wastewater.

Wastewater Treatment Plant: Shall mean a plant designed to treat and dispose wastewater for the purpose re-use or safe discharge into the environment.

Wellhead Protection Area: an area designated by local government to provide land use protection for the groundwater source for a potable water wellfield, including the surface and subsurface area surrounding the wellfield. Differing levels of protection may be established within the wellhead protection area commensurate with the capacity of the well and an evaluation of the risk to human health and the environment. Wellhead protection areas shall be delineated using professionally accepted methodologies based on the best available data and considering any zones of contribution described in existing data.

Wetlands: Lands that are transitional between terrestrial (upland) and aquatic (open water) systems where the water table is usually at or near the surface, or where the land is covered by shallow water, such lands predominantly characterized by hydrophytic vegetation. The presence of hydric soils as determined by the U. S. Soil Conservation Service, and other indicators of regular or periodic inundation, shall be used as presumptive evidence of the presence of a wetland area. The existence and extent of these shall be determined by the jurisdictional limits defined by Chapter 624, FAC. and implemented by the Florida Department of Environmental Protection, or as defined within Chapter 40D-4 FAC. and implemented by the Southwest Florida Water Management District, or as defined within the EPC Wetlands Rule, Ch. 1-11.

Wildlife Corridors: Contiguous stands of wildlife habitat that facilitate the natural migratory patterns, as well as other habitat requirements (e.g., breeding, feeding), of wildlife.

Wildlife: Any member of the plant and animal kingdoms, with the exception of man, including but not limited to any mammal, fish, bird, amphibian, reptile, mollusk, crustacean, arthropod, or other invertebrate and excluding domestic animals.

Zoning: In general the demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the uses within those zones (commercial, industrial, residential, type of residential) and the location, bulk, height, shape, and coverage of structures within each zone.

APPENDIX

Intergovernmental Coordination Matrix

APPENDIX

Intergovernmental Coordination Matrix

2. Intergovernmental Coordination Matrix

Each Element within the City's Comprehensive Plan contains Strategies related to Intergovernmental Coordination specific to accomplishing the Vision, and Intents within that Element. Table IC-A1, below is intended to summarize the Intergovernmental Coordination from each element, for quick reference.

TABLE IC-A1 - INTERGOVERNMENTAL COORDINATION SUMMARY

Agency	Existing Coordination Mechanism	Subject	Nature of Relationship
Sarasota County	Joint Planning and Interlocal Service Boundary Agreement	Growth Planning	Coordination infrastructure and public utility services
Sarasota County	Interlocal Agreement	Caspersen Beach Utilities	City of Venice provides utility service to this County owned and Maintained Park
Sarasota County	Interlocal Agreement	Curry Creek Improvement District Sewer Billing	City of Venice will bill and collect sewer charges and capacity fees on behalf of the County within a portion of the District
Sarasota County	Interlocal Agreement	Wastewater	Construction and Maintenance of certain wastewater facilities
Sarasota County	Interlocal Agreement	Potable Water	Construction and Maintenance of certain potable water facilities
Sarasota County, Southwest Florida Regional Planning Council, Southwest Florida Water Management District, and Sarasota County School Board	Technical Review Committee	Site and development plan reviews	Coordinate Site and Development Plan review
Sarasota County	Informal Planning Relationship	Infrastructure/Public Service needs	Development, expansion, maintenance, and financial feasibility of public services and infrastructure systems needs
Sarasota County (Cities of North Port, Sarasota, Venice, and Town of Longboat Key)	Informal Planning Relationship	City Council Coordination	Coordination between local planning authorities within Sarasota County
Sarasota County, Southwest Florida Regional Planning Council, Southwest Florida Water Management District, Sarasota-Manatee Metropolitan Planning Organization, Sarasota County School Board, and State of Florida	Informal Planning Relationship	Long Range Planning	Coordinate future long large planning efforts
Sarasota County	Informal Planning Relationship	Park and Recreational Services	Coordinate Maintenance, Operation, and

Agency	Existing Coordination Mechanism	Subject	Nature of Relationship
			Development, of Park and Recreational Services
Sarasota County, Florida Department of Environmental Protection, and United States Environmental Protection Agency	Informal Planning Relationship	Habitat and Natural Resource Protection	Protection and conservation of sensitive natural habitats, ecosystems, natural resources, and protected species.
Sarasota County, Florida Department of Environmental Protection, United States Environmental Protection Agency, and West Coast Inland Navigation District	Informal Planning Relationship	Estuarine Environmental Protection	Estuarine environment, water quality, and marine habitats
Sarasota County, Southwest Florida Water Management, and Peace River/Manasota Water Supply Authority	Informal Planning Relationship	Regional Water Supply System	Interconnected potable water supply system, regional water planning, and coordination of supply system lines
Southwest Florida Water Management District, Peace River/Manasota Water Supply Authority	Informal Planning Relationship	Groundwater Resource Coordination	Protection of artesian aquifers and natural groundwater recharge areas.
Florida Department of Environmental Protection, and Southwest Florida Water Management District	Informal Planning Relationship	Stormwater Management Coordination	Stormwater drainage permits, regulations, and restrictions
Sarasota County	Informal Planning Relationship	Solid Waste Coordination	Disposal of solid waste
Sarasota County, Sarasota County School Board, YMCA, Gulf Coast Community Foundation of Venice, and Boys and Girls Club	Informal Planning Relationship	Shared Facilities	Multi-use facilities with other and public partner entities
Sarasota County, State of Florida, FEMA, Army Corps of Engineers, Red Cross	Informal Planning Relationship	Emergency Management Coordination	Emergency management preparedness, mitigation, and response
Sarasota County	Informal Planning Relationship	Library Services	Providing library services
Sarasota County School Board	Informal Planning Relationship	School Facilities and Educational Services	Educational services and development of school facilities
Sarasota County	Informal Planning Relationship	Regional Linear Trail System	Urban trails, bikeways, footpaths, blueways, and sidewalks
Sarasota County	Informal Planning Relationship	Transit Access	Bus service, public facilities, and properties
Venice Historical Commission, Venice Area	Informal Planning Relationship	Historic Preservation Coordination	Historic preservation resources

Agency	Existing Coordination Mechanism	Subject	Nature of Relationship
Historical Society, Venice MainStreet, Sarasota, County, State Office of Cultural and Historical Programs, National Trust, and United States Department of Interior			
Sarasota County, State of Florida, and United States Department of Housing and Urban Development	Informal Planning Relationship	Coordinated Housing Solutions	Inventory, monitor, and maintain the quality and quantity of the region's community housing supply
Sarasota County, SWFRPC, SWFWMD, Florida Department of Community Affairs	Informal Planning Relationship	Planning and Development Coordination	Planning and development of land, transportation, public facilities, and infrastructure systems
SWFRPC	Informal Planning Relationship	Intergovernmental Conflict Coordination	Informal mediator
SWFWMD	Informal Planning Relationship	10-Year Water Supply Plan	Evaluation of impacts from developments and plan amendments
West Coast Inland Navigation District	Informal Planning Relationship	Coordination with WCIND	Preservation and conservation of the Intracoastal Waterway
Sarasota County	Joint Planning and Interlocal Service Boundary Agreement	Future Land Use Map Series	Future annexations and planning activities
Sarasota County	Joint Planning and Interlocal Service Boundary Agreement	Planning Areas	Implementation process
Sarasota County	Joint Planning and Interlocal Service Boundary Agreement	Extrajurisdictional Impact Areas	Efficient provision of public facilities and services and compatibility of land uses
Sarasota County	Joint Planning and Interlocal Service Boundary Agreement	Development of Extrajurisdictional Impact Review	Comprehensive Plan Amendments, Rezoning or Special Exceptions

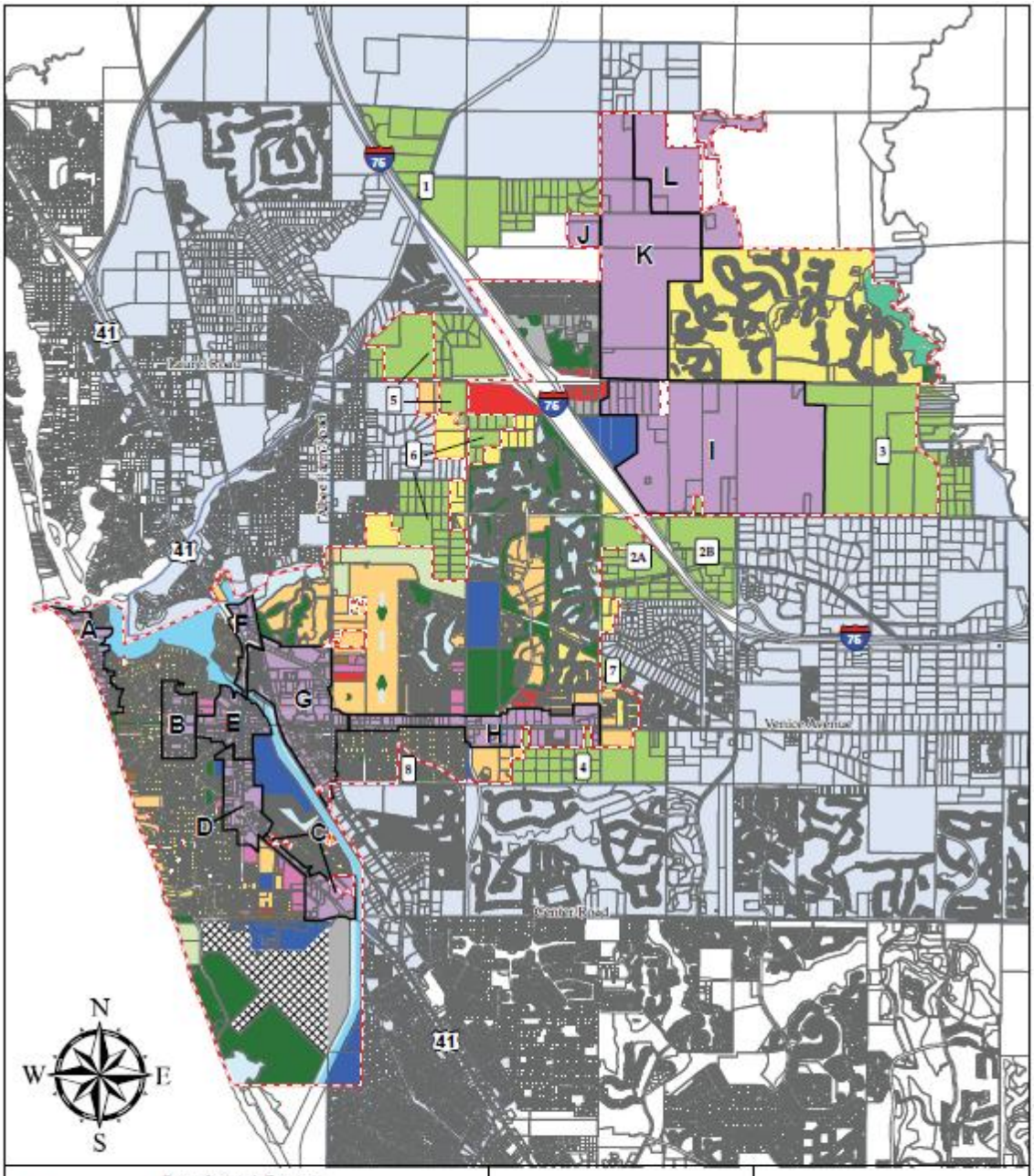
Page A28 Intentionally Left Blank

APPENDIX
PLANNING AREAS

APPENDIX
PLANNING AREAS

3. Planning Areas

The following Maps from the 2010 Comprehensive Plan are provided for the sole purpose of identifying the previously approved Planning Areas. This information is provided in support (reference) to Strategy LU 4.1.1 and Figure LU-12.


75
41
Venice Avenue
Center Road
N
S
E
W
Boundaries & Features
CITY OF VENICE LIMITS, 2010
POTENTIAL VOLUNTARY ANNEXATION AREAS
POTENTIAL COORDINATION AREAS
PARCEL BOUNDARIES
MAJOR ROADS
PLANNING AREAS
Future Land Use
LOW DENSITY RESIDENTIAL
MEDIUM DENSITY RESIDENTIAL
HIGH DENSITY RESIDENTIAL
MIXED USE RESIDENTIAL
COMMERCIAL
INSTITUTIONAL-PROFESSIONAL
AIRPORT OPERATIONS
INDUSTRIAL
INDUSTRIAL - COMMERCIAL
GOVERNMENT USE
RECREATION & OPEN SPACE
CONSERVATION
MARINE PARK
GREENWAY/RIVER BUFFER
WATERWAYS
0 0.3 0.6 1.2 1.8 2.4 3
Miles
Planning Areas
Specific future land use designations apply to the following planning areas:
A - TARPON CENTER/ESPLANADE*
B - HERITAGE PARK*
C - SOUTHERN GATEWAY
D - ISLAND PROFESSIONAL*
E - CITY CENTER*
F - NORTHERN GATEWAY*
G - SEABOARD
H - EASTERN GATEWAY
I - SOUTH LAUREL*
J - SHAKETT CREEK
K - KNIGHTS TRAIL
L - GENE GREEN
* These areas have been identified as Energy Conservation Areas.
JPA/ILSBA Areas
The following areas have been designated as Potential Voluntary Annexation Areas under the Joint Planning & Interlocal Service Boundary Agreement between the City of Venice and Sarasota County:
1 - RUSTIC RD
2a - AUBURN RD TO I-75
2b - I-75/ACARANDA BLVD
3 - BORDER RD TO MYAKKA RIVER
4 - SOUTH VENICE AVE
5 - LAUREL RD MIXED USE
6 - PINEBROOK RD
7 - AUBURN RD
8 - GULF COAST BLVD
Map FLUM-1
City of Venice 2030 Future Land Use Map

City of Venice

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

Planning Area
Venice City Limits, 2010
Parcels
Subarea Delineation

FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 16.1 AND POLICY 16.2 OF THE FUTURE LAND USE & DESIGN ELEMENT.

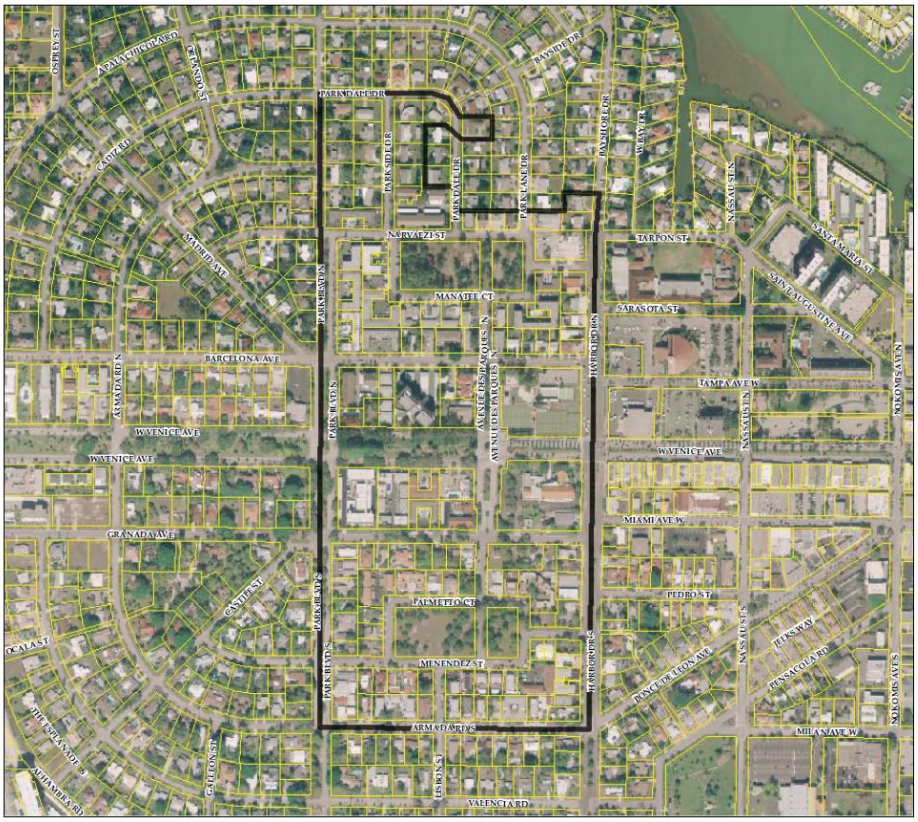
City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER

Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.

N
W
E
S

Miles
0 0.04 0.08 0.16 0.24

WADETRIM



City of Venice

Map FLUM-3
Heritage Park Neighborhood
(Planning Area B)

Planning Area
Venice City Limits, 2010
Parcels

FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 16.3 AND POLICY 16.4 OF THE FUTURE LAND USE & DESIGN ELEMENT.

City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER

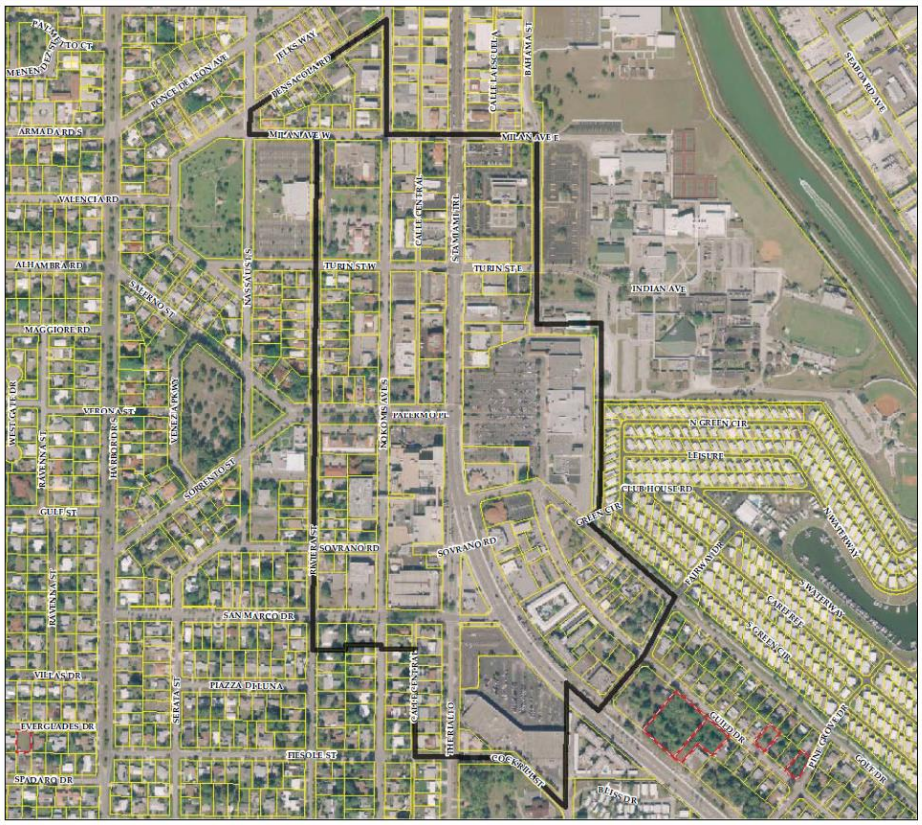
Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.

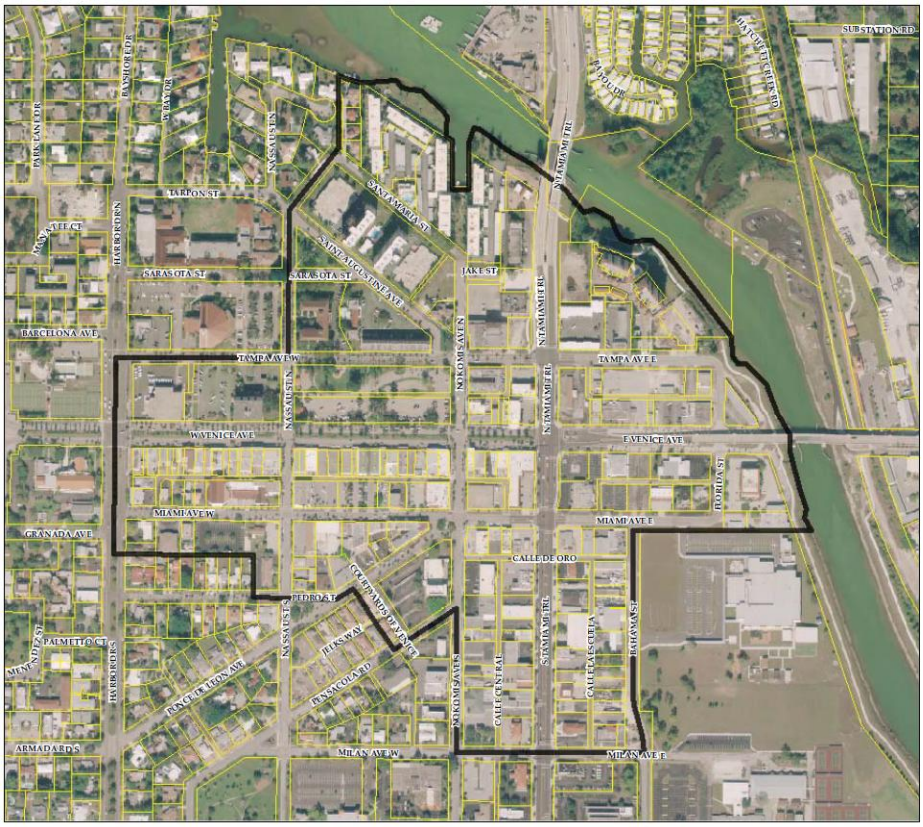
N
W
E
S

Miles
0 0.035 0.07 0.14 0.21

WADETRIM

PARK AVE
PINE RD
BAY ST
FIRENZE AVE E
VISTA RD
FORT ST
PRIVATE
PLAZA MAYOR
COURT ST
FIELD AVE E
AURORA AVE E
ALBA AVE E
BASE AVE E
AIRPORT AVE E
COOPERS L
COCKTAIL ST
BEACH MANOR CIR
DAVIS ST
AVE NTADELGECO
RINGLING DR
STAMIAMI TRL
CATTLEMEN RD
AMORA AVE
FORTEDEL ASCO
WATER WAY
TURF ST
RYE ST
SYMES ST
GARDEN CIR
CAPE HEN
GULF DR
PARK GROVE
BLVD DR
INDIAN AVE S
INDIAN AVE N
City of Venice
Map FLUM-4
Southern Gateway Corridor
(Planning Area C)
Planning Area
Venice City Limits, 2010
Parcels
FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 16.5 AND POLICY 16.6 OF THE FUTURE LAND USE & DESIGN ELEMENT.
City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER
Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.
N
W
E
S
Miles
0 0.035 0.07 0.14 0.21
WADETRIM


PALMETTO CT
MENENDEZ
JULIS WAY
PONCE DE LEON AVE
BENVENUTO BLVD
ARMADA RD S
MILAN AVE W
MILAN AVE E
VALENCIA RD
ALHAMBRA RD
TURIN ST W
TURIN ST E
CATTLE ENTRAIL
STAMIAMI TRL
BAHAMA ST
SEABOA RD AVE
INDIAN AVE
MAGGIORE RD
SEMPRONST
NASSAU ST N
VERONA ST
VENEZIA PASSO
WEST GATE DR
RAVENNA ST
PATERMO PL
NOKOMIS AVE S
SORRENTO ST
GULF ST
SOVRANO RD
RIVER ST
N GREEN CIR
LEISURE
CLUB HOUSE RD
GREEN CIR
FAIRWAY DR
WATERWAY
CAPE HEN
S GREEN CIR
SAN MARCO DR
VILLAS DR
PIAZZA D LUNA
SERATA ST
EVERGLADES DR
FIESOLE ST
CAPE HEN PL
TIMBERFIELD
COCKSPUR ST
SPADARO DR
GULF DR
PINE CREST DR
City of Venice
Map FLUM-5
Island Professional Neighborhood
(Planning Area D)
Planning Area
Venice City Limits, 2010
Parcels
FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 16.7 AND POLICY 16.8 OF THE FUTURE LAND USE & DESIGN ELEMENT.
City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER
Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.
N
W
E
S
Miles
0 0.04 0.08 0.16 0.24
WADETRIM



City of Venice

Map FLUM-6
City Center Sector
(Planning Area E)

Planning Area
Venice City Limits, 2010
Parcels

FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 16.9 AND POLICY 16.10 OF THE FUTURE LAND USE & DESIGN ELEMENT.

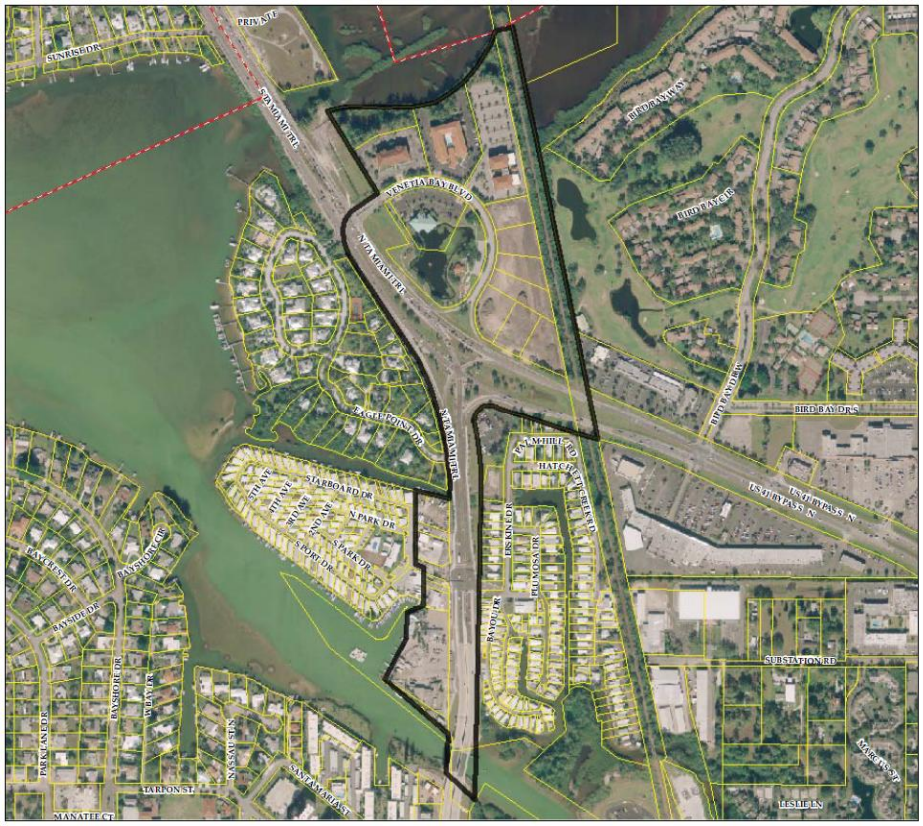
City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER

Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.

N W E S

Miles
0 0.03 0.06 0.12 0.18

WADETRIM



City of Venice

Map FLUM-7
Northern Gateway Corridor
(Planning Area F)

Planning Area
Venice City Limits, 2010
Parcels

FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 16.11 AND POLICY 16.12 OF THE FUTURE LAND USE & DESIGN ELEMENT.

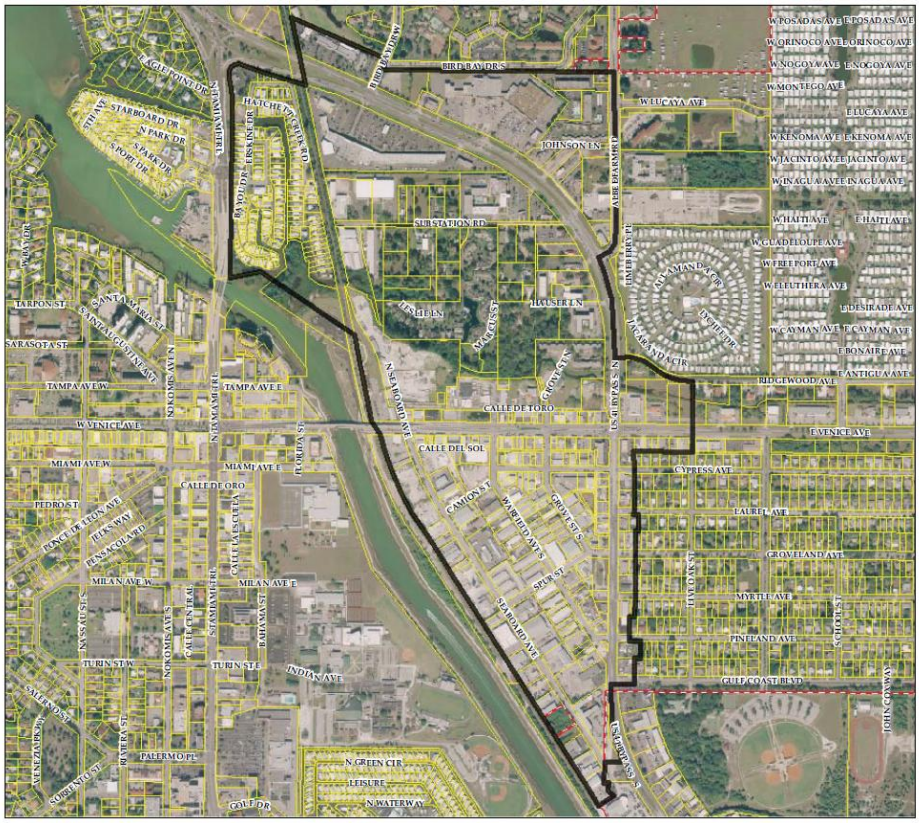
City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER

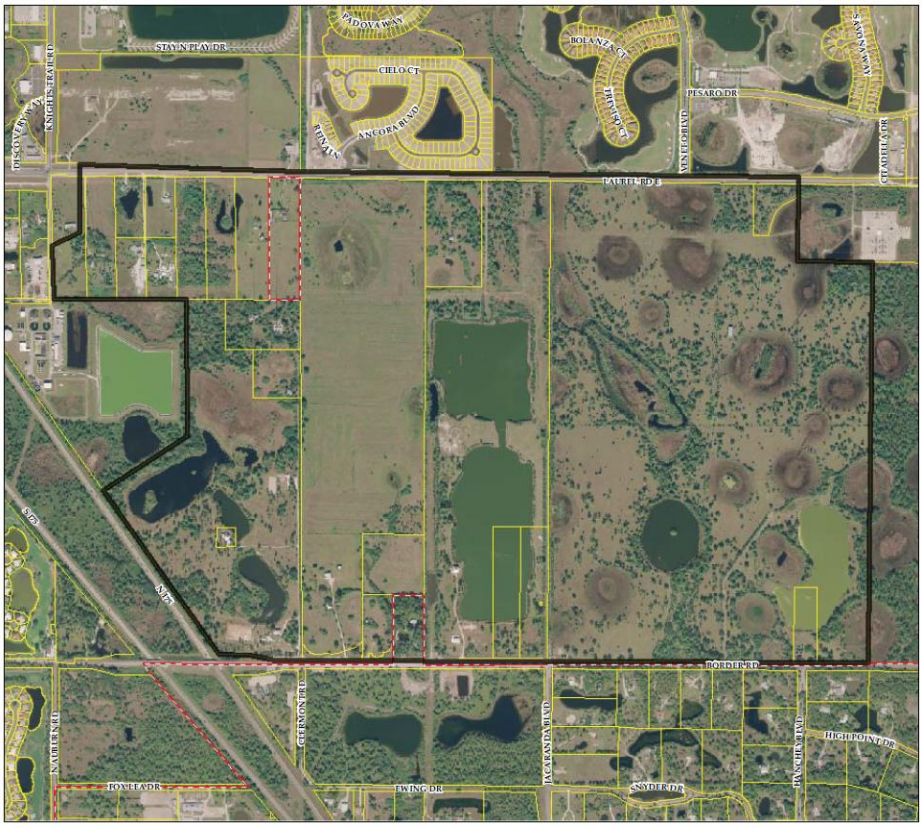
Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.

N W E S

Miles
0 0.04 0.08 0.16 0.24

WADETRIM


W POSADAS AVE
E POSADAS AVE
W ORINOCO AVE
E ORINOCO AVE
W NOGOYA AVE
E NOGOYA AVE
W MONTEGO AVE
E LUCAYA AVE
W LUCAYA AVE
W KENOMA AVE
E KENOMA AVE
W JACINTO AVE
E JACINTO AVE
W INAGUA AVE
E INAGUA AVE
W HAITI AVE
E HAITI AVE
W GUADELOUPE AVE
W FREEPORT AVE
W ELEUTHERA AVE
E DESIRADE AVE
W CAYMAN AVE
E CAYMAN AVE
E BONAIRE AVE
E ANTIGUA AVE
RIDGEWOOD AVE
E VENICE AVE
W VENICE AVE
CYPRESS AVE
LAUREL AVE
GROVELAND AVE
MYRTLE AVE
PINELAND AVE
GULF COAST BLVD
BIRD BAY DR S
JOHNSON LN
SUBSTATION RD
HAUSER LN
CALLE DE TORO
CALLE DEL SOL
MIAMI AVE W
MIAMI AVE E
PEDRO ST
MILAN AVE W
MILAN AVE E
TURIN ST W
TURIN ST E
INDIAN AVE
PALERMO PL
N GREEN CIR
LEISURE
N WATERWAY
GULF DR
TARPON ST
SARASOTA ST
TAMPA AVE W
TAMPA AVE E
N SEA BOMB AVE
N SEA ISLAND
CROCUS ST
CAMION ST
PARK BLVD S
SEAR ST
SEARIDGE AVE
CYPRESS AVE N
CYPRESS AVE S
LAUREL AVE
GROVELAND AVE
MYRTLE AVE
PINELAND AVE
GULF COAST BLVD
N TRIANON WAY
N CASTILLO DR
N CASTILLO DR
N CASTILLO DR



City of Venice

Map FLUM-10
South Laurel Neighborhood
(Planning Area I)

Planning Area
Venice City Limits, 2010
Parcels

FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 16.17 AND POLICY 16.18 OF THE FUTURE LAND USE & DESIGN ELEMENT.

City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER

Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.

N W E S

Miles
0 0.05 0.1 0.2 0.3

WADETRIM

City of Venice

Map FLUM-11
Shakett Creek Neighborhood
(Planning Area J)

Planning Area
Venice City Limits, 2010
Parcels

FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 16.19 AND POLICY 16.20 OF THE FUTURE LAND USE & DESIGN ELEMENT.

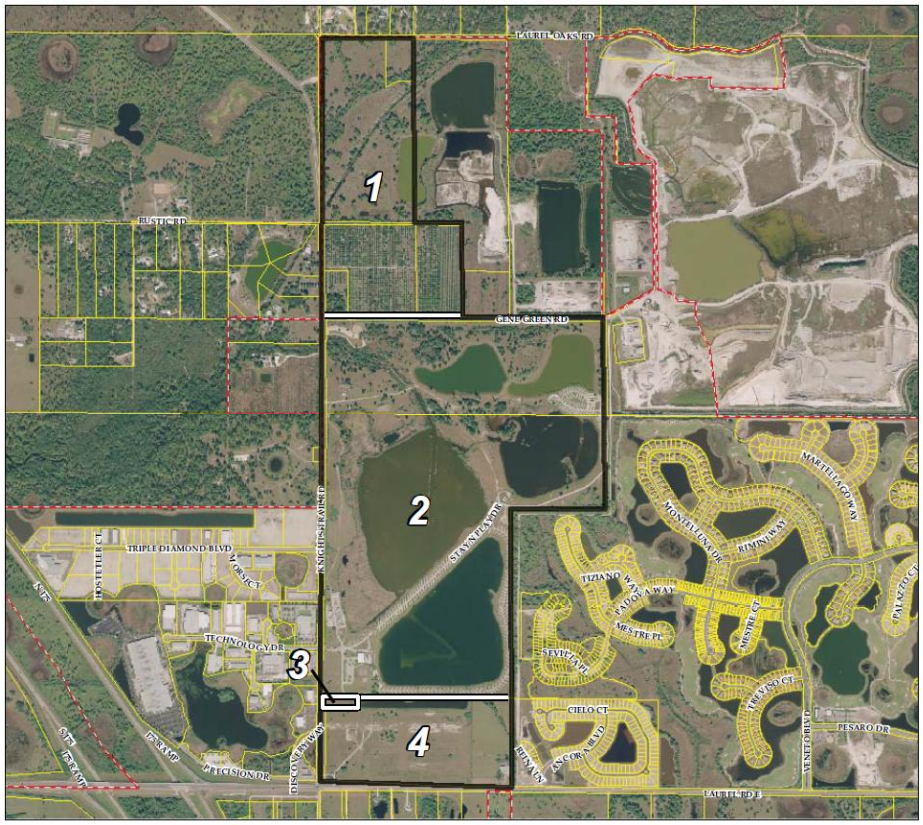
City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER

Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.

N W E S

Miles
0 0.025 0.05 0.1 0.15

WADETRIM



City of Venice

Map FLUM-12
Knights Trail Neighborhood
(Planning Area K)

Planning Area
Venice City Limits, 2010
Parcels
Subarea Delineation

FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 16.21 AND POLICY 16.22 OF THE FUTURE LAND USE & DESIGN ELEMENT.

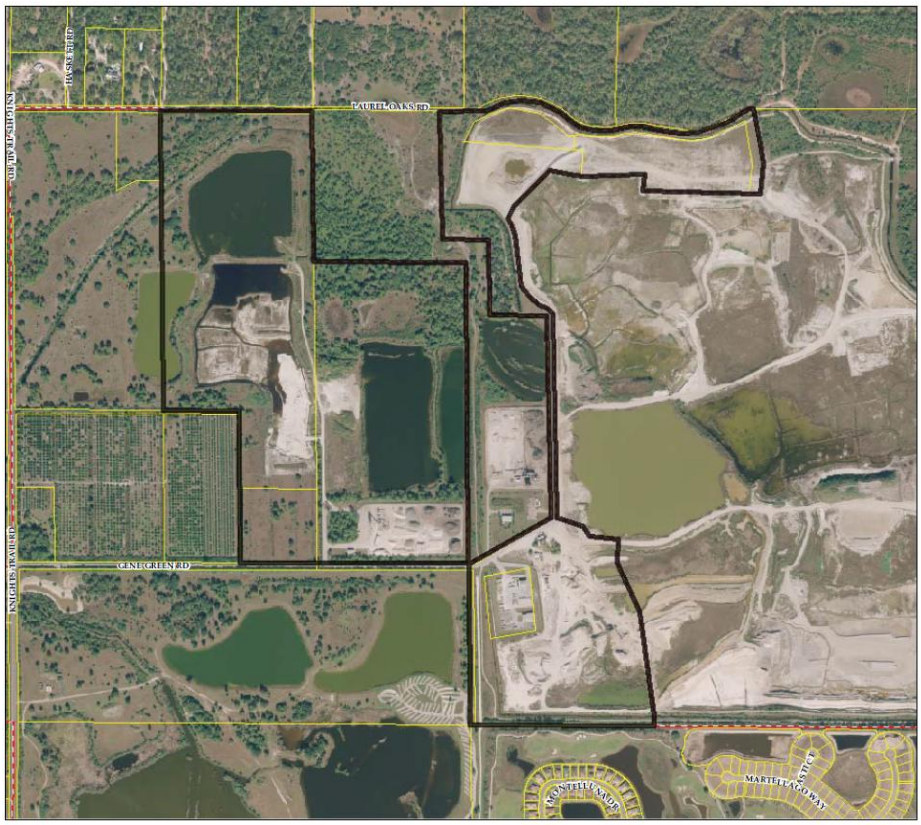
City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER

Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.

N W E S

Miles
0 0.1 0.2 0.4 0.6

WADETRIM



City of Venice

Map FLUM-13
Gene Green Sector
(Planning Area L)

Planning Area
Venice City Limits, 2010
Parcels

FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 16.23, POLICY 16.24, POLICY 16.25, AND POLICY 16.26 OF THE FUTURE LAND USE & DESIGN ELEMENT.

City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER

Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.

N W E S

Miles
0 0.05 0.1 0.2 0.3

WADETRIM

APPENDIX
JPA/ILSBA

APPENDIX
JPA/ILSBA

4. Joint Planning and Interlocal Service Boundary Agreement

The purpose of the Joint Planning and Interlocal Service Boundary Agreement (JPA/ILSBA) is to Coordinate planning, development practices, land use, infrastructure, public services, and facility planning in the JPA/ILSBA planning areas. This section is divided into general requirements within all JPA/ILSBA planning areas, as well as more specific requirements for each JPA/ILSBA planning area.

General Requirements within JPA/ILSBA Planning Areas

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy 17.4 JPA/ILSBA Planning Area Development Standards. The City has evaluated the land use densities and intensities established for each JPA/ILSBA Planning Area within the JPA/ILSBA and the Comprehensive Plan Objective 18 Policy Series provides the land use categories determined by the City in this Comprehensive Plan.

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

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

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

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

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

Specific Requirements within each JPA/ILSBA Planning Area

Objective 18 Standards for Joint Planning Areas. Guide the growth and development of

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

1. Rustic Road (JPA/ILSBA Area No. 1)

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

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

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

4. South Venice Avenue (JPA/ILSBA Area No. 4)

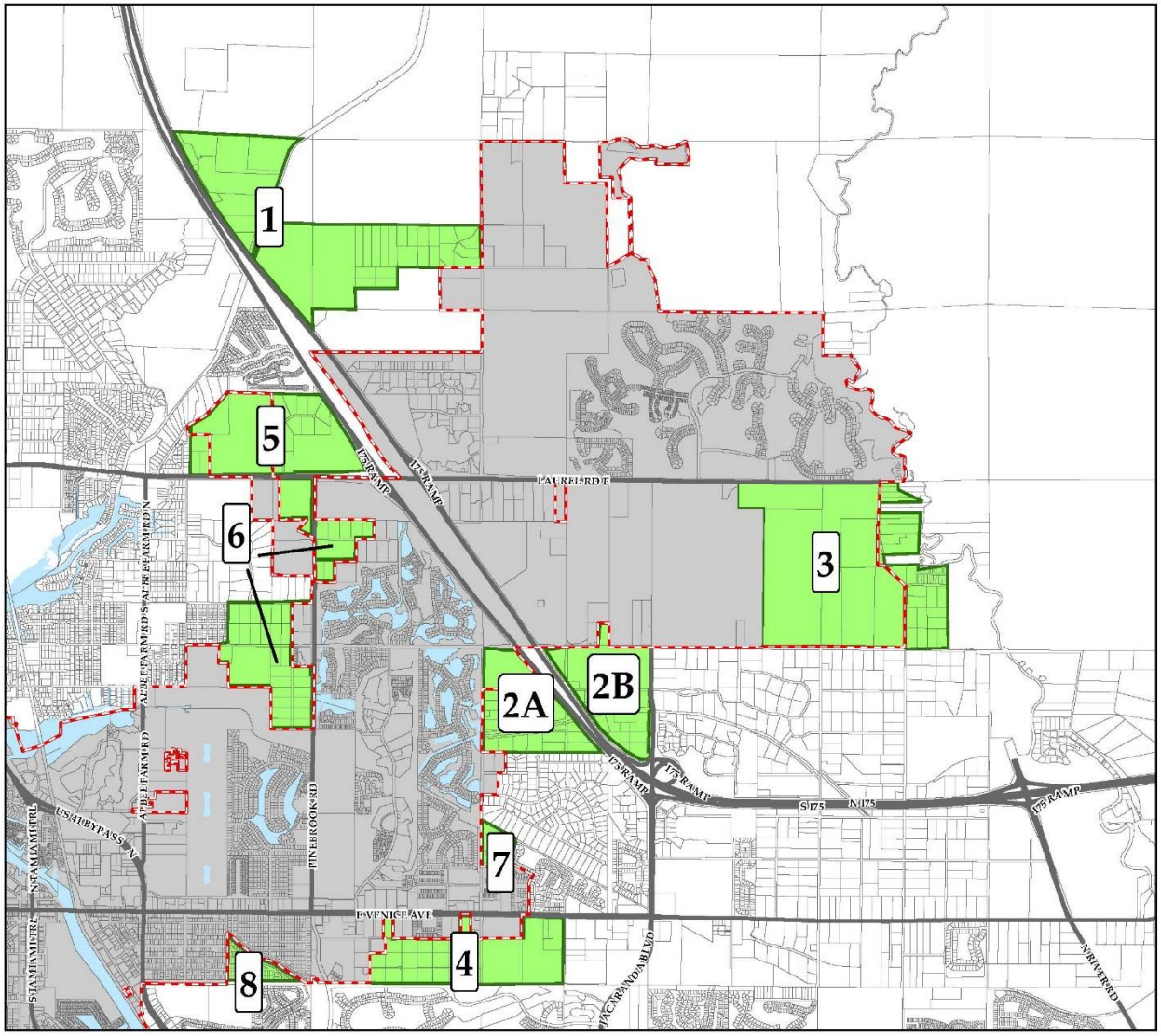
5. Laurel Road Mixed Use (JPA/ILSBA Area No. 5)

6. Pinebrook Road (JPA/ILSBA Area No. 6)

7. Auburn Road (JPA/ILSBA Area No. 7)

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

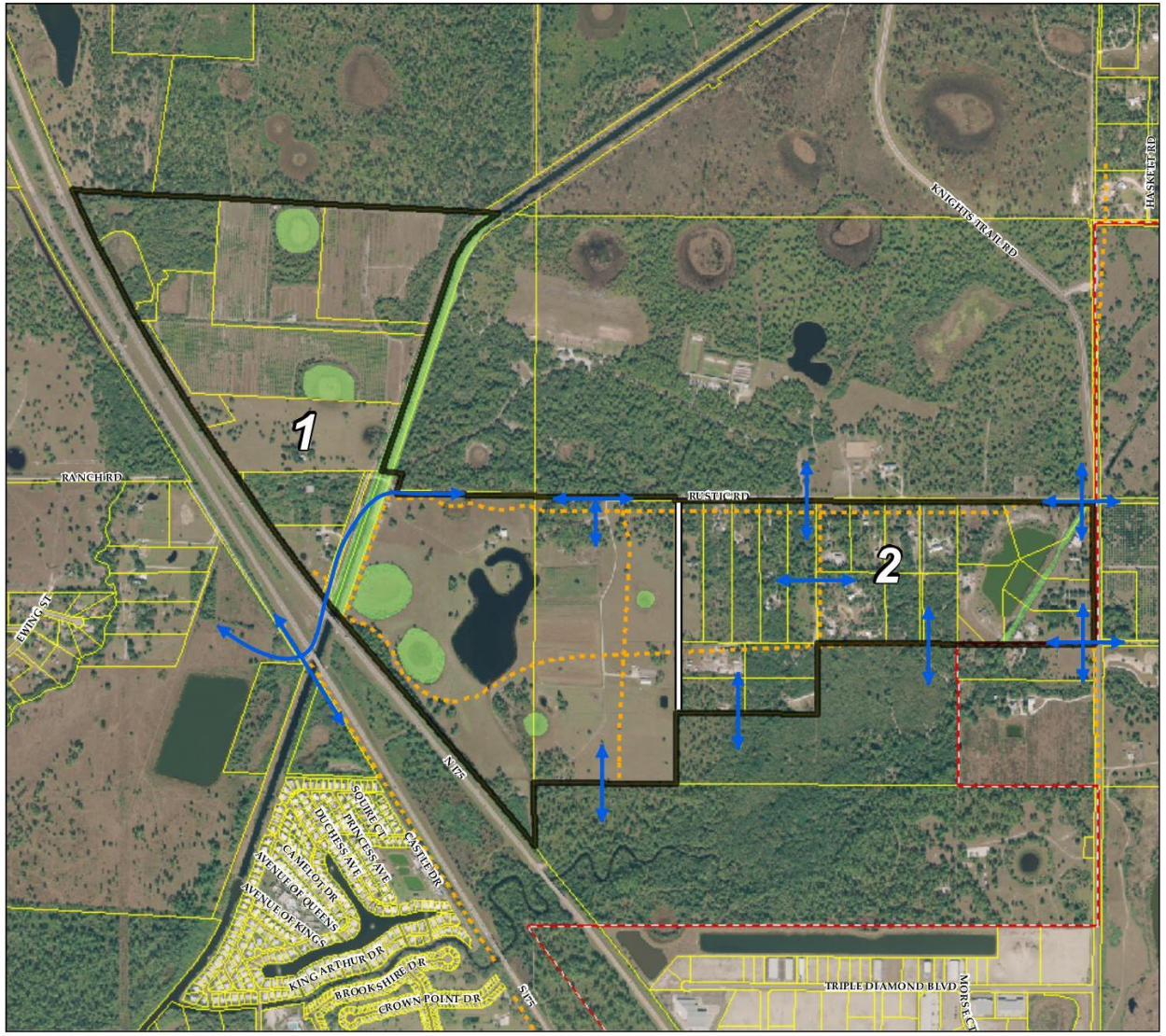
For the detailed map sheet that depicts these planning areas, see Map FLUM-14.


1
2A
2B
3
4
5
6
7
8
I-75 RAMP
LAUREL RD E
S I-75
N I-75
E VENICE AVE
JACARANDA BLVD
PINEBROOK RD
N RIVER RD
S TAMIAMI TRL
US 41 BYPASS N
APPLE FARM RD
City of Venice
Map FLUM-14
JPA/ILSBA Planning Areas
City Boundary, 2010
Major Roads
Parcels
JPA / ILSBA Planning Areas
JPA / ILSBA AREAS
1 - RUSTIC RD
2a - AUBURN RD TO I-75
2b - I-75/JACARANDA BLVD
3 - BORDER RD TO MYAKKA RIVER
4 - SOUTH VENICE AVE
5 - LAUREL RD MIXED USE
6 - PINEBROOK RD
7 - AUBURN RD
8 - GULF COAST BLVD
FOR FULL POLICY LANGUAGE, PLEASE SEE OBJECTIVE 18 AND POLICIES 18.1 THROUGH 18.18 OF THE FUTURE LAND USE & DESIGN ELEMENT.
City of Venice Comprehensive Plan
Adopted 10/26/10 | ORD. No. 2010-21
AMD No. City of Venice 10-1ER
Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.
N
W
E
S
Miles
0 0.25 0.5 1 1.5
WADETRIM

JPA/ILSBA	Development Standards			
	Uses	Density	Intensity	Open Space Requirements
Rustic Road Neighborhood (JPA/ILSBA Area No. 1) 489 Acres	• Residential • Retail • Office Space • Industrial • Manufacturing	• Subarea No. 1: 5 to 9 units per acre, calculated on a gross acreage basis • Subarea No.2: Up to 5 units per acre, calculated on a gross acreage basis	• Up to 50% of the acreage non-residential • Shall not exceed a Floor Area Ratio of 2.0 for the gross acreage. • 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.	• At least 34.2 gross acres shall be conservation/open space
Auburn Road to I-75 Neighborhood (JPA/ILSBA Area No. 2a) 176 Acres	• Residential • Retail • Office Space • Commercial • Equestrian uses in Subarea No. 2	• Up to 3 units per acre, calculated on a gross acreage basis	• Up to 10% of the acreage non-residential • Shall not exceed a Floor Area Ratio of 0.25 for the gross acreage. • 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	• At least 7.4 gross acres shall be conservation/open space
I-75 / Jacaranda Boulevard Sector (JPA/ILSBA Area No. 2b) 175 Acres	• Residential • Retail • Office space • Industrial • Manufacturing	• Subarea No. 1: 9 units per acre, calculated on a gross acreage basis. • Subarea No. 2: 13 units per acre, calculated on a gross acreage basis. • Subarea No. 3: 18 units per acre, calculated on a gross acreage basis.	• Up to 10% of the acreage non-residential • Shall not exceed a Floor Area Ratio of 2.0 for the gross acreage. • 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	• At least 4.6 gross acres shall be conservation/open space
Border Road to Myakka River Neighborhood	• Residential • Retail • Office Space • Commercial	• Subarea No. 1: Up to 5 units per acre, calculated on a gross acreage basis.	• Up to 5% of the acreage non-residential	• At least 57 gross acres shall be

(JPA/ILSBA Area No. 3) 629 Acres		• Subarea No. 2: Up to 3 units per acre, calculated on a gross acreage basis.	• Shall not exceed a Floor Area Ratio of 0.25 for the gross acreage. • 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	conservation/open space
South Venice Avenue Neighborhood (JPA/ILSBA Area No. 4) 239 Acres	• Residential • Retail • Office Space • Commercial	• Up to 3 units per acre, calculated on a gross acreage basis	• Up to 33% of the acreage non-residential • Shall not exceed a Floor Area Ratio of 1.5 for the gross acreage. • 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	• No minimum
Laurel Road Mixed Use Neighborhood (JPA/ILSBA Area No. 5) 296 Acres	• Residential • Retail • Office Space • Commercial	• Up to 8 units per acre, calculated on a gross area basis	• Subarea No. 1: Up to 33% of the acreage non-residential • Subarea No. 2: Up to 50% of the acreage non-residential • Subarea No. 3: Up to 100% of the acreage non-residential • Conversion between residential and non-residential land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 2,000 square feet commercial space, gross acreage	• At least 13.8 gross acres shall be conservation/open space
Pinebrook Road Neighborhood (JPA/ILSBA Area No. 6) 232 Acres	• Residential	• Up to 3 units per acre, calculated on a gross area basis	• None Permitted	• At least 11.2 gross acres shall be conservation/open space

Auburn Road Neighborhood (JPA/ILSBA Area No. 7) 25 Acres	• Residential	• Up to 5 units per acre, calculated on a gross area basis	• None Permitted	• At least 2.7 gross acres shall be conservation/open space
Gulf Coast Boulevard Neighborhood (JPA/ILSBA Area No. 8) 33 Acres	• Residential	• Up to 3.5 units per acre, calculated on a gross area basis	• None Permitted	• No minimum



City of Venice

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

Joint Planning Area
Venice City Limits, 2010
Parcels
Subarea Delineation

Utility Corridor*
Conservation/Open Space*
Pedestrian/Vehicular Connectivity*
*Conceptual features based on JPA Maps, April 2007.

FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 18.1 AND POLICY 18.2 OF THE FUTURE LAND USE & DESIGN ELEMENT.

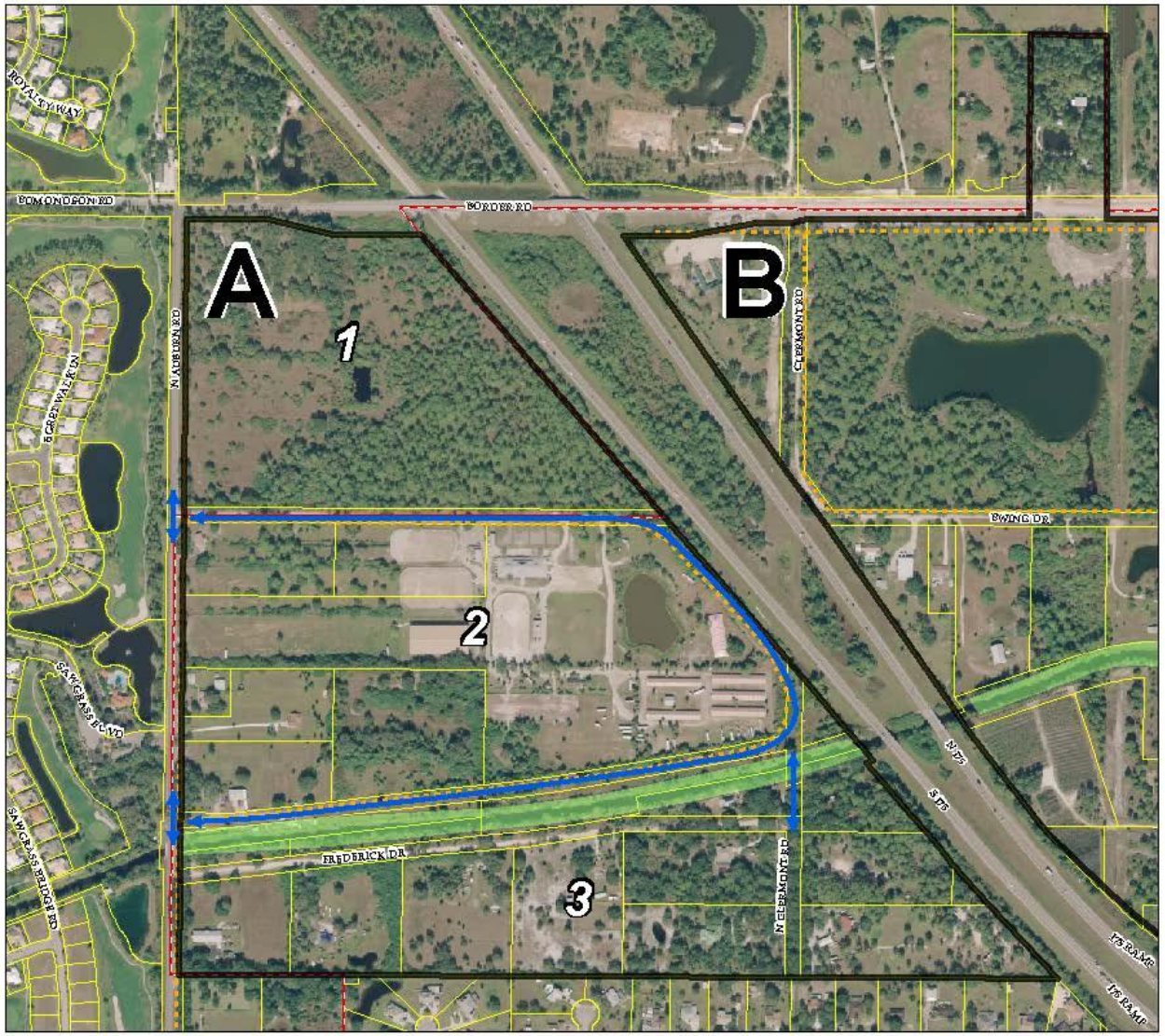
City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER

Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.

N
W E
S

Miles
0 0.05 0.1 0.2 0.3

WADETRIM



City of Venice

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

Joint Planning Area
Venice City Limits, 2010
Parcels

Utility Corridor*
Conservation/Open Space*
Pedestrian/Vehicular Connectivity*
*Conceptual features based on JPA Maps, April 2007.

FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 18.3 AND POLICY 18.4 OF THE FUTURE LAND USE & DESIGN ELEMENT.

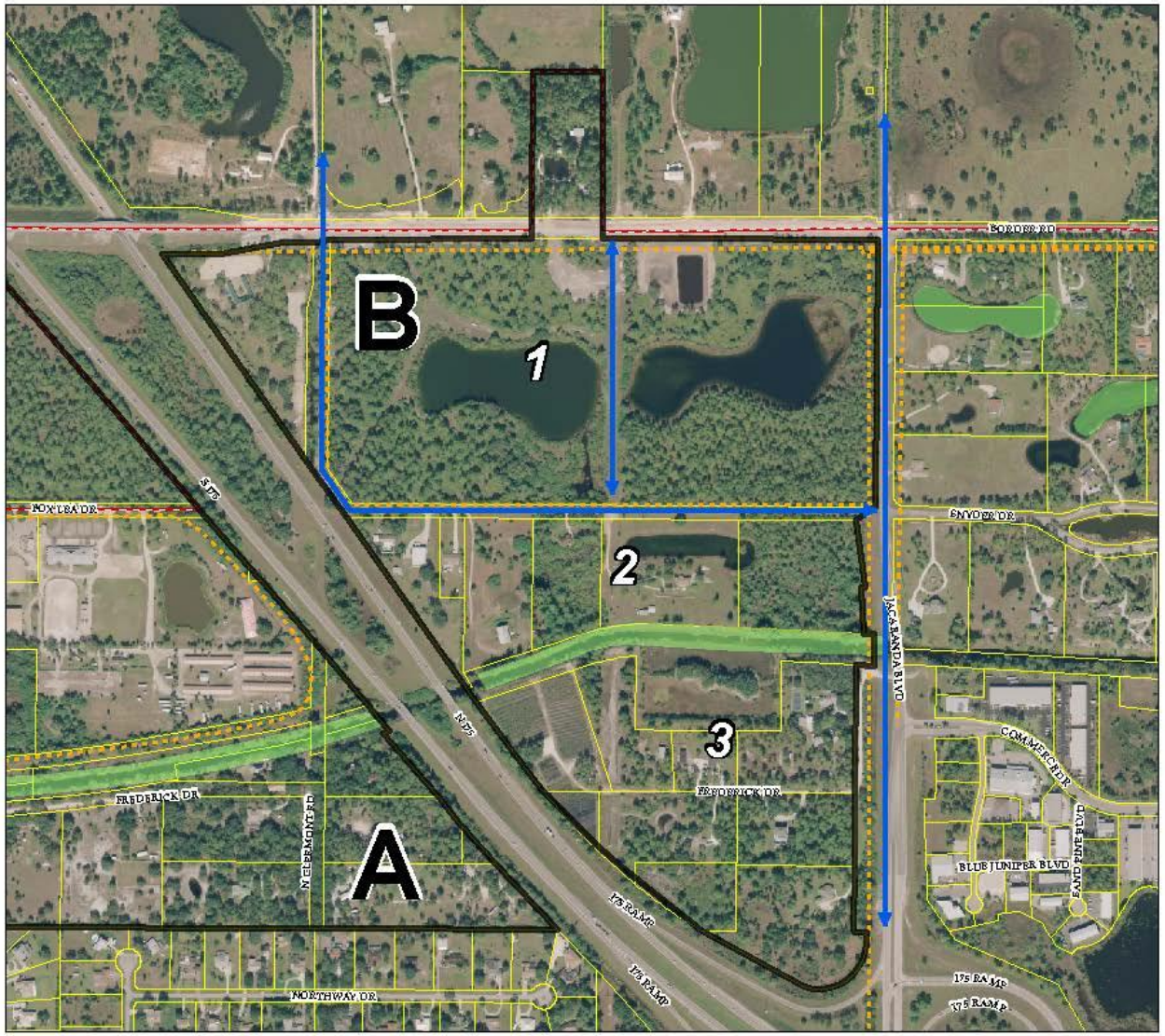
City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER

Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.

N
W E
S

Miles
0 0.04 0.08 0.16 0.24

WADETRIM



City of Venice

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

Joint Planning Area
Venice City Limits, 2010
Parcels

Utility Corridor*
Conservation/Open Space*
Pedestrian/Vehicular Connectivity*
*Conceptual features based on JPA Maps, April 2007.

FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 18.5 AND POLICY 18.6 OF THE FUTURE LAND USE & DESIGN ELEMENT.

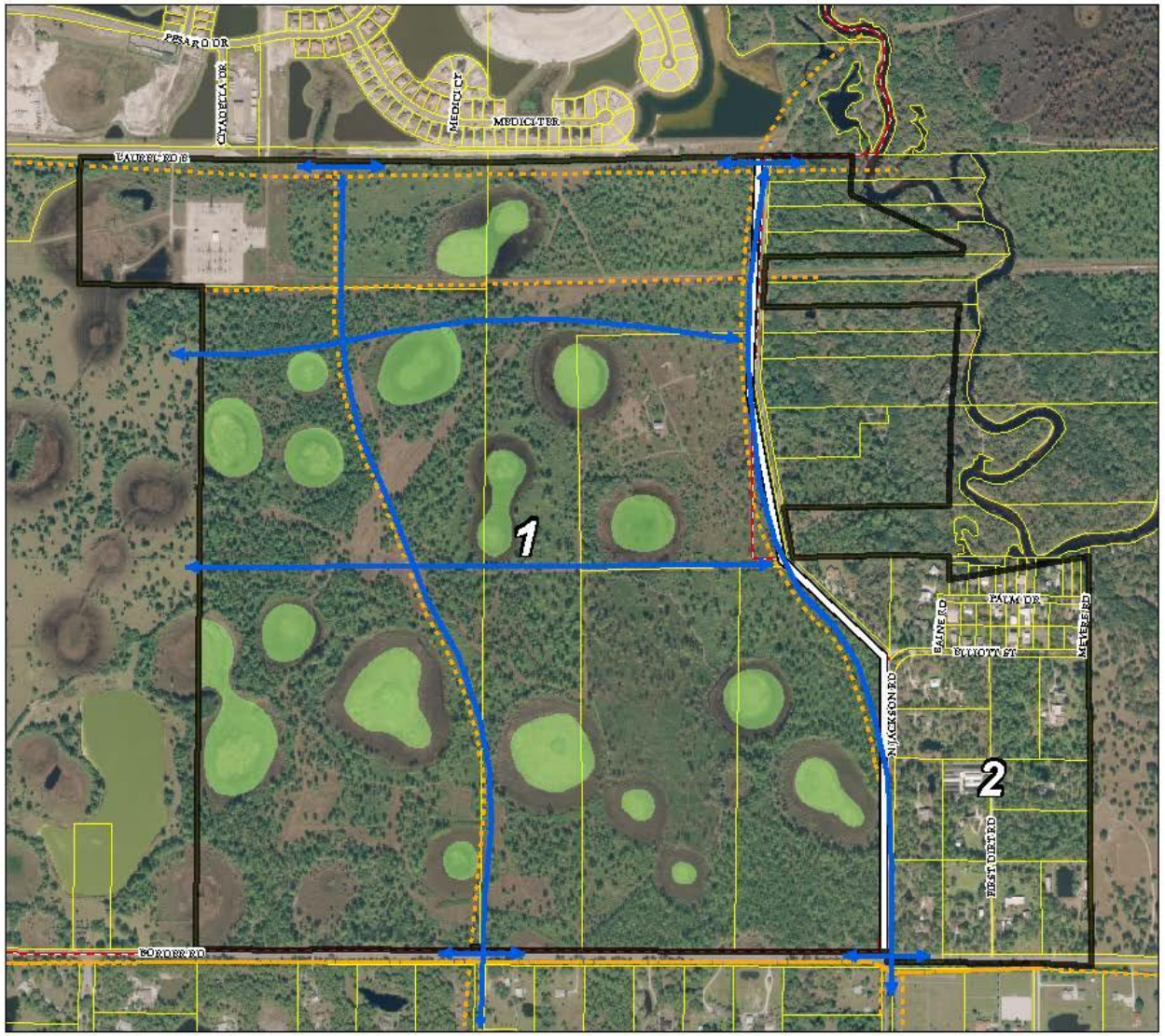
City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER

Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.

N
W E
S

Miles
0 0.045 0.09 0.18 0.27

WADETRIM



City of Venice

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

Joint Planning Area
Venice City Limits, 2010
Parcels
Subarea Delineation

Utility Corridor*
Conservation/Open Space*
Pedestrian/Vehicular Connectivity*
*Conceptual features based on JPA Maps, April 2007.

FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 18.7 AND POLICY 18.8 OF THE FUTURE LAND USE & DESIGN ELEMENT.

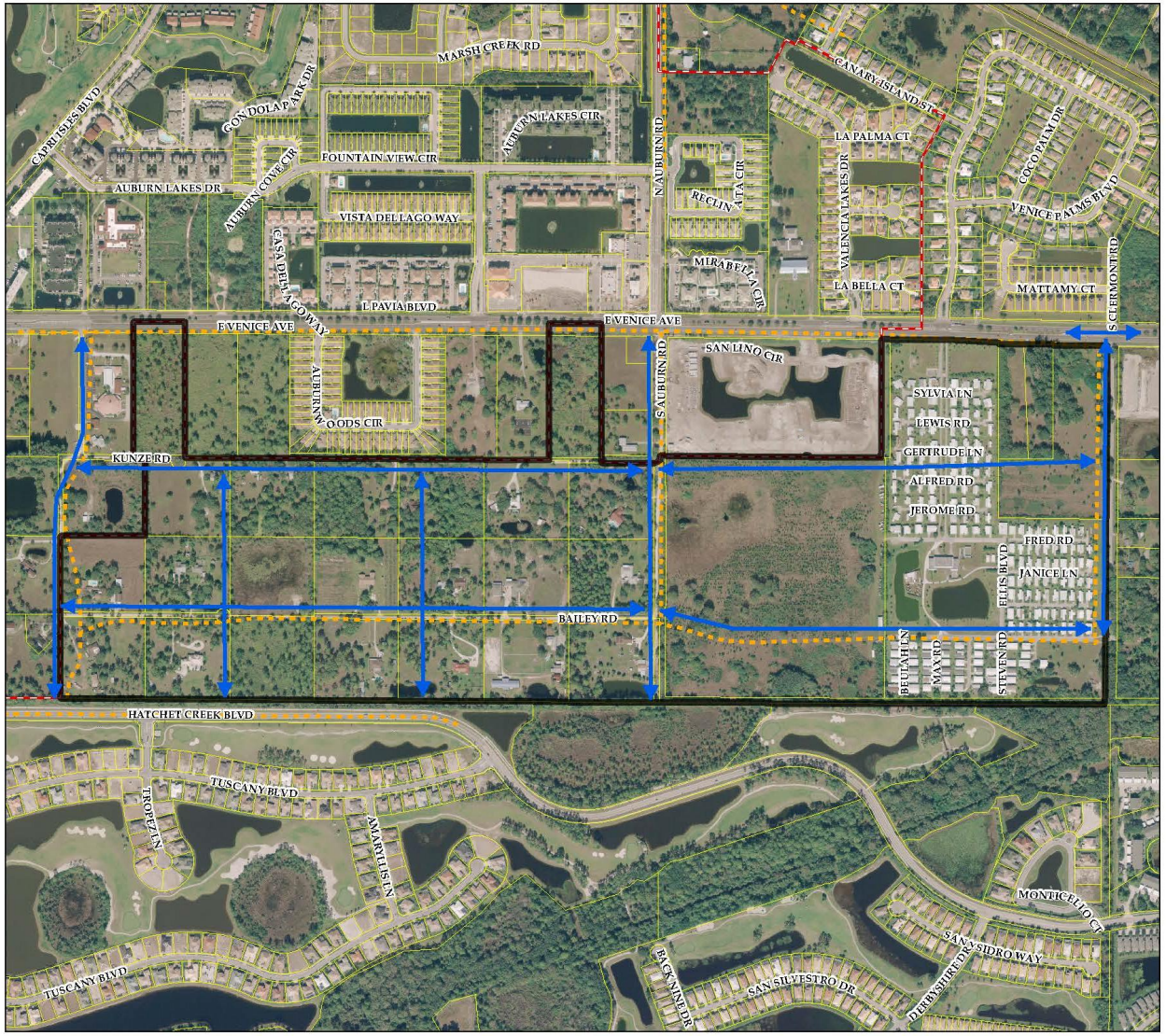
City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER

Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.

N
W E
S

Miles
0 0.05 0.1 0.2 0.3

WadeTrim



City of Venice

Map FLUM-19
South Venice Avenue Neighborhood
(JPA/ILSBA Area No. 4)

Joint Planning Area

Venice City Limits, 2010

Parcels

Utility Corridor*

Conservation/Open Space*

Pedestrian/Vehicular Connectivity*

*Conceptual features based on JPA Maps, April 2007.

FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 18.9 AND POLICY 18.10 OF THE FUTURE LAND USE & DESIGN ELEMENT.

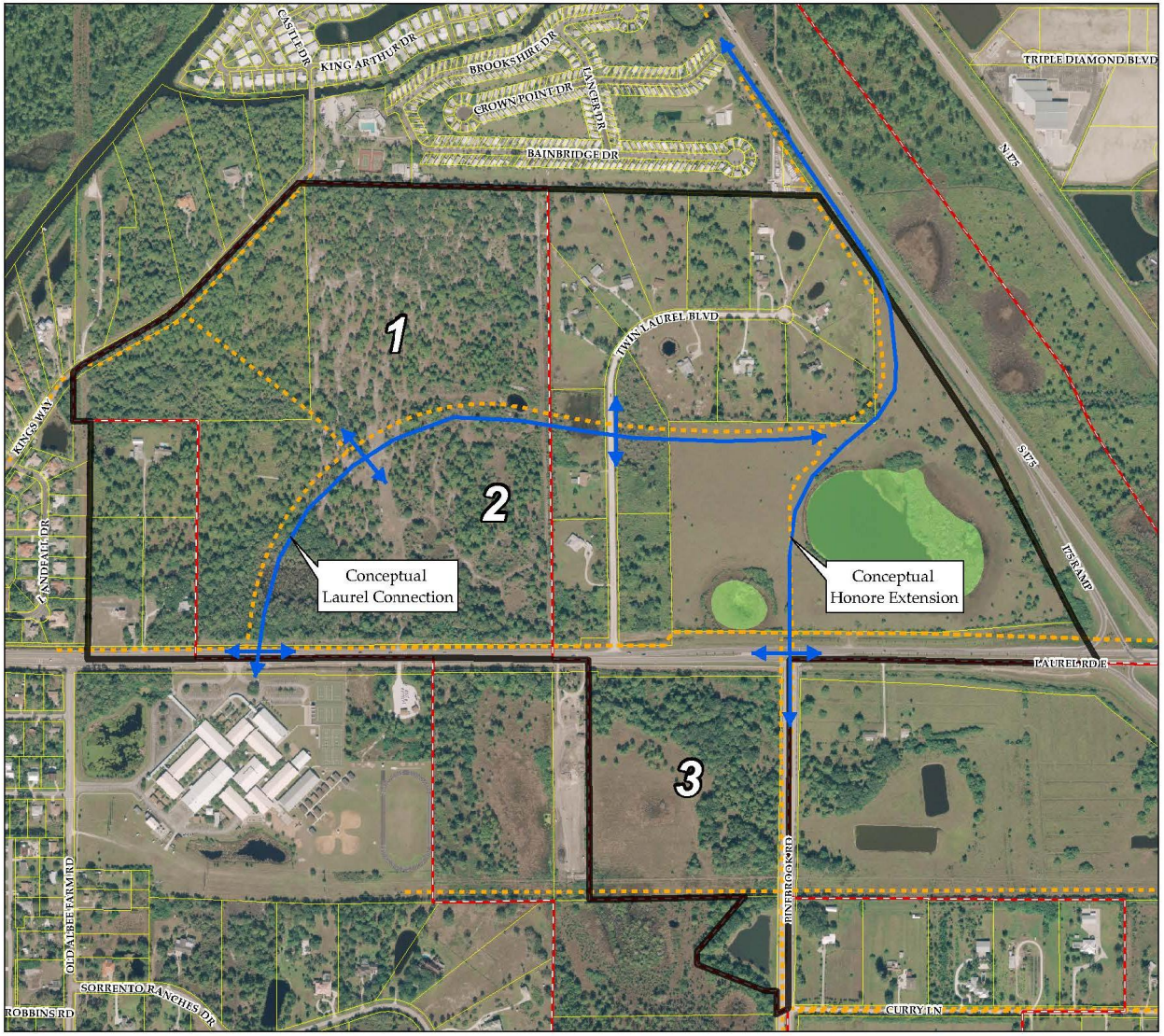
City of Venice Comprehensive Plan
Adopted 10/26/10 | ORD. No. 2010-21
AMD No. City of Venice 10-1ER

Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.

N
W E
S

0 0.05 0.1 0.2 0.3 Miles

WADETRIM



City of Venice

Map FLUM-20
Laurel Road Mixed Use Neighborhood
(JPA/ILSBA Area No. 5)

Joint Planning Area
Venice City Limits, 2010
Parcels

Utility Corridor*
Conservation/Open Space*
Pedestrian/Vehicular Connectivity*
*Conceptual features based on JPA Maps, April 2007.

FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 18.11 AND POLICY 18.12 OF THE FUTURE LAND USE & DESIGN ELEMENT.

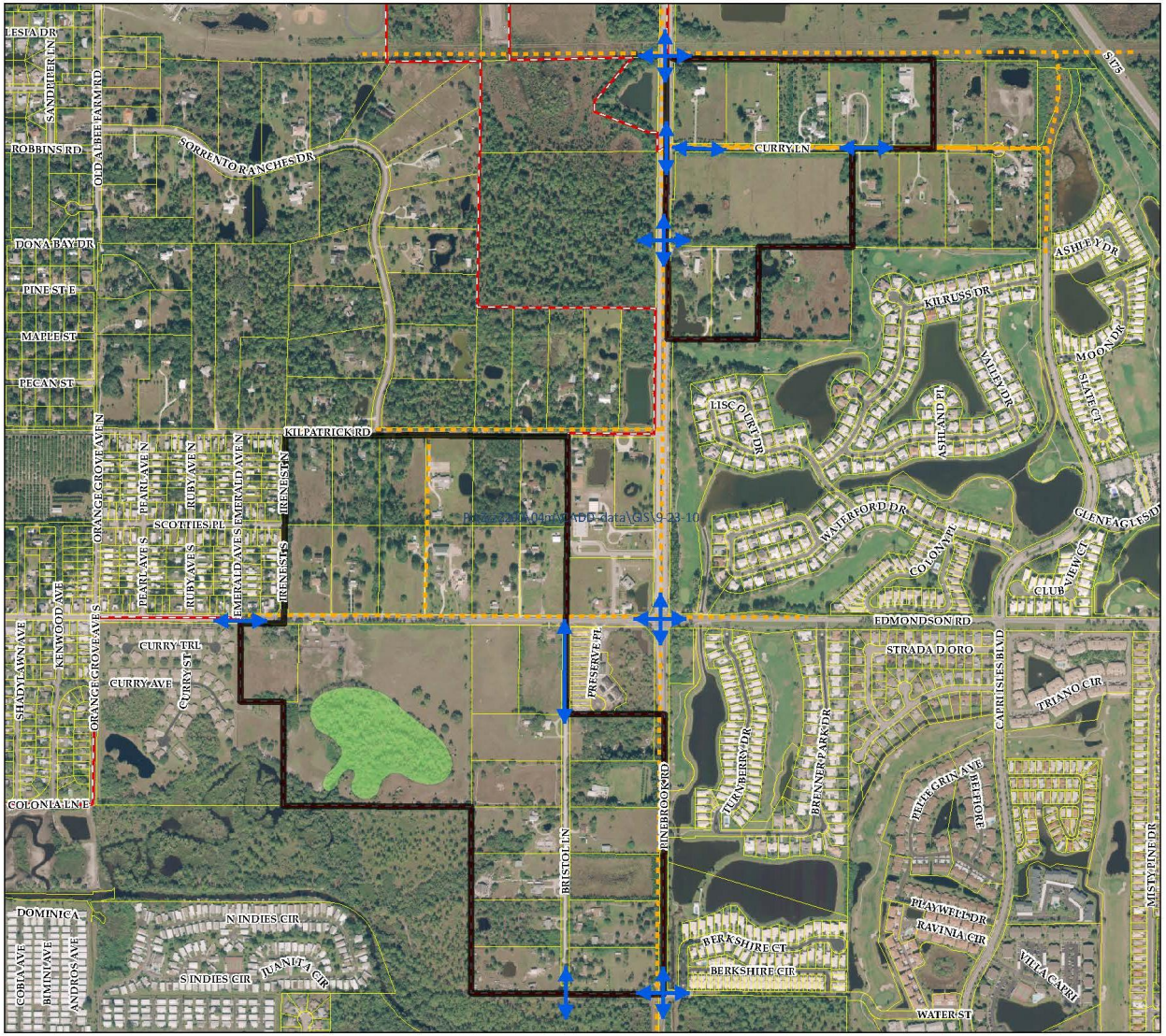
City of Venice Comprehensive Plan
Adopted 10/26/10 | ORD. No. 2010-21
AMD No. City of Venice 10-1ER

Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.

N
W E
S

Miles
0 0.05 0.1 0.2 0.3

WadeTrim



City of Venice

Map FLUM-21
Pinebrook Road Neighborhood
(JPA/ILSBA Area No. 6)

- Joint Planning Area
- Venice City Limits, 2010
- Parcels

- Utility Corridor*
- Conservation/Open Space*
- Pedestrian/Vehicular Connectivity*

*Conceptual features based on JPA Maps, April 2007.

FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 18.13 AND POLICY 18.14 OF THE FUTURE LAND USE & DESIGN ELEMENT.

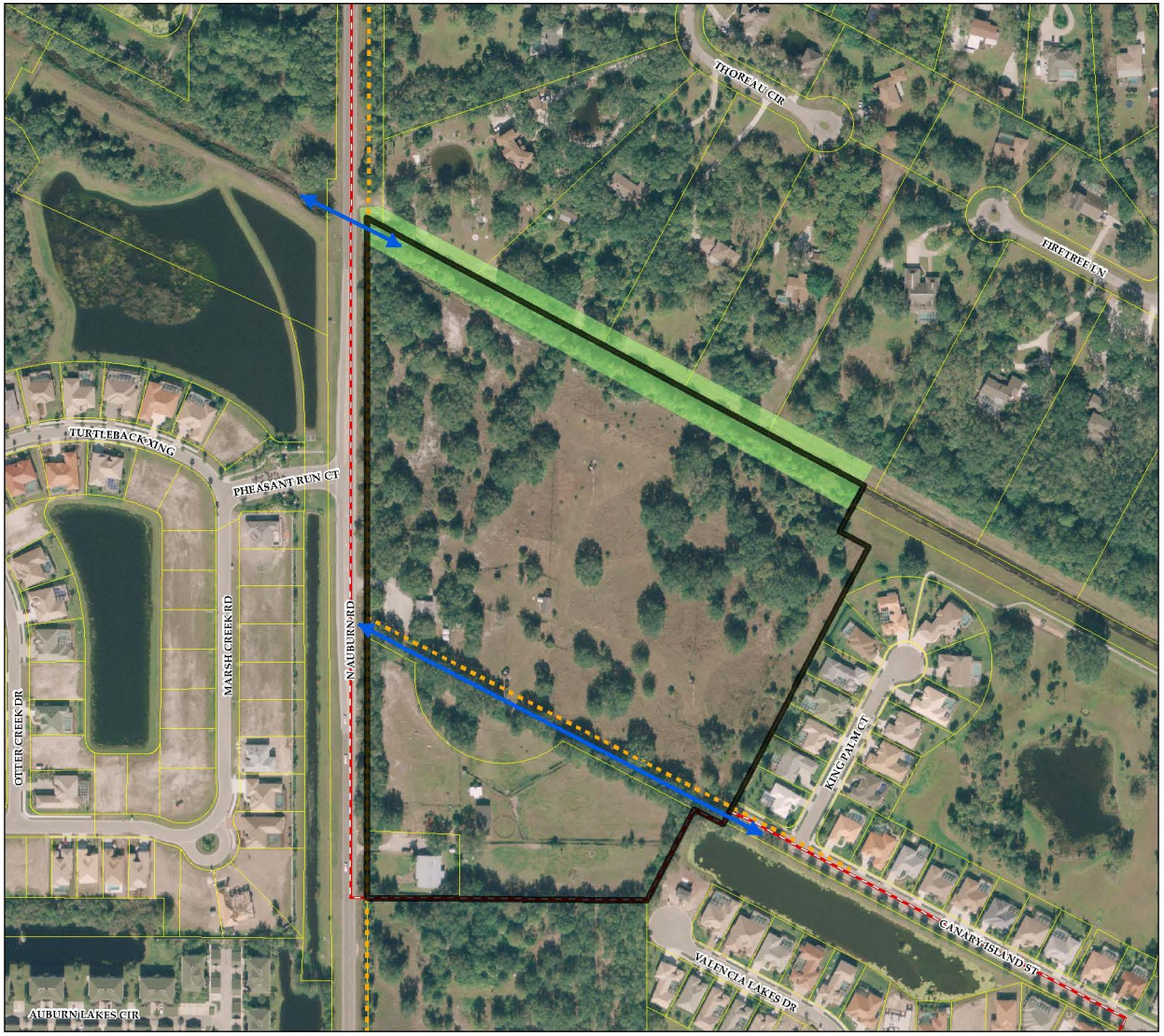
City of Venice Comprehensive Plan
Adopted 10/26/10 | ORD. No. 2010-21
AMD No. City of Venice 10-1ER

Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.

N W E S

Miles
0 0.05 0.1 0.2 0.3

WADETRIM



City of Venice

Map FLUM-22
Auburn Road Neighborhood
(JPA/ILSBA Area No. 7)

Joint Planning Area
Venice City Limits, 2010
Parcels

Utility Corridor*
Conservation/Open Space*
Pedestrian/Vehicular Connectivity*
*Conceptual features based on JPA Maps, April 2007.

FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 18.15 AND POLICY 18.16 OF THE FUTURE LAND USE & DESIGN ELEMENT.

City of Venice Comprehensive Plan
Adopted 10/26/10 | ORD. No. 2010-21
AMD No. City of Venice 10-1ER

Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.

N
W E
S

Miles
0 0.02 0.04 0.08 0.12

WadeTrim

City of Venice

Map FLUM-23
Gulf Coast Boulevard Neighborhood
(JPA/ILSBA Area No. 8)

Joint Planning Area
Venice City Limits, 2010
Parcels

FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 18.17 AND POLICY 18.18 OF THE FUTURE LAND USE & DESIGN ELEMENT.

City of Venice Comprehensive Plan
Adopted 10/26/10 | ORD. No. 2010-21
AMD No. City of Venice 10-1ER

Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.

N
W E
S

Miles
0 0.025 0.05 0.1 0.15

WadeTrim

CONTRACT NO. 2011-032
BCC APPROVED 10/13/10

AMENDED AND RESTATED

JOINT PLANNING AND

INTERLOCAL SERVICE BOUNDARY AGREEMENT

BETWEEN

THE CITY OF VENICE AND

SARASOTA COUNTY

This Amended and Restated Joint Planning and Interlocal Service Boundary Agreement (the "Agreement") is made and entered into this 26th day of October, 2010, by and between the City of Venice, a municipal corporation organized and existing under the laws of the State of Florida (the "City") and Sarasota County, a charter county and political subdivision of the State of Florida (the "County").

WHEREAS, in January 2007, the City and the County entered into a Joint Planning and Interlocal Service Boundary Agreement; and

WHEREAS, in December 2008, the Joint Planning and Interlocal Service Boundary Agreement was amended by the City and the County; and

WHEREAS, the City and the County desire to amend and restate the Joint Planning and Interlocal Service Boundary Agreement to eliminate certain Potential Annexation Areas, update the maximum densities in the Potential Annexation Areas in a manner consistent with the City's EAR-based amendments to its comprehensive plan, limit the City's ability to annex in a manner that creates enclaves, and to require that annexed areas be compact; and

WHEREAS, the City possesses Municipal Home Rule Powers pursuant to Article VIII, Section 2(b), Florida Constitution. and Section 166.021, Florida Statutes; and

WHEREAS, the County possesses Home Rule powers as a Charter County pursuant to Article

VIII, Section 1(g), Florida Constitution and Section 125.01, Florida Statutes; and

WHEREAS, the Florida Interlocal Cooperation Act of 1969, Section 163.01, Florida Statutes, encourages and empowers local government to cooperate with one another on matters of mutual interest and advantage, and provides for interlocal agreements between local governments on matters such as annexation and joint planning; and

WHEREAS, the Municipal Annexation Or Contraction Act, Chapter 171, Part I, Florida Statutes, and the Interlocal Service Boundary Agreement Act, Chapter 171, Part II, Florida Statutes, recognizes the use of interlocal service boundary agreements and joint planning agreements as a means to coordinate future land use, public facilities and services, and protection of natural resources in advance of annexation; and

WHEREAS, the Local Government Comprehensive Planning and Land Development Regulation Act, Chapter 163, Part II, Florida Statutes, requires that counties and cities include in their respective planning efforts intergovernmental coordination and particularly, mechanisms for identifying and implementing joint, planning areas, especially for the purpose of annexation; and

WHEREAS, the State Comprehensive Plan requires local governments to direct development to those areas which have in place the land and water resources, fiscal abilities and service capacities to accommodate growth in an environmentally acceptable manner; and

WHEREAS, the State Comprehensive Plan requires local governments to protect the substantial investment in public facilities that already exist and to plan for and finance new facilities in a timely, orderly, and efficient manner; and

WHEREAS, the City and the County wish to identify lands that are logical candidates for future annexations, the appropriate land uses and infrastructure needs and provider for such lands, ensure protection of natural resources and to agree on certain procedures for the timely

review and processing of development proposals within those areas; and

WHEREAS, the City and the County wish to identify lands within the existing City limits which will be subject to certain procedures and substantive standards during the development review process undertaken by the City; and

WHEREAS, the City and the County wish to identify lands within the unincorporated area of the County which will be subject to certain procedures and substantive standards during the development review process undertaken by the County; and

WHEREAS, the extension of City and County facilities and services can only be provided in prioritized phases if the process and timing of annexation and development review processes for certain designated areas of the City and County are clearly identified and jointly agreed upon in advance of the City and County capital planning, commitment, and expenditure; and

WHEREAS, Subsection 163.3171(3), Florida Statutes, provides for the adoption of joint planning agreements to allow counties and municipalities to exercise jointly the powers granted under the Act; and

WHEREAS, the agreement of the County to waive its rights to contest future annexations within a defined geographic area, pursuant to the conditions provided herein, and refrain from proposing or promoting any Charter amendment that negates the terms and conditions of this Agreement is a material inducement to the City to enter into this Agreement; and

WHEREAS, the agreement of the City to undertake annexation and joint planning efforts in a manner that is coordinated with the County is a material inducement to the County to enter into this Agreement; and

WHEREAS, the City Council of the City, after consultation with its staff, has determined

that the lands included in the Joint Planning Area described herein may be necessary to reasonably accommodate urban growth projected in the City during the term of this Agreement; and

WHEREAS, the City and the County find that the benefits of intergovernmental communications and coordination will accrue to both Parties, as evidenced by numerous existing Interlocal Agreements; and

WHEREAS, the elected officials of the City and the County have met and negotiated in good faith to resolve issues relating to annexation and joint planning and wish to memorialize their understanding in this Agreement; and

WHEREAS, this Agreement is entered into pursuant to the authority of Article VIII of the Florida Constitution, the Sarasota County Home Rule Charter, the City of Venice Charter, and Chapters, 125, 163, 166 and 171, Florida Statutes (2009).

NOW, THEREFORE, in consideration of the mutual covenants set forth in this Agreement, the receipt and sufficiency of which are hereby acknowledged, the City and the County agree as follows:

1. Incorporation of Preamble. The Preamble above is true and correct and incorporated into this Agreement as if fully set forth herein.
2. Establishment of Joint Planning Area. To establish the means and process by which future annexations and planning activities will be accomplished, the City and the County (the "Parties") hereby establish a Joint Planning Area (JPA), depicted in Exhibit "A," attached hereto and incorporated herein by this reference. All areas specifically delineated, mapped and referenced in the legend on Exhibit A are within the JPA.
3. Limitation on Future Annexations by the City.

A. The City will not annex any lands other than those designated as Potential Annexation Areas on Exhibit A hereto during the term of this Agreement. Potential Annexation Areas consist of land likely to be developed for urban purposes under the term of this Agreement and which are therefore appropriate for annexation by the City. Notwithstanding this provision, the County agrees that the City may annex enclaves, as defined in Chapter 171, Florida Statutes, in existence on the date of this Agreement.

B. The City and County agree that the City shall provide notice to the County within twenty (20) days of receipt of any petition to annex properties within the JPA and include a report confirming consistency of the City's planned service delivery with the terms of this Agreement.

4. County Consent to Annexations by the City. If the annexation ordinances of the City are adopted under the conditions set forth in this Agreement, the County will not challenge, administratively, judicially, or otherwise, any annexations by the City that annex lands within the Potential Annexation Areas unless the annexed property is not contiguous, as defined in Chapter 171, Florida Statutes, to a City boundary, not compact, or cannot be adequately and reasonably served by police and fire services, or is inconsistent with this Agreement.

5. Annexation of Lands Within the JPA: The City may annex lands within the JPA set forth in Exhibit A in accordance with this Agreement upon adoption of the comprehensive plan amendments required to implement this Agreement and upon the City's receipt of a petition for annexation from the persons who own the property proposed to be annexed and the property is contiguous, as defined in Chapter 171, Florida Statutes, to the

municipal boundaries of the city and the area to be annexed is compact. In addition, the City agrees that it will not create new or expanded enclaves within Potential Annexation Areas.

6. Land Use, Infrastructure and Environmental Agreements for Potential Annexation Areas.

A. Process for Incorporating Potential Annexation Areas into City Comprehensive Plan. Future land uses are identified herein and agreed to by the City and County for each of the areas within the Potential Annexation Areas set forth on Exhibit A. These future land uses were examined during the City's comprehensive plan update pursuant to the Evaluation and Appraisal Report. During the process to update the comprehensive plan, the City and County agreed on future land use categories for the specific lands in each of the joint planning areas identified below as Potential Annexation Areas. The City adopted the future land uses as an overlay to its comprehensive plan. Specific policies addressing allocations of acreage, density, and intensity of development have been included for each future land use category set forth in Exhibit B. Once in effect, the overlay will serve to govern any future land use map amendments occurring after annexation. Prior to annexation, the County will not revise its future land uses to redesignate any Potential Annexation Area parcels to a use incompatible with the designations set forth in this Agreement or the overlay. The County is under no obligation to change the land use designations for any parcel designated as a Potential Annexation Area and in the event of a change in the land use will apply the land use category which most closely meets the requirements set forth in Paragraph B, below.

B. Agreements on parcels. The matrix set forth as Exhibit B and the following provisions are applicable to the land uses, water and sewer provider, timing of likely infrastructure availability, transportation improvements and environmental considerations of the areas within the JPA whether they are annexed by the City or are developed within the unincorporated area of the County:

(1) Area 1 — Rustic Road Neighborhood: The land use adopted in the Venice Comprehensive Plan for Subarea 1 (area abutting I-75 and extending approximately 0.73 mile northward and approximately 0.60 mile eastward of the intersection of I-75 and Cow Pen Slough) is 5 to 9 units per acre, calculated on a gross area basis. The land use adopted for Subarea 2 (area abutting Knights Trail Road and extending approximately 0.75 mile westward of Knights Trail Road) is up to 5 units per acre. Up to 50% of the acreage in Area 1 will be allowable for nonresidential (retail, office space, industrial and manufacturing) uses. The total square footage of non-residential uses allowed in this are shall not exceed a floor area ratio (FAR) of 2.0. Development shall be served by City water and sewer. The Party with jurisdiction over the development application will require transportation improvements to the intersection of Knight's Trail and Rustic Lane to meet County standards and to be provided by the developer.

(2) Area 2A: - Auburn Road to 1-75 Neighborhood: The land use adopted in the Venice Comprehensive Plan for this area is a maximum of 3 units per acre, calculated on a gross acreage basis. Up to 10% of the acreage in Area 2 will be allowable for accessory nonresidential (retail, office, and commercial) uses.

The square footage of the accessory nonresidential uses allowed in this Area shall not exceed a 0.25 FAR. Development shall be served by City water and sewer.

(3) Area 2B- 1-75 to Jacaranda Boulevard: The land use adopted in the Venice Comprehensive Plan for Subarea 1 (north of Ewing Drive) is a maximum of 9 units per acre, calculated on a gross acreage basis. The land use adopted for Subarea 2 (south of Ewing Drive and north of Curry Creek) is 13 units per acre, calculated on a gross acreage basis. The land use adopted for Subarea 3 (south of Curry Creek) is 18 units per acre, calculated on a gross acreage basis. Up to 50% of the acreage in this sector will be allowable for nonresidential (retail, office space, industrial and manufacturing) uses. The total square footage of nonresidential uses allowed in this Area shall not exceed a 2.0 FAR. Development shall be served by City water and County sewer. The Party with jurisdiction over the development application shall require that right of way be dedicated by the developer for improvements to Jacaranda Boulevard and be completed with appropriate contributions from the developer consistent with the standards in the County's land development regulations.

(4) Area 3 — Border Road to Myakka River Neighborhood: The land use adopted in the Venice Comprehensive Plan for Subarea 1 (west of North Jackson Road) is a maximum of 5 units per acre, calculated on a gross area basis. The land use adopted for Subarea 2 (east of North Jackson Road) is a maximum of 3 units per acre, calculated on a gross area basis. Development shall be served by City

water and County sewer. The Party with jurisdiction over the development application shall require that transportation improvements including the extension of Jackson Road from Border Road to Laurel Road as a two-lane facility will be required to be provided by the developer consistent with the standards in the County's land development regulations. The City will support the acquisition of conservation interests in properties along the Myakka River, or where they are not acquired, require a Conservation Easement for annexed properties along the Myakka River.

(5) Area 4 — South Venice Avenue Neighborhood: The land use adopted in the Venice Comprehensive Plan for this Area is a maximum of 7 units per acre, calculated on a gross acreage basis. Up to 33% of the acreage will be allowable for nonresidential (retail, office and commercial) uses. The square footage of nonresidential uses allowed in this Area shall not exceed a 1.5 FAR. Development shall be served by City water and sewer. Interconnections between City and County water and sewer facilities shall be evaluated. The Party with jurisdiction over the development application shall require necessary transportation improvements including a neighborhood roadway interconnection to Hatchett Creek Boulevard to be provided by the developer.

(6) Area 5 — Laurel Road Mixed Use Neighborhood: The land use adopted in the Venice Comprehensive Plan for this Area is a maximum of 8 units per acre, calculated on a gross acreage basis. For Subarea 1 (north of the proposed connection between Laurel Road and the proposed Honore Avenue extension),

up to 33% nonresidential acreage shall be allowed.. For Subarea 2 (south of the proposed connection between Laurel Road and the proposed Honore Avenue extension), up to 50% nonresidential acreage shall be allowed. For Subarea 3 (south of Laurel Road), up to 100% nonresidential acreage is allowed. The square footage of nonresidential uses allowed for each subarea shall not exceed a 2.0 FAR. Development shall be served by County water and sewer. The Party with jurisdiction over the development application shall require that transportation improvements shall be consistent with the proposed Pinebrook/ Honore Road Extension alignment as depicted on the County thoroughfare plan and be constructed with appropriate contributions from the developer consistent with the County's land development regulations.

(7) Area 6 — Pinebrook Road Neighborhood: The land use adopted in the Venice Comprehensive Plan for this Area is a maximum of 3 units per acre, calculated on a gross acreage basis. Nonresidential uses shall not be permitted in this Area. Development shall be served by City water and sewer. The Party with jurisdiction over the development application shall require dedication of right of way for future four-laning of Pinebrook Road if the City and County agree that such an improvement is necessary. The improvement shall be constructed, with appropriate contributions from the developer, consistent with the standards in the County land development regulations.

(8) Area 7 — Auburn Road Neighborhood: The land use adopted in the Venice Comprehensive Plan for this Area is a maximum of 5 units per acre.

Nonresidential uses shall not be permitted in this Area. Development shall be served by City water and sewer.

(9) Area 8 — Gulf Coast Boulevard Neighborhood: The maximum residential density adopted in the Venice Comprehensive Plan for this Area shall not exceed 3.5 units per acre, calculated on a gross acreage basis. Development shall be served by City water and sewer.

7. Intergovernmental Review and Coordination.

A. Coordination of Developments of Extrajurisdictional Impacts. The City and County agree that the impacts of certain development, herein referred to as Developments of Extrajurisdictional Impacts, in close proximity to the municipal boundaries of the City, whether within the City limits or in the unincorporated area of the County, require close coordination between the Parties in order to assure the orderly and efficient provision of public facilities and services and compatibility of land uses.

B. Developments of Extrajurisdictional Impact, defined. "Development of Extrajurisdictional Impact" shall have the following meaning: any development within the Joint Planning Area set forth on Exhibit A hereto that either results in the creation of more than-twenty-five (25) dwelling units or 25,000 square feet of non-residential building area or the consumption of five percent (5%) of the remaining, available capacity of an affected roadway.

C. Coordination of County Planning Activity. The County will give the City Planning Director, or designee, written notice of the following matters or applications that relate to Developments of Extrajurisdictional Impacts, as defined above, located

within the unincorporated area of the County depicted on Exhibit A hereto:

(1) Comprehensive Plan Amendments;

(2) Rezonings; or

(3) Special exceptions.

D. Development Proposals within the City's Jurisdiction. The City will give the County Planning Director, or designee, written notice of the following matters or applications that relate to Developments of Extrajurisdictional Impacts, as defined above, located within the municipal boundaries of the City depicted on Exhibit A hereto:

(1) Comprehensive Plan Amendments;

(2) Rezonings; or

(3) Special exceptions.

E. Process for Coordination of Developments of Extrajurisdictional Impacts. The Parties will adhere to the following process in order to facilitate intergovernmental coordination regarding Developments of Extrajurisdictional Impact:

(l) Not later than thirty (30) days after receiving the application, and in no event less than. thirty (30) days prior to any public hearing on a proposed Development of Extrajurisdictional Impact, the Party with approval authority (the "Approving Party") will transmit the application packet for the proposed development, including all back-up material, to the other Party (the "Reviewing Party").

a. The Approving Party will transmit any substantive changes to the application packet made during the review process to the Reviewing

Party within five (5) business days of its receipt by the Approving Party.

b. The Reviewing Party will transmit comments within twenty (20) working days of receipt of the item(s) listed in subparagraphs C. 1, 2, and 3, and D.1, 2, and 3, above. If the Reviewing Party does not respond in writing within twenty (20) working days, then it is deemed to have no recommended conditions for inclusion in the comprehensive plan amendment, rezoning, or special exception.

c. The Parties agree to take reasonable steps to facilitate the review process set forth herein.

(2) Agreement to Incorporate Conditions.

a. The City's recommendation to the City Planning Commission and. City Council to approve, approve with conditions, or deny a proposed Development of Extrajurisdictional Impact will set forth all County-proposed stipulations that are based on adopted County standards, neighborhood and community plans, industry standards, or common agreement between the City and County.

b. The County's recommendation to the County Planning Commission and County Commission to approve, approve with conditions, or deny a proposed Development of Extrajurisdictional Impact will set forth all City-proposed stipulations that are based on adopted City standards, neighborhood and community plans, industry standards, or common agreement between the City and

County.

F. Approval of Reviewing Party Not Required.

Notwithstanding the provisions set forth in Section 7. E. (2) hereof, unless otherwise specified herein in Paragraphs 6 and 10, the Parties will not construe any provision of this Agreement to require:

(1) City approval of the County's planning activities or of Developments of Extrajurisdictional Impact within the unincorporated area of the County; or

(2) County approval of the City's planning activities, or of Developments of Extrajurisdictional Impact within municipal boundaries of the City.

8. Areas of Infrastructure Coordination: Within the JPA as designated on Exhibit A hereto, the Parties agree to coordinate and cooperate with each other to ensure the efficient provision of infrastructure within these areas and will endeavor to achieve parity in the location of public facilities and services. The Parties will investigate possible system interconnections, co-location of facilities and joint financing and construction of regional infrastructure.

9. Alternative Dispute Resolution.

A. The Parties agree to resolve any dispute related to the interpretation or performance of this Agreement in the manner described in this Section. Either Party may initiate the dispute resolution process by providing written notice to the other Party. Initiation of the dispute resolution process shall operate as a stay of the action which is the subject of the dispute.

B. Notwithstanding the foregoing, in the event that either Party determines in its sole discretion and good faith that it is necessary to file a lawsuit or other formal challenge in order to meet a jurisdictional time deadline, to obtain a temporary

injunction, or otherwise to preserve a legal or equitable right, such lawsuit or challenge may be filed, but upon the filing and any other act necessary to preserve the legal or equitable right or to obtain the temporary injunction, the Parties shall thereafter promptly file a joint motion with the reviewing court or administrative law judge requesting that the case be abated in order to afford the Parties an opportunity to pursue the dispute resolution procedures set forth herein. If the abatement. is granted, the Parties shall revert to and pursue the dispute resolution procedures set forth herein.

C. After transmittal and receipt of a notice specifying the areas of disagreement, the Parties agree to meet at reasonable times and places, as mutually agreed upon, to discuss the issues.

D. If discussions between the Parties fail to resolve the dispute within sixty (60) days of the notice describe in subparagraph A, above, the Parties shall appoint a mutually acceptable neutral third Party to act as a mediator. If the Parties are unable to agree upon a mediator, the City Shall request appointment of a mediator by the Chief Judge of the Circuit Court in and for Sarasota County, Florida. The mediation contemplated by this Section is intended to be an informal and non- adversarial process with the objective of helping the Parties reach a mutually acceptable and voluntary agreement. The decision-making shall rest solely with the Parties. The mediator shall assist the Parties in identifying issues, fostering joint problem-solving, and exploring settlement alternatives.

E. If the Parties are unable. to reach. a mediated settlement within ninety (90) days of the mediator's appointment, either Party may terminate the settlement discussions

by written notice to the other Party.

F. Either Party must initiate litigation or move to end the abatement specified in Paragraph B, above, within thirty (30) days of the notice terminating the settlement discussions or such action is barred. Resolution by failure to initiate litigation shall not be considered to be acceptance of the interpretation, position or performance of the other Party in any future dispute.

G. The Parties agree that this dispute resolution procedure satisfies the requirements of Chapter 164, Florida Statutes.

10. Agreement on Additional Substantive Standards and Issues:

In addition to the matters set forth above, the Parties agree to the following additional substantive standards and issues:

A. Each party agrees that as a part of its review of development applications within the Joint Planning Areas set forth in Exhibit A it will apply its own comprehensive plan policies, land development regulations and methodologies to assess the impacts on the public facilities for which it is financially responsible. In addition, the application will be provided to the other party which will conduct a concurrency review based on its comprehensive plan policies, land development regulations and methodologies to address impacts to public facilities which are its financial responsibility. Any concurrency approval will incorporate the results of both reviews.

B. Right of way for roadways that are designated as future thoroughfares shall be dedicated to the City or the County or their respective designees, as applicable, and construction and maintenance responsibilities for the roadways will be assigned to development interests unless otherwise mutually agreed by the Parties.

C. Any development authorized by the County within an enclave shall be conditioned upon a requirement that development shall connect to City utilities as they become available.

D. The Parties will evaluate regional water supply sources, interconnections and joint storage facility locations.

E. The Parties will support protection of the Myakka River corridor through the implementation of the Myakka Wild and Scenic River Management Plan and will prohibit new or increased access of motorized watercraft to the River within the Joint Planning Areas set forth in Exhibit A. Buffers for new developments with the Myakka River Protection Zone shall be a minimum of two hundred twenty (220) feet.

F. The City commits to continue to participate in development and implementation of the Habitat Conservation Plan with the County.

G. The Parties agree that the County's Manatee Protection Plan requirements shall apply to the areas of the Myakka River located within the Joint Planning Areas set forth in Exhibit A.

H. The City agrees to enforce any lawful conditions imposed by the County in conjunction with the issuance of land use and development permits within an annexation area unless and until such conditions are modified, changed and/or deleted through the City's comprehensive plan and land development regulations. The County will serve a consultative role to provide assistance in enforcement action if requested by the City.

I. The City agrees to use the County land use compatibility principles during the review of each zoning petition for any parcel located within the Joint Planning

Areas set forth on Exhibit A and on properties within the City adjoining such areas. Within the Coordination and Cooperation Areas set forth on Exhibit A, the County agrees not to revise its future land uses prior to confirmation of compatibility by the City. The land use compatibility reviews referenced above shall include an evaluation of land use density, intensity, character or type of use proposed, and an evaluation of site and architectural mitigation design techniques. Potential incompatibility shall be mitigated through techniques including, but not limited to: (i) providing open space, perimeter buffers, landscaping and berms; (ii) screening of sources of light, noise, mechanical equipment, refuse areas, delivery areas and storage areas; (iii) locating road access to minimize adverse impacts, increased building setbacks, step-down in building heights; and (iv) increasing lot sizes and lower density or intensity of land use.

J. The Parties agree to undertake a review and evaluation of operational and maintenance responsibilities of transportation facilities located within City limits.

K. The Parties agree to cooperate on the preparation and implementation of any neighborhood or community plans within the areas subject to this Agreement.

L. The Parties agree to establish and maintain wildlife corridors and coordinate with the state and federal wildlife agencies when reviewing development proposals within the Joint Planning Areas set forth in Exhibit A.

M. In the event that any modifications to permits of the Southwest Florida Water Management District are necessary to reflect changes in the entity responsible for managing surface water under such permits as a result of annexation, the Parties agree to jointly pursue such amendment within thirty (30) days of the annexation.

N. For purposes of this Agreement, "Conservation" includes, but is not limited to, wetland and upland habitat protection and management, establishing and maintaining habitat and wildlife corridors, establishing and maintaining environmental buffers, and providing for limited improvements to facilitate passive recreation. Conservation areas shall be designated on master, preliminary and final plans (or their equivalent), and site development plans, and shall be protected in perpetuity.

11. Other Rights and Agreements.

A. Other Rights. Nothing in this Agreement precludes either the City or the County from exercising its rights pursuant to Chapters 380, Florida Statutes, to challenge any regional impact development order.

B. Other Contemporaneous Agreements. The Parties do not intend for this Agreement to amend, modify, supersede, or terminate any other agreement between the City and County in effect as of January 9, 2007.

12. Notice to Parties.

All notices, consents, approvals, waivers, and elections that any Party requests or gives under this Agreement will be in writing and shall be given only by hand delivery for which a receipt is obtained, or certified mail, prepaid with confirmation of delivery requested. Notices will be delivered or mailed to the addresses set forth below or as either Party may otherwise designate in writing.

If to the County:

Sarasota County
Attn: County Administrator
1660 Ringling Blvd.
Sarasota, FL 34236

If to the City:

City of Venice
Attn: City Manager
401 West Venice Avenue
Venice, FL 34285

Notices, consents, approvals, waivers, and elections will be deemed given when received by the Party for whom intended.

13. Discharge.

This Agreement is solely for the benefit of the City and the County, and no right or cause of action shall accrue upon or by reason hereof, to or for the benefit of any third party. Nothing in this Agreement, either expressed or implied, is intended or shall be construed to confer upon or give any person, corporation or governmental entity other than the Parties any right, remedy or claim under or by reason of this Agreement or any provisions or conditions hereof, and all of the provisions, representations, covenants, and conditions herein contained shall inure to the sole benefit of and shall be binding upon the Parties and their respective representatives, successors and assigns.

14. Validity of Agreement.

The City and the County each represent and warrant to the other its respective authority to enter into this Agreement, acknowledge the validity and enforceability of this Agreement, and waive any future right or defense based on a claim of illegality, invalidity, or unenforceability of any nature. The City hereby represents, warrants and covenants to and with the County that this Agreement has been validly approved by the Venice City Council at a public hearing of the Venice City Council held pursuant to the provisions of Section 163.3171(3), Florida Statutes, and Chapter 171, Part II, Florida Statutes, that it has been fully executed and delivered by the City, that it constitutes a legal, valid and binding

contract enforceable by the Parties in accordance with its terms, and that the enforceability hereof is not subject to any impairment by the applicability of any public policy or police powers. The County hereby represents, warrants and covenants to and with the City that this Agreement has been validly approved by the Sarasota County Board of County Commissioners at a public hearing of the Board held pursuant to the provisions of Section 163.3171(3), Florida Statutes, that it has been duly executed and delivered by the County, that it constitutes a legal, valid and binding contract enforceable by the Parties in accordance with its terms, and that the enforceability hereof is not subject to any impairment by the applicability of any public policy or police powers.

15. Enforcement.

This Agreement shall be enforceable by the Parties hereto by whatever remedies are available in law or equity, including but not limited to injunctive relief and specific performance.

16. Covenant to Enforce.

If this Agreement or any portion hereof is challenged by any judicial, administrative, or appellate proceeding (each Party hereby covenanting with the other Party not to initiate or acquiesce to such challenge or not to appeal any decision invalidating any portion of this Agreement), the Parties collectively and individually agree, at their individual sole cost and expense, to defend in good faith its validity through to a final judicial determination, unless both Parties mutually agree in writing not to defend such challenge or not to appeal any decision invalidating any portion of this Agreement.

17. Term and Review.

A. Original Term. This Agreement shall take effect upon its filing with the Clerk of the Circuit Court of Sarasota County and, unless amended or extended in accordance with

its terms, shall expire on June 30, 2032.

B. Extension: This Agreement shall be automatically extended past the original term for one additional ten (10) year term unless either the City or the County, as the case may be, delivers a notice of non-renewal to the other Party at least one hundred eighty (180) days prior to the expiration of the original term of this Agreement. If it is extended for an additional ten (10) year term, this Agreement shall be automatically extended for one additional five (5) year term unless either the City of the County, as the case may be, delivers a notice of non-renewal to the other Party at least one hundred eighty (180) days prior to the expiration of the ten (10) year extension. A Party delivering such a notice of non-renewal as aforesaid may, in such Party's sole discretion, revoke such notice of non-renewal at any time prior to the expiration date of the original term or any extended term of this Agreement.

C. Review. During the comprehensive plan Evaluation and Appraisal Report review process required by Chapter 163, Florida Statutes, each Party will review the terms of this Agreement and consider amendments, as necessary.

D. If the law does not allow this Agreement to have the term set forth above, then the term shall be twenty (20) years or the maximum term of years allowed by law, whichever is greater, and at least eighteen (18) months before the expiration of the twenty (20) year term the Parties agree to commence negotiations for another interlocal agreement to govern the matters addressed in this Agreement.

18. 19. Amendment. Amendments may be proffered by either Party at any time. Proposed amendments shall be in writing and must be approved by a majority of the boards of both Parties or shall be considered not adopted.

19. Future Charter Amendments: The Parties agree that in the event the Sarasota County Charter is amended to require a joint planning agreement or similar agreement as a condition for future annexations or to otherwise provide restrictions or conditions on planning, design or regulatory functions and prerogatives currently within the authority of municipalities located in Sarasota County, that this Agreement shall constitute full compliance with such a requirement. The County agrees to provide the City with notice and an opportunity to provide charter amendment language sufficient to accomplish this purpose. During the term of this Agreement, Sarasota County shall not propose or adopt any charter amendment that negates the terms and conditions of this Agreement.

20. Subsequent Legislative Enactments. The Parties agree and covenant, having given and received valuable consideration for the promises and commitments made herein, it is their desire, intent and firm agreement to be bound by and observe the terms of this Agreement wherever such terms are more stringent than those subsequently enacted by the Legislature.

20. Miscellaneous.

A. Entire Agreement. Except as otherwise set forth herein, this Agreement embodies and constitutes the entire understanding of the Parties with respect to the subject matters addressed herein, and all prior agreements, understandings, representations and statements, oral or written, are superseded by this Agreement.

B. Governing Law and Venue. The laws of the State of Florida shall govern this Agreement, and venue for any action to enforce the provisions of this Agreement shall be in the Circuit Court of the Twelfth Judicial Circuit of Florida, in and for Sarasota County, Florida.

C. Compliance with Chapter 171, Part H, Florida Statutes. The Parties agree that this Agreement also meets the requirements of Chapter 171, Part II, Florida Statutes. The Parties agree that pursuant to Section 171.204, Florida Statutes, the restrictions on the character of land that may be annexed pursuant to Chapter 171, Part I, Florida Statutes, shall not be restrictions on land that may be annexed in accordance with this Agreement provided that such land is contiguous, urban in character, and compact and otherwise meets the terms and conditions of this Agreement.

21. Severability. Any term or provision of this Agreement that is invalid or unenforceable in any situation in any jurisdiction shall not affect the validity or enforceability of the remaining terms and provision hereof or the validity or enforceability of the offending term or provision in any other situation or in any other jurisdiction.

IN WITNESS WHEREOF, the CITY OF VENICE, FLORIDA has caused this Agreement to be executed by its Mayor and affixed its official seal, attested by its Clerk pursuant to the Authorization of the Venice City Council, and SARASOTA COUNTY, FLORIDA has caused this Agreement to be executed by its Chair and affixed its official seal, attested by its Clerk, pursuant to the authorization of the Board of County Commissioners, on the day and year indicated below.

City Council
City of Venice, Florida

By: _____
Ed Martin, Mayor

ATTEST:

_____
Lori Stelzer, City Clerk

Approved as to form and Execution:

By: _____ For
Robert C. Anderson, Attorney for the City of Venice, Florida

Board of County Commissioners
Sarasota County, Florida

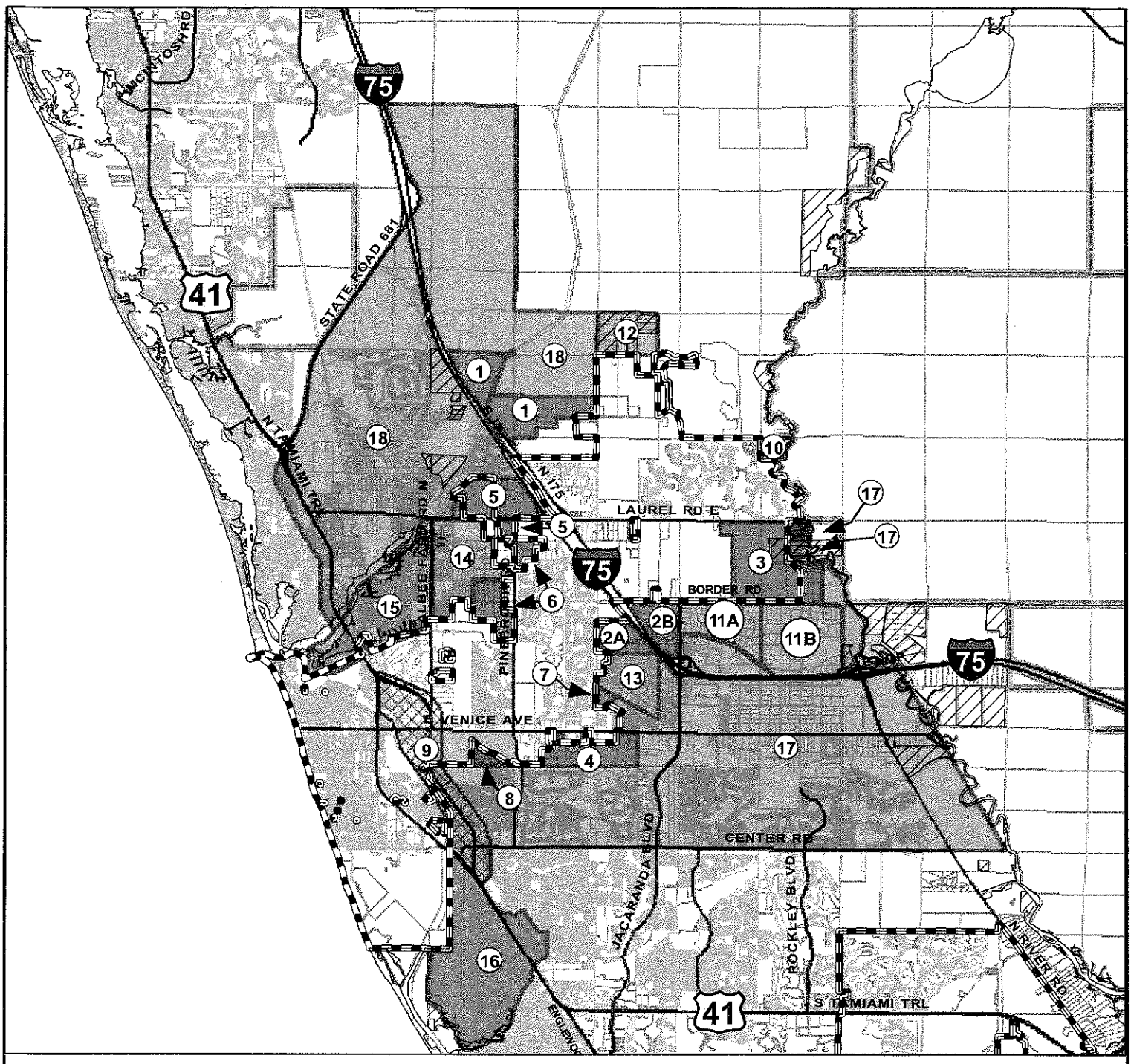
By: _____
Joseph A. Barbetta, Chair

ATTEST:

_____
Deputy Clerk

Approved as to form and Execution:

By: _____
County Attorney



JOINT PLANNING AREA

Legend

- POTENTIAL ANNEXATION AREAS
- POTENTIAL COORDINATION/COOPERATION AREA (NO ANNEXATION)
- EXISTING JOINT PLANNING STUDY
- ESLPP PROTECTION PRIORITY SITE

NOTE: Area 6 clarification arrow added 5/20/08; additional clarifications made October 2010: four areas (former areas 4, 9A, 9B and 10 deleted from Potential Annexation Area (Green Areas) and added to Potential Coordination/ Cooperation (Blue Areas as areas 10, 11A, 11B and 12 [all other areas renumbered accordingly].

October 7, 2010 N:\Growth Management\USER\sbrown\ANNEXATION\JPA2010\VENICE_PlanningAreasAmended10-2010.mxd

EXHIBIT A

(to the Agreement)

PREPARED BY SARASOTA COUNTY
PLANNING AND DEVELOPMENT SERVICES
PLANNING SERVICES - GIS
OCTOBER 2010

Exhibit B

City of Venice -Sarasota County
Joint Planning Agreement Matrix

POTENTIAL ANNEXATION AREAS (Green Areas on Exhibit A)							
Location	**Approx. Acreage**	**Existing County Future Land Use**	**Maximum Allowable Density per City of Venice Comprehensive Plan (Adopted 2010)**	**Transportation**	**Water and Sewer**	**Environmental**	**Timing of Infrastructure Availability (Years)**
#1 (Rustic Road)	489	County Semi-Rural	Subarea 1: 5 to 9 d.u/ac. Subarea 2: 5 d.u./ac.	Intersection Improvements on Knight's Trail	City Water and Sewer	No Issues Identified	6 - 15
#2A (Auburn Road to I-75)	176	County Moderate Density Residential	3 d.u./ac.	No Issues Identified	West of I-75, City Water and Sewer	No Issues Identified	1 - 10
#2B (I-75 to Jacaranda Boulevard)	175	County Semi-Rural, Commercial	Subarea 1: 9 d.u/ac. Subarea 2: 13 d.u./ac. Subarea 3: 18 d.u./ac.	Require ROW Dedication for Jacaranda Blvd.	East of I-75, City Water and County Sewer	No Issues Identified	1 - 10
#3 (Border Road to Myakka River)	629	County Semi-Rural	Subarea 1: 5 d.u/ac. Subarea 2: 3 d.u./ac.	Extend Jackson Road from Border Road to Laurel Road as two-lane facility	City Water and County Sewer	City will support purchase or require conservation easement along River	6 - 20
#4 (South Venice Avenue)	239	Commercial, Medium Density Residential	7 d.u./ac.	Potential Neighborhood Roadway Interconnection to Hatchett Creek Road	City Water and Sewer, Evaluate Interconnections	No Issues Identified	1 - 10
#5 (Laurel Road Mixed Use)	296	County Moderate Density Residential, Medium Density Residential, Mixed Use	8 d.u./ac.	Maintain Consistency with Pinebrook / Honore Road Extension	County Water and Sewer	No Issues Identified	1 - 15

Note: Area 5 and 6 size clarifications made Nov. 12, 2008; additional clarificiations made October 2010 include: (1) four areas (former areas 4, 9A, 9B and 10) deleted from Potential Annexation (Green Areas on Exhibit A) and added to Potential Coordination/Cooperation (Blue Areas on Exhibit A) as areas 10, 11A, 11B and 12 with revised utility and environmental commitments; (2) name changes to reflect City of Venice Comprehensive Plan; and (3) revised acreages to reflect approximations.

POTENTIAL ANNEXATION AREAS (Green Areas on Exhibit A)							
Location	Approx. Acreage	Existing County Future Land Use	Maximum Allowable Density per City of Venice Comprehensive Plan (Adopted 2010)	Transportation	Water and Sewer	Environmental	Timing of Infrastructure Availability (Years)
#6 (Pinebrook Road)	232	County Moderate Density Residential	3 d.u./ac.	ROW for future four-laning of Pinebrook. Note: environmental and FCT funding issues with going in after the fact and running road further south. However, there is not a need for improvement given current traffic volumes.	City Water and Sewer	No Issues Identified	1 - 15
#7(Auburn Road)	25	County Moderate Density Residential	5 d.u./ac.	No Issues Identified	City Water and Sewer	No Issues Identified	1 - 5
#8 (Gulf Coast Boulevard)	33	County Moderate Density Residential	3.5 d.u./ac.	No Issues Identified	City Water and Sewer	No Issues Identified	N/A (existing)

EXISTING JOINT PLANNING STUDY (Red Hatched Areas on Exhibit A)							
Location	Approx. Acreage	Existing County Future Land Use	Maximum Allowable Density per City of Venice Comprehensive Plan (Adopted 2010)	Transportation	Water and Sewer	Environmental	Timing of Infrastructure Availability (Years)
#9 (US 41 Bypass)	732	N/A	N/A	City and County support US 41 Bypass widening	City and County Water and Sewer within each respective jurisdiction	N/A within this JPA	N/A within this JPA

Note: Area 5 and 6 size clarifications made Nov. 12, 2008; additional clarificiations made October 2010 include: (1) four areas (former areas 4, 9A, 9B and 10) deleted from Potential Annexation (Green Areas on Exhibit A) and added to Potential Coordination/Cooperation (Blue Areas on Exhibit A) as areas 10, 11A, 11B and 12 with revised utility and environmental commitments; (2) name changes to reflect City of Venice Comprehensive Plan; and (3) revised acreages to reflect approximations.

POTENTIAL COORDINATION / COOPERATION AREA (NO ANNEXATION - Blue Areas on Exhibit A)							
Location	Acreage	Existing County Future Land Use	Expected Continuing County Future Land Uses	Transportation	Water and Sewer	Environmental	Timing of Infrastructure Availability (Years)
#10 (Venice Myakka River)	52	County Rural	Rural	No Issues	County Water and Sewer	City will support conservation easement along River	1 - 5
#11A (Border/Jacaranda Boulevard)	307	County Major Employment Center, Rural	County Major Employment Center, Rural	Maintain Interconnections with Grid Network	County Water and Sewer	No Issues Identified	10 - 25
#11B (Border Road/Curry Creek)	551	Rural	Rural	Maintain Interconnections with Grid Network; Include the extension of Jackson Road	County Water and Sewer	No Issues Identified	10 - 25
#12 (Laurel Oaks Road)	250	County Rural	Rural	No Issues Identified	County Water and Sewer	City will support	6 - 15
#13 (Venice Acres)	274	Low Density Residential, Medium Density Residential	Low Density Residential, Medium Density Residential	No Issues Identified	County Water and Sewer	No Issues Identified	6 - 10
#14 (Albee Farm East)	468	Low Density Residential, Moderate Density Residential	Low Density Residential, Moderate Density Residential	No Issues Identified	County Water and Sewer	No Issues Identified	1 - 10 water, 10 - 20 sewer
#15 (Albee Farm West)	803	Low Density Residential, Moderate Density Residential, Medium Density Residential, Commercial	Low Density Residential, Moderate Density Residential, Medium Density Residential, Commercial	No Issues Identified	County Water and Sewer	No Issues Identified	1 - 10 water, 10 - 20 sewer
#16 (South Venice)	1241	Moderate Density Residential, Commercial	Moderate Density Residential, Commercial	No Issues Identified	County Water and Sewer	Alligator Creek is an impaired water body requiring a basin management action plan.	1 - 10
#17 (East Venice)	7417	Low Density Residential, Moderate Density Residential, Medium Density Residential, Commercial, Major Employment Center, Office - Multi-Family, Government Use	Low Density Residential, Moderate Density Residential, Medium Density Residential, Commercial, Major Employment Center, Office - Multi-Family, Government Use	No Issues Identified	County Water and Sewer	No Issues Identified	unable to determine
#18 (2050 Village)	7518	Low Density Residential, Moderate Density Residential, Medium Density Residential, Commercial	Low Density Residential, Moderate Density Residential, Medium Density Residential, Commercial	No Issues Identified	County Water and Sewer	No Issues Identified	unable to determine

Note: Area 5 and 6 size clarifications made Nov. 12, 2008; additional clarifications made October 2010 include: (1) four areas (former areas 4, 9A, 9B and 10) deleted from Potential Annexation (Green Areas on Exhibit A) and added to Potential Coordination/Cooperation (Blue Areas on Exhibit A) as areas 10, 11A, 11B and 12 with revised utility and environmental commitments; (2) name changes to reflect City of Venice Comprehensive Plan; and (3) revised acreages to reflect approximations.

Areas of Unique Consideration

The Island Neighborhood contains two existing Areas of Unique Consideration: The Village on the Isle Campus, and the Venice Regional Medical Center Campus. The standards below are intended to guide the growth and development of these Areas of Unique Concern. See also LU-IS-S 1.1.7 – Guidance for Existing Areas of Unique Concern within the Island Neighborhood Element.

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

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

Unique Areas	Development Standards		
	Uses	Density	Intensity

Village on the Isle Campus	• Assisted living
	• Independent living.
	• Skilled nursing facilities and services.
	• Community services.
	• Adult day care
	• Related health care services and facilities.
		• Assisted Living Facilities:
		  • 30 units per gross acre with individual kitchen facilities.
		  • 55 units per gross acre without individual kitchen facilities (Assisted Living Facilities).
		• Independent Living Facilities:
		  • 18 units per gross acre for age restricted (Independent Living Facilities).
			• Shall not exceed a Floor Area Ratio of 4.0 for the gross acreage.

Venice Regional Medical Center Campus (Bayfront Venice Regional Medical Center)	• Medical and Health Care Center including emergency care, hospital, and related health care services and facilities	• 18 units per gross acre.	• Floor Area Ratios shall range from 3.5 to 6.5 (see attached FLUM Maps. • Conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 4,000 square feet commercial space, gross acreage.

City of Venice

Map FLUM-24
Village on the Isle (VOTI) Campus

- Village on the Isle (VOTI) Campus
- Venice City Limits, 2010
- Parcels

FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 19.1 AND POLICY 19.2 OF THE FUTURE LAND USE & DESIGN ELEMENT.

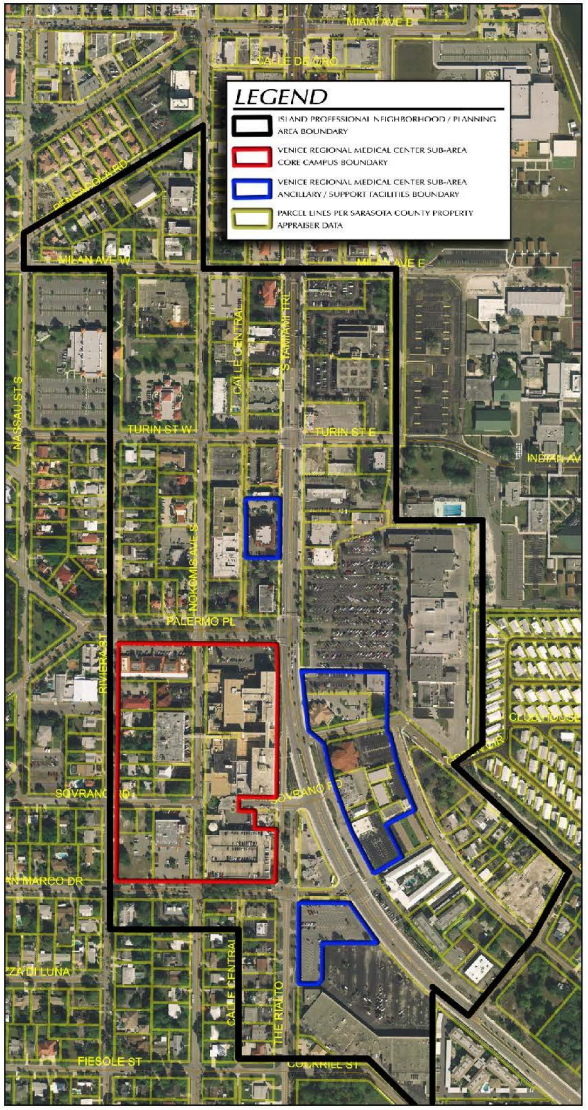
City of Venice Comprehensive Plan
Adopted 10/26/10 | ORD. No. 2010-21
AMD No. City of Venice 10-1ER

Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.

N W E S

Miles
0 0.0125 0.025 0.05 0.075

WADETRIM



City of Venice

Map FLUM-25
Venice Regional Medical Center Campus

FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 19.3 AND 19.4 OF THE FUTURE LAND USE & DESIGN ELEMENT.

City of Venice Comprehensive Plan
Adopted 10/26/10 | ORD. No. 2010-21
AMD No. City of Venice 10-1ER

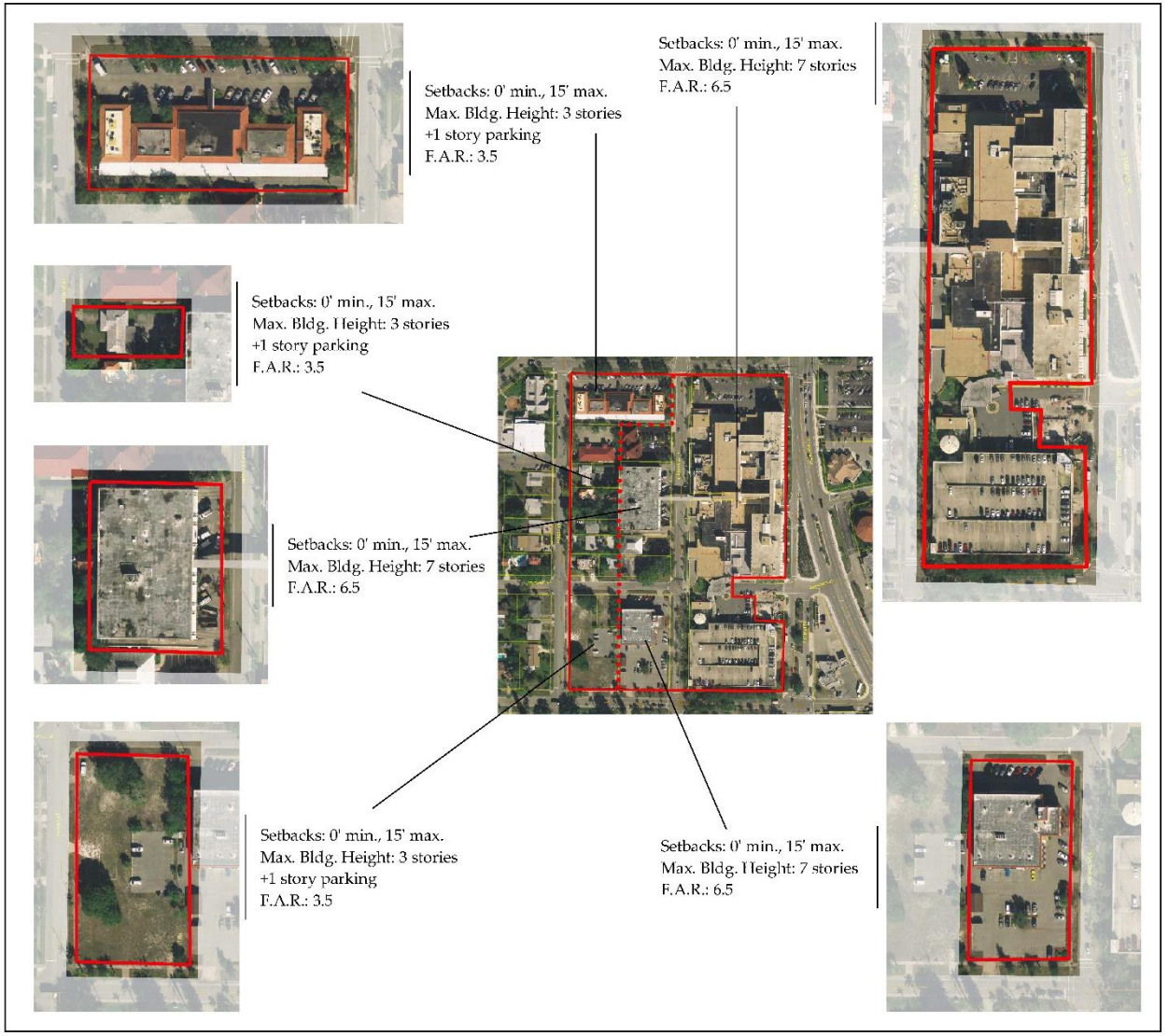
Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.

N W E S

Miles
0 0.04 0.08 0.16 0.24

WADETRIM

Insert map.



City of Venice

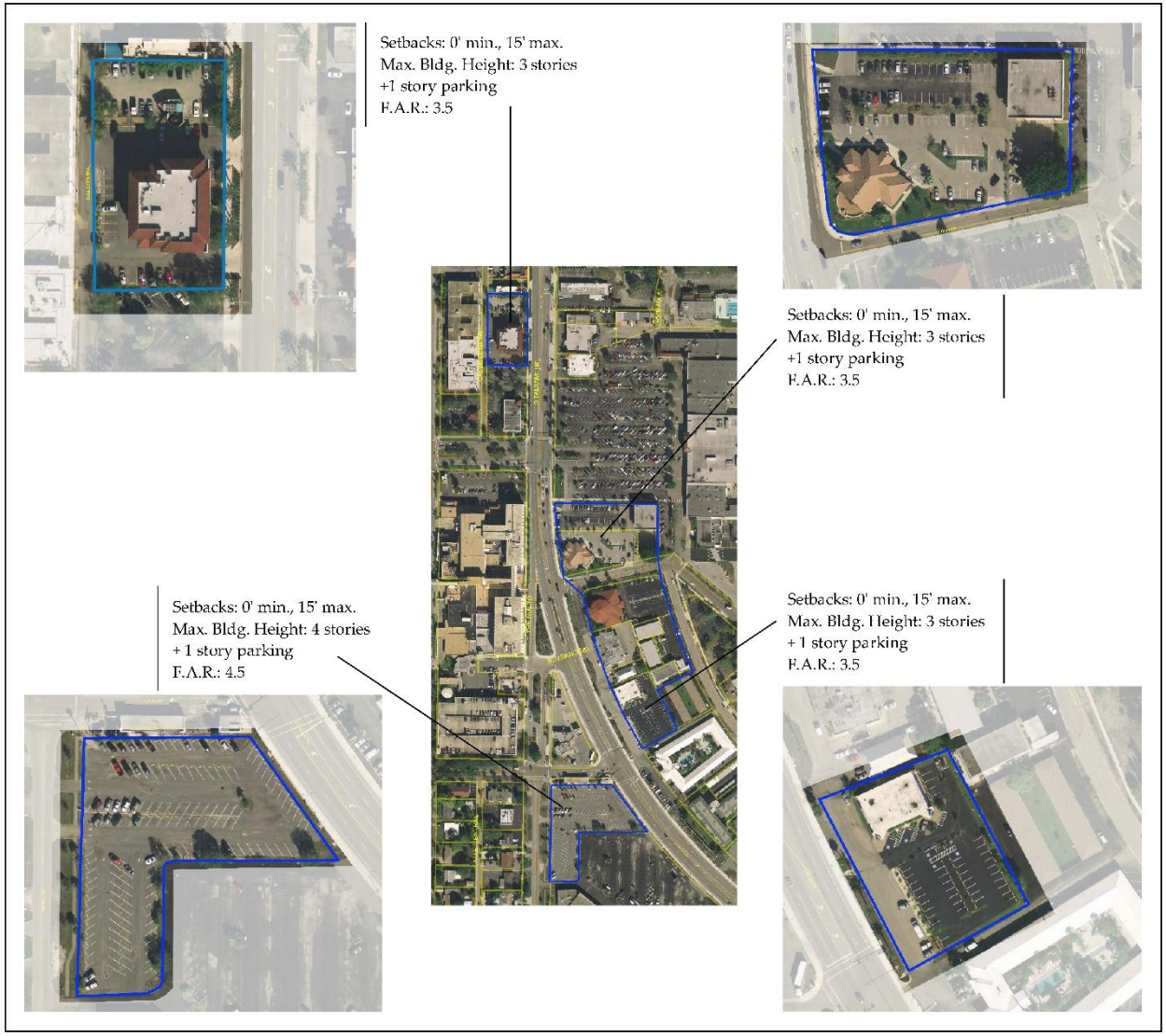
Map FLUM-25(a)
VRMC Core Campus

FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 19.3 AND 19.4 OF THE FUTURE LAND USE & DESIGN ELEMENT.

City of Venice Comprehensive Plan
Adopted 10/26/10 | ORD. No. 2010-21
AMD No. City of Venice 10-1ER

N
W E
S

WADETRIM



City of Venice

Map FLUM-25(b)
VRMC Medical Campus

FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 19.3 AND 19.4 OF THE FUTURE LAND USE & DESIGN ELEMENT.

City of Venice Comprehensive Plan
Adopted 10/26/10 | ORD. No. 2010-21
AMD No. City of Venice 10-1ER

N W E S

WADETRIM

APPENDIX

Capital Improvement Schedule

APPENDIX

Capital Improvement Schedule

5. Capital Improvement Schedule

The Capital Improvement Schedule (CIS) is the implementing portion of the City's Capital Improvements Plan. Below is the adopted CIS for the 2016-2020 planning period.

Exhibit "A"

APPENDIX C

City of Venice

Comprehensive Plan

Five Year Capital Improvement Schedule (CIS)

Fiscal Years 2016 – 2020

Introduction and Overview of the CIS:

The five year schedule of capital improvements is required by F.S. 163.3177(3)(b), and contains those major capital projects identified to achieve or maintain adopted levels of service for those public facilities identified in Chapter V, Capital Improvements Element of the Comprehensive Plan. The majority of the projects contained within Tables 1-9 are City of Venice funded projects. In addition, the City of Venice also hereby incorporates by reference projects of outside agencies that directly or indirectly expand the capacity of city infrastructure and facilities. These agencies include, but are not limited to, Sarasota County, the Sarasota County School Board and projects included in the Metropolitan Planning Organization's 5 year Transportation Improvement Plan (TIP). The Tables included in the CIS describe capital projects for specific public facilities:

Table 1 – Sanitary Sewer

Table 2 – Potable Water

Table 3 – Parks and Public Spaces

Table 4 – Storm Water

Table 5a – Transportation (Roads)

Table 5b – Transportation (Bicycle and Pedestrian)

Table 5c – Transportation (Aviation)

Table 6 – Emergency Services

Table 7 - FY 2020 – 2035 Long Range Capital Improvement Schedule This Table of the CIS is a long-range schedule of capital projects for the following public facilities: Roads, Sanitary Sewer, and Potable Water. This schedule is intended to provide long term guidance for the identification of longer term projects that are not yet funded but anticipated to be needed within the long-range planning horizon, FY 2035.

CITY OF VENICE COMPREHENSIVE PLAN, APPENDIX C

CAPITAL IMPROVEMENTS SCHEDULE FISCAL YEARS 2016-2020

Table 1: Sanitary Sewer

Project No.	Project Name	Fund Source	Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Five Year Total	
1	Second Force Main Under I-75	Operating Revenue		$480,000				$480,000	
2	Additional Reclaimed Water Storage Tanks	Operating Revenue		$300,000	$2,000,000			$2,300,000	
3	Convert Old Sewer Force Main to Reclaimed Water Main	Operating Revenue		$200,000	$200,000	$200,000	$200,000	$800,000	
4	Reclaimed Water Distribution System Improvement R-100	Operating Revenue	$120,000	$450,000				$570,000	
5	Reclaimed Water Distribution System Improvement R-303 and R-313	Operating Revenue	$147,000					$147,000	
6	Reclaimed Water SC Interconnect Improvements	Operating Revenue		$75,000	$500,000			$575,000	
7	Force Main Replacement	Operating Revenue			$150,000	$150,000	$150,000	$450,000	
8	Various Reclaimed Water Main Extensions	Operating Revenue		$200,000	$200,000	$200,000	$200,000	$800,000	
	Sanitary Sewer Totals		$267,000	$1,705,000	$3,050,000	$550,000	$550,000	$6,122,000	

CITY OF VENICE COMPREHENSIVE PLAN, APPENDIX C

CAPITAL IMPROVEMENTS SCHEDULE FISCAL YEARS 2016 - 2020

Table 2: Potable Water

Project No.	Project Name	Fund Source	Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Five Year Total	
1	PRMRWSA Emergency Interconnect	Operating Revenues			$100,000	$500,000		$600,000	
2	New Production Well RO 8E/79	Operating Revenues	$500,000					$500,000	
3	WTP Second Stage Membrane Addition	Operating Revenues			$3,000,000			$3,000,000	
4	Venetian Parkway Utilities Relocation	Revenue Bond	$2,500,000					$2,500,000	
5	Water Main Replacement	State Revolving Fund	$3,300,000	$3,500,000	$1,300,000	$1,300,000	$1,300,000	$10,700,000	
6	Eastgate Utilities Relocation – Phase 1	State Revolving Fund	$300,000	$2,500,000	$500,000			$3,300,000	
7	Eastgate Utilities Relocation – Phase 2	State Revolving Fund		$300,000	$3,000,000	$500,000		$3,800,000	
8	Eastgate Utilities Relocation – Phase 3	State Revolving Fund	$2,000,000		$300,000	2,500,000	$500,000	$5,300,000	
9	New Storage Tank and Booster Station	Operating Revenues	$100,000	$500,000	$700,000			$1,300,000	

	Potable Water Totals		$8,700,000	$6,800,000	$8,900,000	$4,800,000	$1,800,000	$31,000,000	

CITY OF VENICE COMPREHENSIVE PLAN, APPENDIX C

CAPITAL IMPROVEMENTS SCHEDULE FISCAL YEARS 2016 - 2020

Table 3: Parks and Public Spaces

Project No.	Project Name	Fund Source	Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Five Year Total	
1	Legacy Park Capital Development (City Project)	Sarasota County			$400,000			$400,000	
2	Wellfield Park – Croquet Expansion	General Fund	$15,000					$15,000	
3	Wellfield Park – Soccer Field Lights	General Fund	$150,000					$150,000	
4	N. Pier Parking Area #3 Construction	One-Cent Sales Tax	$500,000					$500,000	
5	Purchase Ajax Property	General Fund	$850,000					$850,000	
	Parks and Public Spaces Totals		$1,515,000	$0	$400,000	$0	$0	$1,915,000	

CITY OF VENICE COMPREHENSIVE PLAN, APPENDIX C

CAPITAL IMPROVEMENTS SCHEDULE FISCAL YEARS 2016 - 2020

Table 4: Storm Water

Project No.	Project Name	Fund Source	Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Five Year Total	
1	Beach Renourishment	Federal Grants, State Grants and Local Funds	$250,000	$250,000	$250,000	$250,000	$250,000	$1,250,000	
2	Live Oak Drive Stormwater Improvements	State Grants and Local Funds		$60,000	$300,000			$360,000	
3	Airport Avenue Drainage Improvements	State Grants and Local Funds				$850,000		$850,000	
4	Osprey Ditch Enclosure Project	State and Local Funds			$75,000	$900,000		$975,000	
5	Nokomis Avenue S. Stormwater Improvements	State Grants and Local Funds				$150,000	$900,000	$1,050,000	
	Storm Water Totals		$250,000	$310,000	$625,000	$2,150,000	$1,150,000	$4,485,000	

CITY OF VENICE COMPREHENSIVE PLAN, APPENDIX C

CAPITAL IMPROVEMENTS SCHEDULE FISCAL YEARS 2016 - 2020

Table 5A: Transportation - Roadway Improvements

Project No.	Project Name	Fund Source	Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Five Year Total	
1	Pinebrook Road/Edmondson Intersection Improvements	Sarasota County Road Impact Fees	$500,000					$500,000	
2	South Harbor Drive Intersection Improvement at Airport Ave./Beach Rd.	Sarasota County Road Impact Fees	$500,000					$500,000	
3	125 ft. extension of eastbound left turn lane at Laurel Rd. and Knights Trail Rd. and 25 ft. extension of westbound left turn lane at Laurel Rd. and Albee Farm Rd.	Portofino Concurrency Improvement (Developer contributed funds to city)			$51,225			$51,225	
	Transportation Roadway Totals		$1,000,000	$0	$51,225	$0	$0	$1,051,225	

CITY OF VENICE COMPREHENSIVE PLAN, APPENDIX C

CAPITAL IMPROVEMENTS SCHEDULE FISCAL YEARS 2016 - 2020

	Table 5B: Transportation - Bicycle Pedestrian Improvements								
Project No.	Project Name	Fund Source	Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Five Year Total	
1	Install sidewalk connection from Ruscelletto Park to the US 41 Bypass (City Project)	Sarasota County Park Impact Fees			$80,000			$80,000	
2	Downtown Enhancements	MPO/Gas Tax				$1,278,723		$1,278,723	
3	Edmondson Road Multi Use Trail	FDOT/MPO	$52,500	$336,082				$388,582	
4	ADA Improvements Sidewalks/Parks/Buildings	One-Cent Sales Tax	$150,000	$150,000	$150,000	$150,000	$150,000	$750,000	
5	Sidewalk Replacement/Connectivity	One-Cent Sales Tax	$250,000	$100,000	$100,000	$100,000	$100,000	$650,000	
	Transportation Bicycle/Pedestrian Totals		$452,500	$586,082	$330,000	$1,528,723	$250,000	$3,147,305	

CITY OF VENICE COMPREHENSIVE PLAN, APPENDIX C

CAPITAL IMPROVEMENTS SCHEDULE FISCAL YEARS 2016 - 2020

	Table 5C: Transportation - Aviation Improvements								
Project No.	Project Name	Fund Source	Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Five Year Total	
1	Design and construct Taxiway D	Operating Revenues, State Grant and Federal Grant			$200,000	$1,500,000		$1,700,000	
2	Design and Construct Taxiway E	Operating Revenues, State Grant and Federal Grant		$200,000	$1,700,000			$1,900,000	
3	Design and Construct Taxiway F	Operating Revenues, State Grant and Federal Grant				$250,000	$1,500,000	$1,750,000	
4	Design and Construct Airport Commerce Park Road	Operating Revenues, State Grant and Federal Grant		$4,000,000				$4,000,000	
	Transportation Aviation Totals		$0	$4,200,000	$1,900,000	$1,750,000	$1,500,000	$9,350,000	

CITY OF VENICE COMPREHENSIVE PLAN, APPENDIX C

CAPITAL IMPROVEMENTS SCHEDULE FISCAL YEARS 2016 - 2020

	Table 6: Emergency Services								
Project No.	Project Name	Fund Source	Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Five Year Total	
1	Rebuild/Relocate Fire Station 1	One Cent Sales Tax				$3,715,785		$3,715,785	
2	Relocate and Rebuild Police Station with New Emergency Operations Center and Training Facility	Bond		$12,000,000				$12,000,000	
3	Relocate/Rebuild Fire Training Facility	One Cent Sales tax				$460,000		$460,000	
	Emergency Services Totals		$0	$12,000,000	$0	$4,175,785	$0	$16,175,785	

Note: The above projects are not listed in the 2015/2016 FY Capital Improvement Budget and have been added to this schedule at the request of the Fire and Police Departments.

CITY OF VENICE COMPREHENSIVE PLAN, APPENDIX C

LONG RANGE SCHEDULE OF CAPITAL PROJECTS FY 2020 - FY 2035

Table 7: Long Range Capital Projects: Roads, Potable Water, and Sanitary Sewer

Source of Project	Project Name	Project Description	Funding	
Sarasota/Manatee MPO 2040 LRTP	Sarasota County Advanced Traffic Management System (ATMS)	ATMS Expansion	n/a	
Sarasota/Manatee MPO 2040 LRTP	Sarasota County Multi-Modal Emphasis Corridor (MMEC)	Various Multi-Modal Emphasis Projects from Transportation Management Area Funds	n/a	
Sarasota/Manatee MPO 2040 LRTP	Sarasota County Congestion Management System (CMS)	Various Congestion Management Projects from Transportation Management Area Funds	n/a	
Additional Projects from LRTP Needs Plan Requested 12/17				
Potable Water				
City of Venice	n/a	Construct Additional Supply Wells	n/a	3
Sanitary Sewer				
City of Venice	n/a	Add Influent Equalization	n/a	

APPENDIX

Sarasota County School Board – Long Range Plan

APPENDIX

Sarasota County School Board – Long Range Plan

6. School Long Range Plan

Sarasota County

Schools Long Range Growth Plan Table of Contents

Executive Summary ES-1
Introduction 1
Economic and Demographic Trends 4
Enrollment Trends and Student Generation Rates 16
Inventory 21
Future Needs 27
Funding and Implementation of the Growth Plan 40

Appendix A – Planned/Proposed Development

Executive Summary

After a period of severe economic decline, Sarasota County started to experience an economic rebound. The impact of growth is especially significant in the case of educational facilities because the school system is different than most other public infrastructure in that school level of service is mandated by the State of Florida through the Class Size Amendment legislative requirements. In the case of most other public infrastructure programs, local governments have the discretion to adjust level of service standards to address funding limitations for capital projects necessitated by growth. Article IX, Section 1 of the State of Florida Constitution that became effective in 2010, places caps to class sizes. Given this and the requirement of providing public education to all school-age children, school districts have to continue to build classrooms and schools that comply with the standards established by the Constitution. Although efficient design characteristics can help reduce the costs associated with this process, the school system is still the only public infrastructure type that is subject to level of service requirements imposed by the State of Florida.

The School Board of Sarasota County retained Tindale Oliver to prepare a long range planning study and an impact fee update study that would address the following:

- Timing and location of residential development within Sarasota County;
- The ability for the District to meet future needs with capacity available at the existing schools vs. new schools;
- The influence of other school options, such as charter, private, home, and virtual schools; and
- Identification of capital funding needs and options.

It is important to note that the Long Range Growth Plan and the impact fee study are two related documents with different final goals:

- The purpose of the Long Range Growth Plan is to provide the School District with a planning tool to mitigate and plan for upcoming growth. It is based on sources that are endorsed by the State government and used by other local governments/entities in Sarasota County and Florida as well as upcoming development activity in the county. If anything, this plan needs to estimate the high end of the growth so that the District can be prepared for it and the quality of public school education is not

compromised in Sarasota County.

- The impact fee is one of the potential funding sources for the District and its calculation follows legally required criteria. It is much more conservative in its calculations compared to the Long Range Growth Plan since one of the primary objectives is to ensure the new development is charged correctly, but is not overcharged.

- The need for the impact fee is clearly one of policy in that there are several ways new growth can be mitigated other than building new schools, such as with major re-districting, using portables for permanent stations, going to dual sessions, etc. It has been the School Board's policy not to use any of these methods so far.

- Impact fees are different from taxes in that they are collected only if there is growth. In addition, if there is no need for capacity expansion projects, impact fee revenues that are collected and not spent within seven years are returned to the payee. In these respects, this revenue option that is much more sensitive to growth and do not provide the stability taxes tend to provide.

The analysis for the Long Range Growth Plan incorporated the following assumptions and policy direction:

- It is the policy of the School Board to provide permanent student stations and use portables only to accommodate temporary fluctuations.
- There will be limited or no re-districting of attendance boundaries.
- Charter/private school enrollment ratio to the traditional school enrollment ratio will remain relatively stable.

The study methodology included the following approach:

- Review of trends in population, age distribution, and student generation rates in Sarasota County;
- Review of future population projections by the State of Florida and Sarasota-Manatee Metropolitan Planning Organization.
- Review of planned/proposed development in Sarasota County and the municipalities.
- Evaluation of student generation of all homes versus new homes.
- Evaluation of student generation rates by school level.
- Review of existing capacity by attendance boundary.

- Review of anticipated growth by attendance boundary and school level.

Based on this analysis, it was estimated that the District will need to plan for up to 4 elementary schools, 1 middle school, and 1 high school over the next 10 years. Table ES-1 presents timing of school planning and opening over the next 25 years.

Table ES-1 Planning vs. Opening Year

Planning vs. Opening Years						
Period	Elementary		Middle		High	
	Planning	Opening	Planning	Opening	Planning	Opening
15-21	3	2	0	0	0	0
22-26	1	1	1	0	1	1
27-31	1	2	0	1	0	0
32-36	1	1	0	0	1	0
37-40	1	1	1	1	0	1
Total	7	7	2	2	2	2

In terms of funding, it is estimated that the District will need approximately $210 million over the next 10 years to address new school construction. Table ES-2 presents this information as well as funding that can be obtained through impact fee versus other revenue sources.

Table ES-2 Growth Plan Cost and Impact Fee Revenue Summary

Variable	In Millions, 2015 Dollars		
	2016-2020	2021-2025	Total 2016-2025
Estimated Capital Expansion Funding Need[(1)]	$104.4	$104.4	$208.8
Impact Fee Funding:			
- 100% Adoption	$70.1	$98.4	$168.5
- 75% Adoption	$52.6	$73.8	$126.4
- 50% Adoption	$35.0	$49.2	$84.2
- 25% Adoption	$17.5	$24.6	$42.1
Additional Funding Need:			
- 100% Adoption	$34.3	$6.0	$40.3
- 75% Adoption	$51.8	$30.6	$82.4
- 50% Adoption	$69.4	$55.2	$124.6
- 25% Adoption	$86.9	$79.8	$166.7

(1) Represents the mid-point of the range provided in Table 1

Based on the data and analysis presented in this report, the primary recommendations for the District includes the following:

- During the initial five-year period, it is important that the District review the growth patterns and identify potential sites for purchase. The District currently has a system in place through an interlocal agreement where the School District collaborates with the County and municipalities to track and estimate growth levels and student enrollment levels. Information obtained during this process is essential in monitoring upcoming growth levels.

- During the same period, the District should start creating a fund balance or consider borrowing as needed for the construction of future schools. Although Sarasota County Schools benefit from a moderate student generation rates, new schools require significant investment and it is recommended that an allowance for capital budget is incorporated into the funding plan.

Student generation rates and enrollment trends indicate that approximately half the student population consists of elementary school students. These schools are also the

smallest in terms of capacity. With a prototype capacity of 970 stations and no available capacity at the existing schools, it is reasonable to expect the District will need to construct 3 schools, and fund the 4th elementary school over the next 10 years.

In the case of middle schools, the District has available capacity countywide, but not necessarily at growth locations. Unless significant level of re-districting is considered, it will be difficult to utilize available capacity, which may require the District to start a funding plan for a middle school toward the end of the 10-year period.

The District has some capacity at the high school level, but it is likely that there will be a need for an additional high school over the next 10 years due to a combination of additional students and locational considerations.

- During the next five years and beyond, the District should review the enrollment growth patterns on an annual basis and reprioritize future school projects and needs. Given that Sarasota County tends to lag in recovery compared to other counties, the 10-Year growth projections may lag as well, allowing for a longer planning period for the District.

Introduction

After a period of severe economic decline, Sarasota County started to experience an economic rebound. Similar to other counties in Florida, the construction industry is recovering and new housing projects are being planned. The County is estimated to grow at an average annual rate of 0.9 percent through 2040, adding a total of 95,000 people. Sarasota County Schools (SCS or District) is the 18th largest district in the state and houses approximately 35,700 traditional school students. Given the expected growth in the future, the District retained Tindale Oliver to prepare a long range planning study that would address the following:

- Timing and location of residential development within Sarasota County;
- The ability for the District to meet future needs with capacity available at the existing schools vs. new schools;
- The influence of other school options, such as charter, private, home, and virtual schools; and
- Identification of capital funding needs and options.

The analysis incorporated the following assumptions and policy direction:

- It is the policy of the School Board to provide permanent student stations and use portables only to accommodate temporary fluctuations.
- There will be limited or no re-districting of attendance boundaries.
- Charter/private school enrollment ratio to the traditional school enrollment ratio will remain relatively stable.

Primary findings of this analysis includes the following:

- Sarasota County experienced a growth rate of 3.4 percent between the 1970s through 2000, which was reduced to 1.7 percent between 1990 and 2000. Between 1990 and 2000, the District added approximately 700 student per year. The future projected growth rate through 2040 is 0.9 percent and an addition of 400 to 600 students annually.
- The current planned and proposed projects suggest addition of approximately 60,000 housing units through 2040, which is consistent with the population and housing

projections provided by Bureau of Business and Economic Research (BEBR)'s medium projections. The Long Range Transportation Plan prepared by the Sarasota-Manatee Metropolitan Planning Organization suggests a higher level of development.

- The current school inventory has virtually no available permanent program capacity at elementary schools and has ability to house 2,840 additional students in middle schools and 470 additional students in high schools. These countywide figures do not take into consideration the location of new students compared to the location of available stations.
- When the growth rates and location of additional students compared to available capacity are taken into consideration, it is estimated that over the next ten years, the School District will need to plan funding for 4 elementary schools, 1 middle school, and 1 high school. During this same period, it is estimate that the District will need to construct 3 elementary schools and 1 high school. In addition, it is estimated that the need to plan funding for an additional elementary school will arise by 2026 (Year 11). It is important to note that portion of this need, especially in the case of middle schools, is due to locational overcrowding. In addition, the Plan takes into consideration that the funding for a new school needs to be secured approximately 2 to 3 years before the opening of the school, which is the time frame to design and construct a new school.
- As shown in Table 1, the estimated cost of this investment ranges from $172 million for the opening of 3 elementary and 1 high school to $245 million to secure funding for 4 elementary, 1 middle, and 1 high school, which suggests the District should plan to set aside approximately $20 million annually (in 2015 dollars, not adjusted for inflation).
- Available and potential primary revenue sources to fund this investment include impact fees, sales tax, capital millage, and issuance of additional bonds/Certificates of Participation (COPs).

Table 1 Sarasota Schools Estimated Construction Costs (2015 $)

School Level	2016-2025	
	Construct	Plan
Elementary	$81,900,000	$109,200,000
Middle	N/A	$45,900,000
High	$90,400,000	$90,400,000
Total	$172,300,000	$245,500,000
Per Year	*$17,230,000*	*$24,550,000*

The remaining sections of this report is organized as follows:

- A review of economic and demographic trends in Sarasota County;
- Enrollment trends and student generation rate estimates;
- Inventory and available capacity;
- Future school need estimates; and
- Capital funding needs and options.

Information supporting this analysis was obtained from the SCS and other sources, as indicated.

Economic and Demographic Trends

An analysis of economic and demographic conditions is pertinent to the development of the Long Range Growth Plan for the School District. The county's demographic and socioeconomic profile provides insight into the composition of the county's population profile, enhancing the understanding of citizen needs and, ultimately, projections of future public school needs and a list of recommendations.

Community Profile

Located in the middle of Florida's western coast, Sarasota County is home to approximately 400,000 residents and encompasses more than 570 square miles. There are four municipalities within Sarasota County: City of Sarasota (also the County seat), North Port, Venice, and Longboat Key. In 2013, Sarasota County ranked 14th in population in the State and 30th in the population growth rate, with a projected average annual growth rate of 0.9 percent. The county has the 4th largest income per capita among other Florida counties. The School Board of Sarasota County (SBSC) is the 18th largest district in the state and houses approximately 35,700 students. In terms of student generation rates, Sarasota County ranks 62nd among the 67 Florida counties. This relatively low student generation rate provides some flexibility for the District to plan for future growth.

Population Estimates and Growth Projections

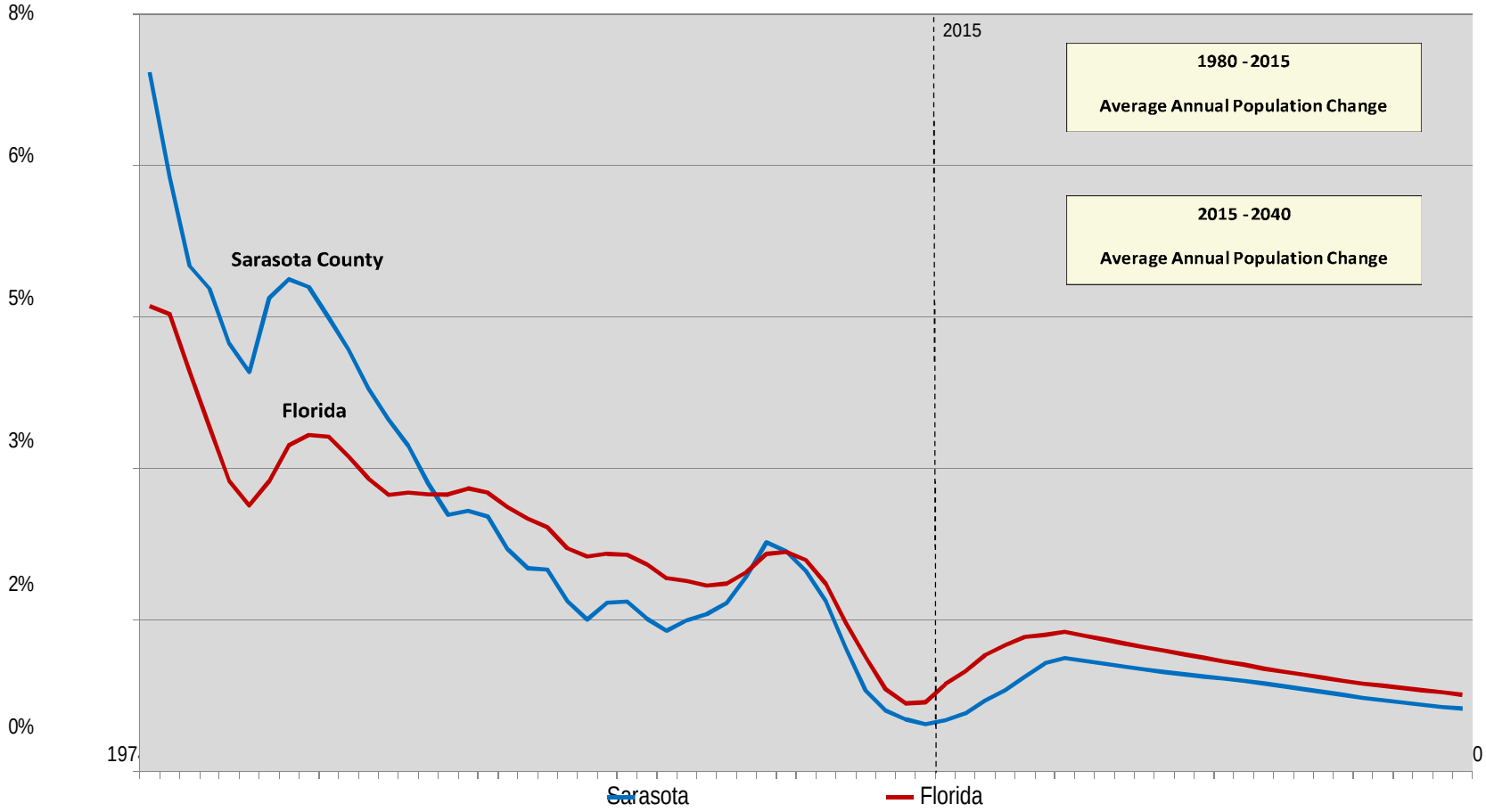
Sarasota County's population growth is projected at 0.9% annually through 2040, which suggests the addition of an average of 4,000 population

Sarasota County experienced an annual average growth rate of approximately 2 percent between 1980 and 2015. As shown in Figure 1, historically, Sarasota County's population growth rate has been lower than the state average, which is expected to continue. For population projections, information from the University of Florida, Bureau of Economic and Business Research (BEBR) as well as projections developed by the Sarasota/Manatee Metropolitan Planning Organization (MPO) were used. BEBR's both medium and high projections were evaluated and compared to the projections prepared by the MPO in 2015 as part of the update of the Long Range Transportation Plan.

Between 1980 and 2015, an average of approximately 5,500 population was added annually. BEBR medium projections for the county suggest an average growth rate of 0.9 percent

through 2040, with an average annual population increase of approximately 4,000 while BEBR high projections suggests an average growth rate of 1.5 percent, adding an average of 7,000 population per year. Projections provided by the MPO represent the mid-point of this range.

Figure 1 Percent Growth Rates – Sarasota County and Florida



Source: BEBR, Volume 48, Bulletin 171, April 2015 (Medium Level Projections)

When these population projections were converted to housing units, the projected growth is estimated to result in an additional 26,000 homes between 2016 and 2025 and an additional 31,000 homes between 2025 and 2040. This conversion is based on 1.66 persons per housing unit and does not account for an adjustment to the existing vacancy rate. As presented in Table 2, 1.66 persons per housing unit figure is obtained using historical data. When BEBR high projections are evaluated, the projected housing units increase to 40,000 additional units between 2016 and 2025 and 61,000 additional units between 2025 and 2040.

Table 2 Persons per Housing Unit

Year	Sarasota County			Florida		
	Population[1]	Housing Units[2]	Persons per Housing Unit[3]	Population[1]	Housing Units[2]	Persons per Housing Unit[3]
2005	359,783	209,010	1.72	17,382,511	8,256,847	2.11
2006	364,612	219,926	1.66	17,677,671	8,531,860	2.07
2007	363,641	215,496	1.69	17,600,712	8,504,557	2.07
2008	365,515	219,611	1.66	17,759,982	8,684,100	2.05
2009	365,048	221,391	1.65	17,985,811	8,794,682	2.05
2010	371,766	225,913	1.65	18,094,624	8,863,057	2.04
2011	373,148	227,606	1.64	18,269,007	8,944,635	2.04
2012	375,207	228,117	1.64	18,461,796	8,983,414	2.06
2013	377,746	228,395	1.65	18,666,285	9,003,933	2.07
Avg	368,496	221,718	1.66	17,988,711	8,729,676	2.06

1) Source: American Community Survey
2) Source: American Community Survey
3) Population (Item 1) divided by housing units (Item 2)

Table 3 presents additional housing unit estimates under medium and high population projections provided by BEBR. These figures were later adjusted for the increase in earlier years prior to being used in the estimate of additional students.

Table 3 Projected Housing Units

Year	BEBR Medium			BEBR High		
	Population[1]	Housing Units[3]	Housing Units Added	Population[2]	Housing Units	Housing Units Added
2015	390,500	235,241		405,900	244,518	
2016	394,874	237,876	2,635	410,446	247,257	2,739
2017	399,297	240,540	2,664	415,043	250,026	2,769
2018	403,769	243,234	2,694	419,691	252,826	2,800
2019	408,291	245,958	2,724	424,392	255,658	2,832
2020	412,900	248,735	2,777	440,330	265,259	9,601
2021	416,946	251,172	2,437	444,645	267,858	2,599
2022	421,032	253,634	2,461	449,003	270,484	2,625
2023	425,158	256,119	2,486	453,403	273,134	2,651
2024	429,325	258,630	2,510	457,846	275,811	2,677
2025	433,600	261,205	2,575	474,900	286,084	10,273
2026	437,372	263,477	2,272	479,032	288,573	2,489
2027	441,177	265,769	2,292	483,200	291,084	2,511
2028	445,015	268,081	2,312	487,404	293,617	2,533
2029	448,887	270,414	2,333	491,644	296,171	2,554
2030	452,800	272,771	2,357	509,800	307,108	10,937
2031	456,105	274,762	1,991	513,522	309,351	2,242
2032	459,435	276,768	2,006	517,271	311,609	2,258
2033	462,789	278,789	2,020	521,047	313,884	2,275
2034	466,167	280,823	2,035	524,851	316,175	2,292
2035	469,500	282,831	2,008	543,300	327,289	11,114
2036	472,411	284,585	1,754	546,668	329,318	2,029
2037	475,340	286,349	1,764	550,057	331,360	2,042
2038	478,287	288,125	1,775	553,467	333,414	2,054
2039	481,252	289,911	1,786	556,898	335,481	2,067
2040	484,300	291,747	1,836	576,200	347,108	11,628

1) Source: BEBR, Volume 48, Bulletin 171, April 2015 (Medium Level Projections)
2) Source: BEBR Volume 48, Bulletin 171, April 2015 (High Level Projections)
3) Housing unit figures calculated by dividing population by average number of persons per housing unit Note: BEBR only provides data in five-year increments; interim data is extrapolated.

Location of Future Development

In determining where the future units will be built, the following analysis was conducted:

- A review of historical development patterns;
- A review of existing developable land; and
- A review of upcoming development.

As presented in Map 1, Sarasota County's housing development typically followed west to east pattern. Although there are opportunities for redevelopment, at this time, most of the coast is developed, leaving little available space for new development.

Map 2 shows available land based on the County's Future Land Use map and identifies environmentally protected/undevelopable land areas. It also indicates available vacant lots with more than 18 acres, which is the minimum lot size for an elementary school.

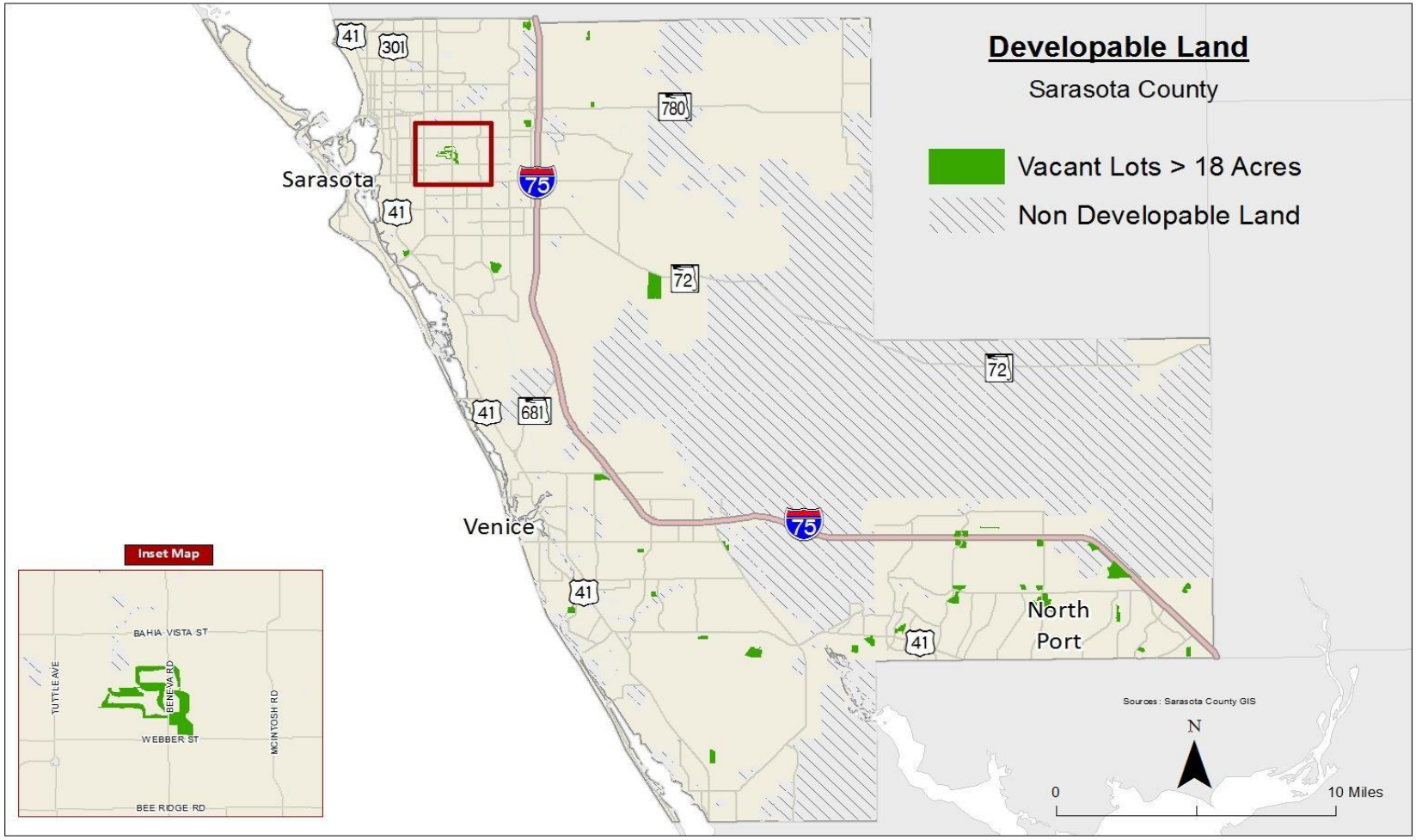
As presented, most of the potentially developable land is in the mid- and south-county. To supplement this analysis, a review of proposed development was conducted based on the information obtained from the County and local governments. Map 3 presents this information while Appendix A provides a listing of these developments and development stages they are in.

Map 1

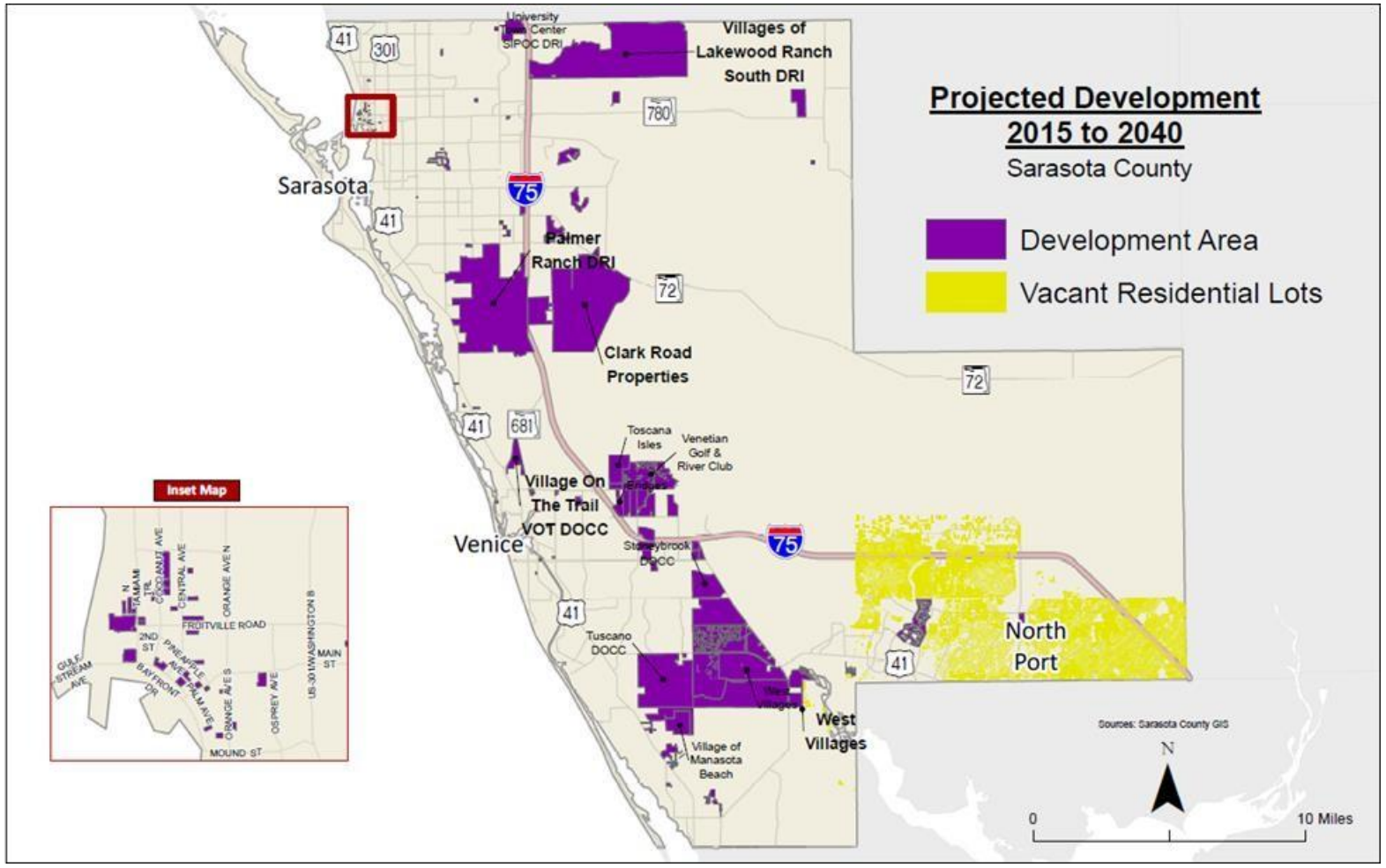
Historical Development Patterns in Sarasota County by Age of Homes

Map 2

Undevelopable/Protected and Vacant Developable Land – Sarasota County



Map 3 Sarasota County - Projected Development



Age Distribution

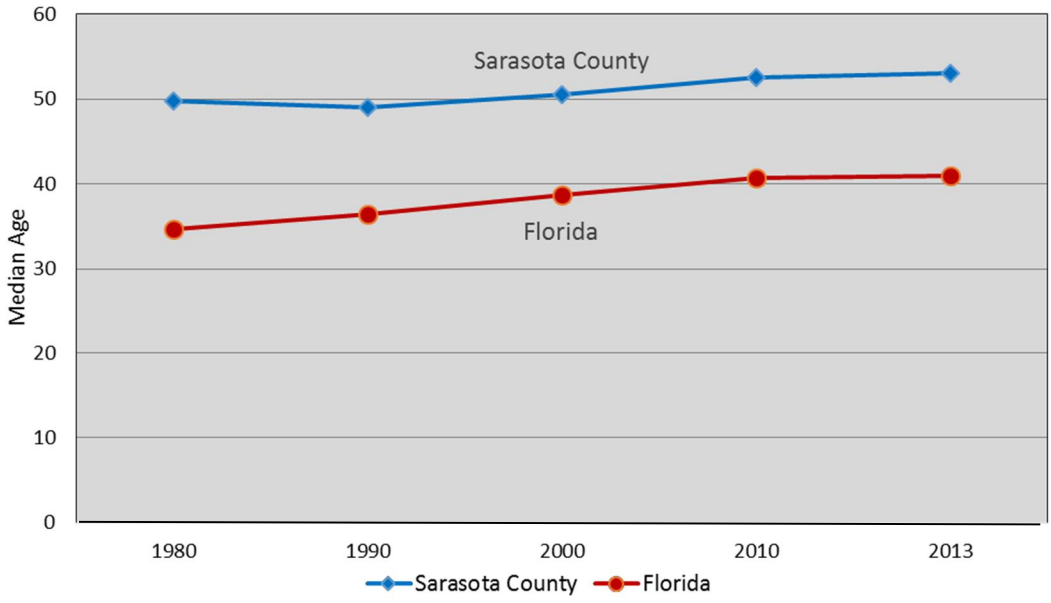
As part of the demographic analysis, the County's age distribution was evaluated since the age profile of a community is one of the indicators of the student generation rates. A younger community is likely to have a larger student generation rates, while a community that consists more of the retirees and older age groups is likely to have a lower student generation rate. To understand this impact, a review of both the historical age trends of the county, as well as the current age composition of the residents was undertaken. As presented in Table 4 and Figure 2, the median age in both Sarasota County and Florida has been trending upward since 1990. Table 5 and Figure 3 show that based on Census data, the largest age group in Sarasota County is 65 years and older, followed by the 55 years to 64 years group. This relatively older population is one of the reasons the student generation rate of the county is lower than some of the other counties in Florida.

Table 4 Median Age (1980 – 2013)

Year	Sarasota County	Florida
1980	49.8	34.7
1990	49.0	36.4
2000	50.5	38.7
2010	52.5	40.7
2013	53.1	41.0

Source: U.S. Census Bureau (1980 – 2010), American Community Survey (2013)

Figure 2 Median Age (1980 – 2013)



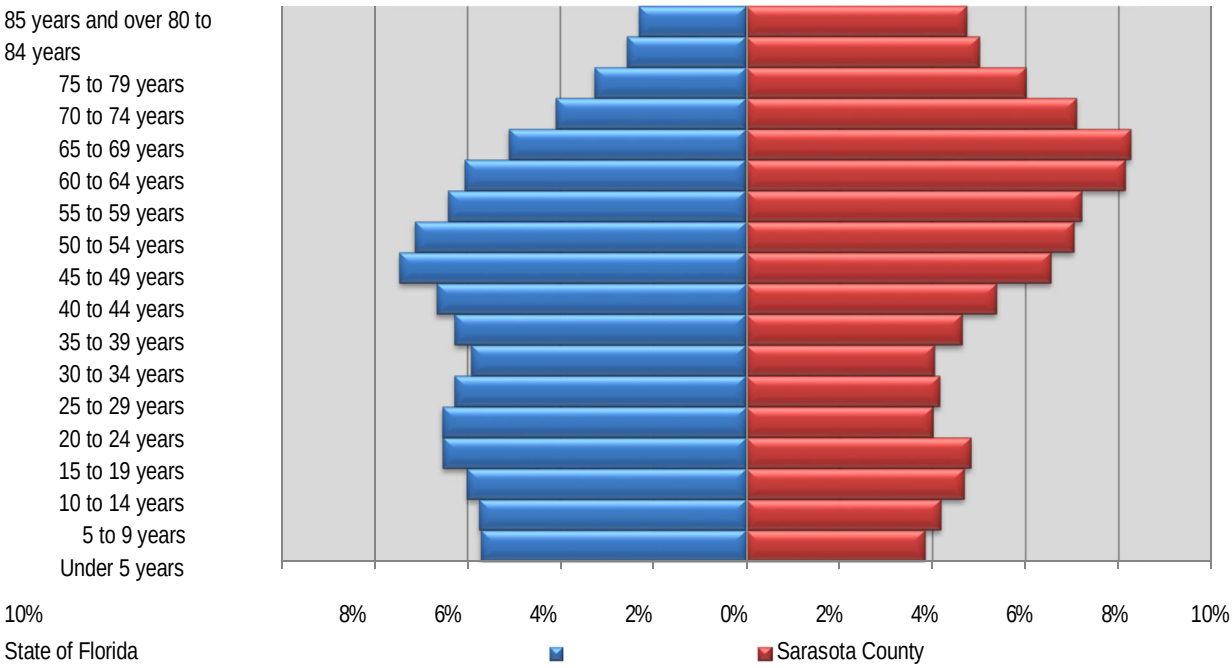
Source: Table 4

Table 5 Age Distribution by Category

Age	Sarasota			Florida		
	2010	2012	2014	2010	2012	2014
Under 5 years	3.9%	3.8%	3.7%	5.7%	5.6%	5.5%
5 to 19 years	13.7%	13.4%	12.9%	18.3%	17.6%	17.3%
20 to 34 years	12.2%	12.5%	12.7%	18.7%	19.2%	19.3%
35 to 49 years	16.6%	15.5%	14.6%	20.4%	19.5%	18.7%
50 to 64 years	22.4%	22.3%	22.1%	19.6%	19.9%	20.1%
65 and older	31.2%	32.5%	33.9%	17.3%	18.2%	19.1%

Source: U.S. Census Bureau (2010), American Community Survey (2012, 2014)

Figure 3 Age Distribution 2010 Sarasota County vs. Florida



Source: U.S. Census Bureau

Enrollment Trends and Student Generation Rates

SCS provides public education facilities that are available to all Pre-Kindergarten through 12th grade (PK-12) students throughout the entire county as well as adult career and technical education. Table 6 presents the historical student enrollment since 2000.

The number of students living in a household typically varies depending on the type of residential housing. Therefore, student generation rates are calculated both by school level and by housing type.

This study employs a methodology using Geographic Information Systems (GIS) to develop the student generation rate for SCS. Specifically, GIS was used to link student addresses to parcels in the Sarasota County Property Appraiser's database in order to determine the number of students per unit by school type and land use based on the latest property database.

Table 6 Sarasota County School Enrollment

School Year	Enrollment[1]	Students Added	Annual Percent Change[2]	Three-Year Average[3]	Population[4]	Enrollment/ Population Ratio[5]
1990-91	26,732				286,249	0.09
1991-92	27,361	629	2.4%		288,852	0.09
1992-93	28,091	730	2.7%		293,277	0.10
1993-94	28,856	765	2.7%	2.6%	299,472	0.10
1994-95	29,142	286	1.0%	2.1%	304,165	0.10
1995-96	30,228	1,086	3.7%	2.5%	308,435	0.10
1996-97	31,646	1,418	4.7%	3.1%	313,810	0.10
1997-98	32,591	945	3.0%	3.8%	318,837	0.10
1998-99	33,275	684	2.1%	3.3%	322,839	0.10
1999-00	33,932	657	2.0%	2.4%	325,961	0.10
2000-01	34,743	811	2.4%	2.2%	332,224	0.10
2001-02	35,964	1,221	3.5%	2.6%	339,003	0.11
2002-03	36,319	355	1.0%	2.3%	346,305	0.10
2003-04	37,522	1,203	3.3%	2.6%	355,288	0.11
2004-05	38,791	1,269	3.4%	2.6%	364,650	0.11
2005-06	39,358	567	1.5%	2.7%	370,035	0.11
2006-07	39,569	211	0.5%	1.8%	373,928	0.11
2007-08	39,233	-336	-0.8%	0.4%	376,390	0.10
2008-09	37,689	-1,544	-3.9%	-1.4%	377,360	0.10
2009-10	37,182	-507	-1.3%	-2.0%	379,448	0.10
2010-11	36,261	-921	-2.5%	-2.6%	381,319	0.10
2011-12	35,717	-544	-1.5%	-1.8%	383,664	0.09
2012-13	35,278	-439	-1.2%	-1.7%	385,292	0.09
2013-14	35,515	237	0.7%	-0.7%	387,140	0.09
2014-15	35,676	161	0.5%	0.0%	390,500	0.09

1) Source: Sarasota County Schools; includes only the students attending traditional schools, and excludes enrollment associated with charter schools, virtual schools, home schooling, and private schools.
2) Percent change from one year to the next
3) Average change over the past three years
4) Source: BEBR, Volume 48, Bulletin 171, April 2015 (Medium Level Projections)
5) Enrollment divided by population

Note: BEBR only provides data in five-year increments; interim data is extrapolated

Determination of Total Housing Units by Type of Land Use

The Property Appraiser's database is used to identify the number of housing units for student generation rate calculations for the single family, multi-family, and mobile home land uses. For all land uses, the total number of countywide units for 2015 were extracted from the parcel database based on the appropriate use code.

Determination of Students by School Type and Land Use Code

The determination of the number of students per land use by type of school (e.g., elementary, middle, and high school) for traditional schools was completed using the following process.

First, SCS provided a GIS shapefile containing geocoded student addresses. Then, the student addresses were linked to its respective parcel in the Property Appraiser database using address point data.

The student generation rates used as the demand component for the impact fee only includes those students who attend the District's traditional schools. Therefore, the school code associated with each student record was used to exclude students attending schools or other facilities, such as charter schools, private schools, etc.

As previously mentioned, once the GIS shapefile with the geocoded student addresses was provided, the second step in the analysis was to link each student address to data from the parcel database. This allows for determining which type of land use is assigned to a given parcel (or address) where a student lives. This was accomplished by spatially joining the student address to the respective parcel in the database using GIS.

Approximately 98 percent of the traditional school students that reside in Sarasota County were successfully linked to a parcel. Of those, a portion of the addresses indicated a non- residential or vacant property, which are excluded from the generation rates. Student records that were not linked to a parcel or those with a vacant residential land use designation were redistributed among all three residential land uses.

The results of this analysis are presented in Table 7, which includes the student generation rates calculated by school level and residential land use, based on the methodology described above. As presented, approximately half of the generation rate consists of elementary school students, 20 percent of middle school students, and 30 percent of high school students.

Table 7 Student Generation Rates (All Homes)

Residential Land Use	Elementary Schools	Middle Schools	High Schools	Total
Traditional Schools				
Single Family Detached	0.105	0.047	0.076	0.228
Multi-Family	0.033	0.012	0.018	0.063
Mobile Home	0.013	0.003	0.005	0.021
Total/Weighted Average	0.071	0.030	0.049	0.150
Percent of Total	47%	20%	33%	100%

Source: Sarasota County Property Appraiser; the Sarasota County School District Multi-Family includes apartments, townhouses, and condominiums

Student generation rates presented in Table 7 represent average rates over the life of a home. These rates tend to be different for newer homes. To evaluate the generation rate of a new home, a separate analysis was conducted. Homes built between 2002 and 2007 were identified and the generation rate of these homes were calculated separately. Table 8 provides this information by school level. As presented, while the total average student generation rate is 0.15 students per home, new homes generate 0.22 students per home. In terms of school needs planning, new home generation rate of 0.22 represents the short- term demand increase and the locational overcrowding. As the School District balances the available school inventory with demand for additional student stations, the generation rate will equate to 0.15 over time.

Table 8 Student Generation Rates (Homes Built Between 2002 and 2007)

Residential Land Use	Elementary Schools	Middle Schools	High Schools	Total
Traditional Schools				
Single Family	0.146	0.067	0.096	0.308
Multi-Family	0.023	0.011	0.015	0.049
Mobile Home	0.011	0.003	0.008	0.022
Total/Weighted Average	0.102	0.047	0.067	0.216
Percent of Total	47%	22%	31%	100%

Source: Sarasota County Property Appraiser; the Sarasota County School District Multi-Family includes apartments, townhouses, and condominiums

It is important to note that the student generation rates are calculated based on traditional school students and do not take into consideration charter school, MacKay, Virtual, private, or home school students. Table 9 provides a comparison of traditional versus charter school student enrollment. As presented, charter schools house approximately 6,200 student, which is 15 percent of the students housed by traditional schools. Sarasota School District has the obligation to accept any charter or private school student to traditional schools as needed. Given this and the fact that the student generation rate used in the analysis already discounts charter and private school enrollment, no additional adjustment was made to the enrollment projections.

Table 9 Charter School Enrollment

Year	Traditional	Charter	% Charter of Traditional
1990-91	26,732	0	-
1991-92	27,361	0	-
1992-93	28,091	0	-
1993-94	28,856	0	-
1994-95	29,142	0	-
1995-96	30,228	0	-
1996-97	31,646	0	-
1997-98	32,591	60	0.2%
1998-99	33,275	213	0.6%
1999-00	33,932	282	0.8%
2000-01	34,743	407	1.2%
2001-02	35,964	473	1.3%
2002-03	36,319	962	2.6%
2003-04	37,522	1,193	3.2%
2004-05	38,791	1,665	4.3%
2005-06	39,358	1,934	4.9%
2006-07	39,569	1,886	4.8%
2007-08	39,233	2,298	5.9%
2008-09	37,689	3,009	8.0%
2009-10	37,182	3,695	9.9%
2010-11	36,261	4,163	11.5%
2011-12	35,717	4,959	13.9%
2012-13	35,278	5,479	15.5%
2013-14	35,515	5,759	16.2%
2014-15	35,676	6,155	17.3%

Source: Sarasota County Schools

As mentioned previously, the Sarasota County School District provides public education facilities that are available to all school-age residents of Sarasota County. Attendance boundaries are established for each of these schools.

Sarasota County School District operates 39 traditional schools as well as other types of schools.

SCS currently operates 39 traditional public schools that serve the students of Sarasota County and its municipalities, including 23 elementary schools, 7 middle schools, 6 high schools, and 3 multi-level schools. It is SCS's policy to provide permanent stations for its students and use portable stations only for temporary fluctuations in enrollment. In addition, the School Board's current level of service standards are based on program capacity, which measures the actual use of permanent stations at each school, accounting for inability to use all of the stations at all times due to scheduling, testing, special needs students, etc. Table 10 presents the District's current inventory of traditional schools and associated number of permanent stations, FISH capacity associated with these permanent station, as determined by the Florida Department of Education, and permanent program capacity identified by the School District.

As shown, the District's program capacity is at approximately 85 percent of the FISH capacity in the case of elementary and middle schools, and approximately 97 percent of the FISH capacity in the case of high schools. This difference is due to the fact the program capacity measures actual use and reflects loss of space due to testing labs, special purpose classrooms, and other activities that prevent schools from being able to use a portion of their student stations.

Maps 4 through 6 present the current attendance boundaries of each school level. Four of the 39 schools have a countywide attendance boundary.

Table 10 Sarasota County School Inventory

School	FISH Permanent Stations	FISH Permanent Capacity	Permanent Program Capacity	Enrollment
Elementary Schools				
Alta Vista	848	848	682	633
Ashton	734	734	601	896
Atwater	1,028	1,028	885	717
Bay Haven*	593	593	474	591
Brentwood	1,043	1,043	890	669
Cranberry	761	761	701	792
Emma Booker **	738	738	657	550
Englewood	644	644	538	523
Fruitville	756	756	593	762
Garden	482	482	402	649
Glenallen	930	930	774	691
Gocio	584	584	491	668
Gulf Gate	913	913	767	749
Lakeview	594	594	499	607
Lamarque	1,069	1,069	949	805
Laurel-Nokomis ES **	1,014	1,014	852	626
Phillippi Shores	731	731	607	752
Southside	826	826	694	725
Tatum Ridge	779	779	668	669
Taylor Ranch	781	781	656	628
Toledo Blade	853	853	711	741
Tuttle	849	849	704	703
Venice	766	766	650	592
Wilkinson	786	786	633	480
Elementary Schools Subtotal	19,102	19,102	16,078	16,218

*Bay Haven Elementary does not have an attendance boundary – provides service countywide

** The permanent capacity figures for Emma Booker and Laurel-Nokomis Elementary Schools may be overstated.

Table 10 (continued) Sarasota County School Inventory

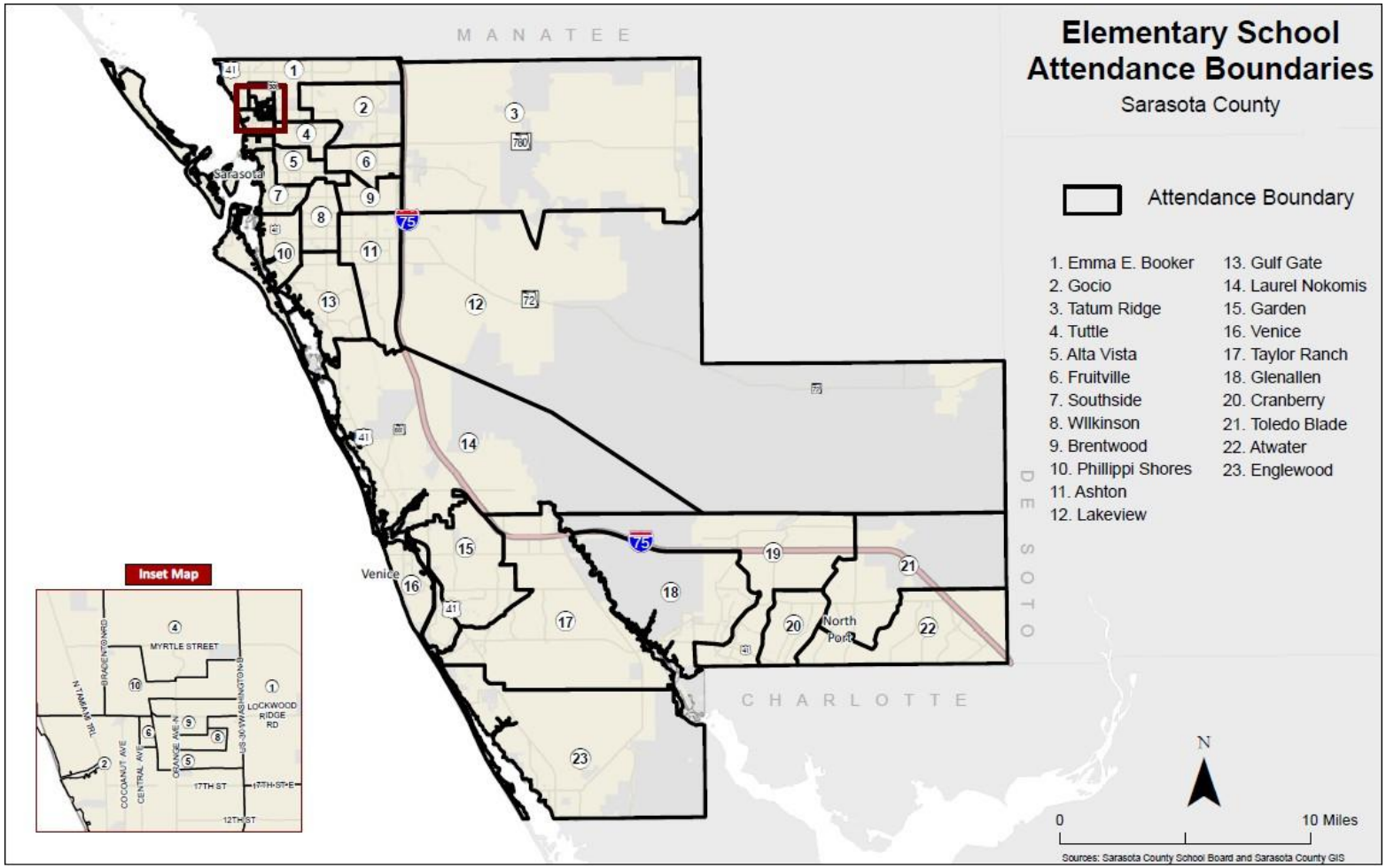
School	FISH Permanent Stations	FISH Permanent Capacity	Permanent Program Capacity	Enrollment
Middle Schools				
Booker	2,011	1,810	1,665	850
Brookside	1,649	1,484	1,229	816
Heron Creek	1,702	1,532	1,258	865
Laurel-Nokomis MS	721	649	597	405
Mcintosh	1,373	1,236	1,137	682
Sarasota	1,544	1,390	1,130	1,271
Venice	1,245	1,121	816	543
Woodland	1,567	1,410	1,297	858
Middle Schools Subtotal	11,812	10,632	9,129	6,290
High Schools				
Booker	1,616	1,535	1,487	1,094
Lemon Bay (Charlotte County)	-	-	-	-
North Port	2,942	2,795	2,707	2,325
Pineview*	-	-	-	-
Riverview	2,786	2,647	2,563	2,492
Sarasota*	2,450	2,328	2,254	2,129
Venice	2,207	2,097	2,030	1,953
High Schools Subtotal	12,001	11,402	11,041	9,993
Grand Total - All Schools	42,915	41,136	36,248	32,501

Source: Sarasota County School District

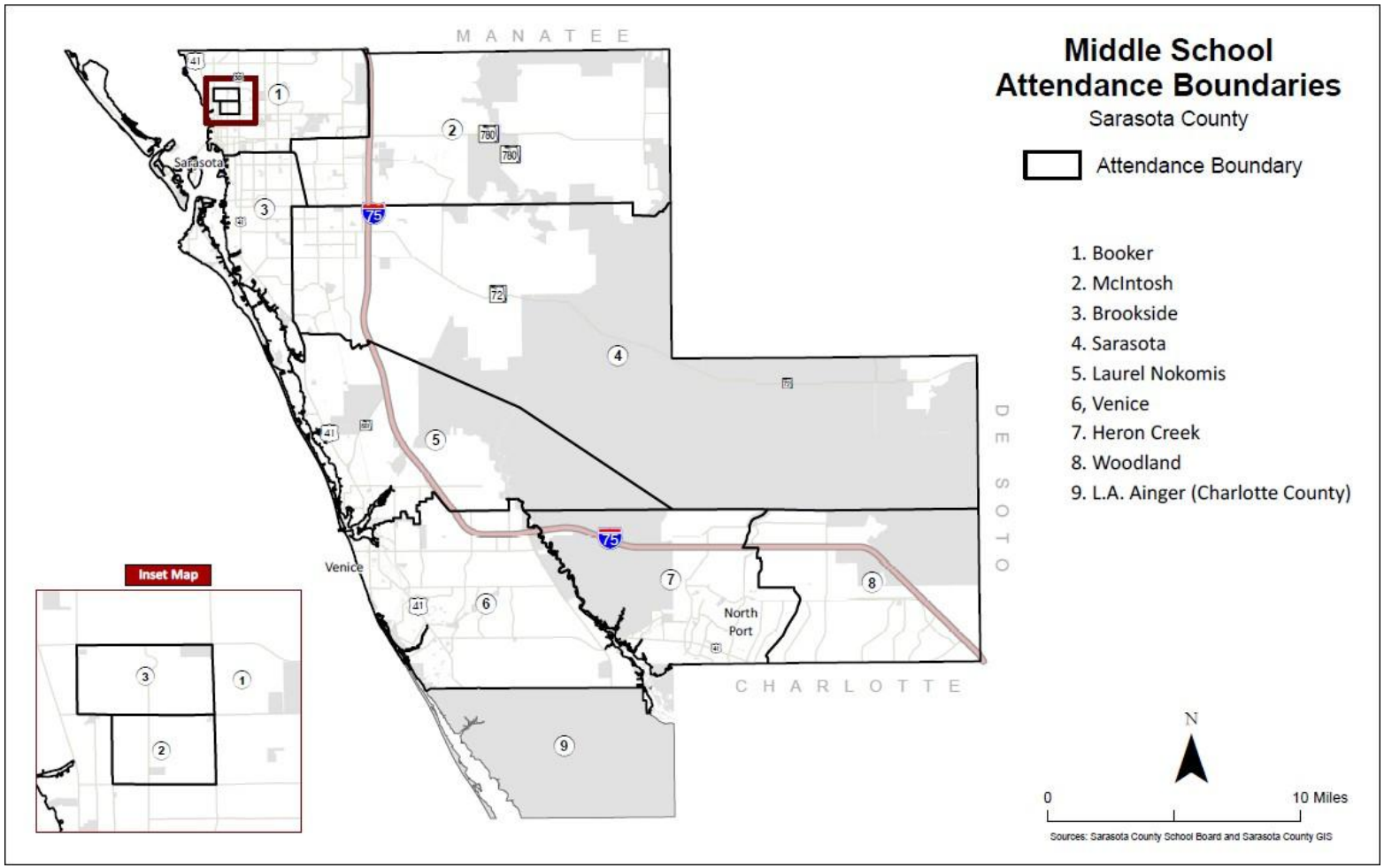
* Pineview High School does not have an attendance zone – provides service countywide and is over capacity. Similarly, Suncoast Polytechnical and TriAd-Beneva (not shown in the table) have also have countywide attendance and a limited capacity. The capacities of these schools are excluded from the calculations.

Sarasota High School - Current project underway

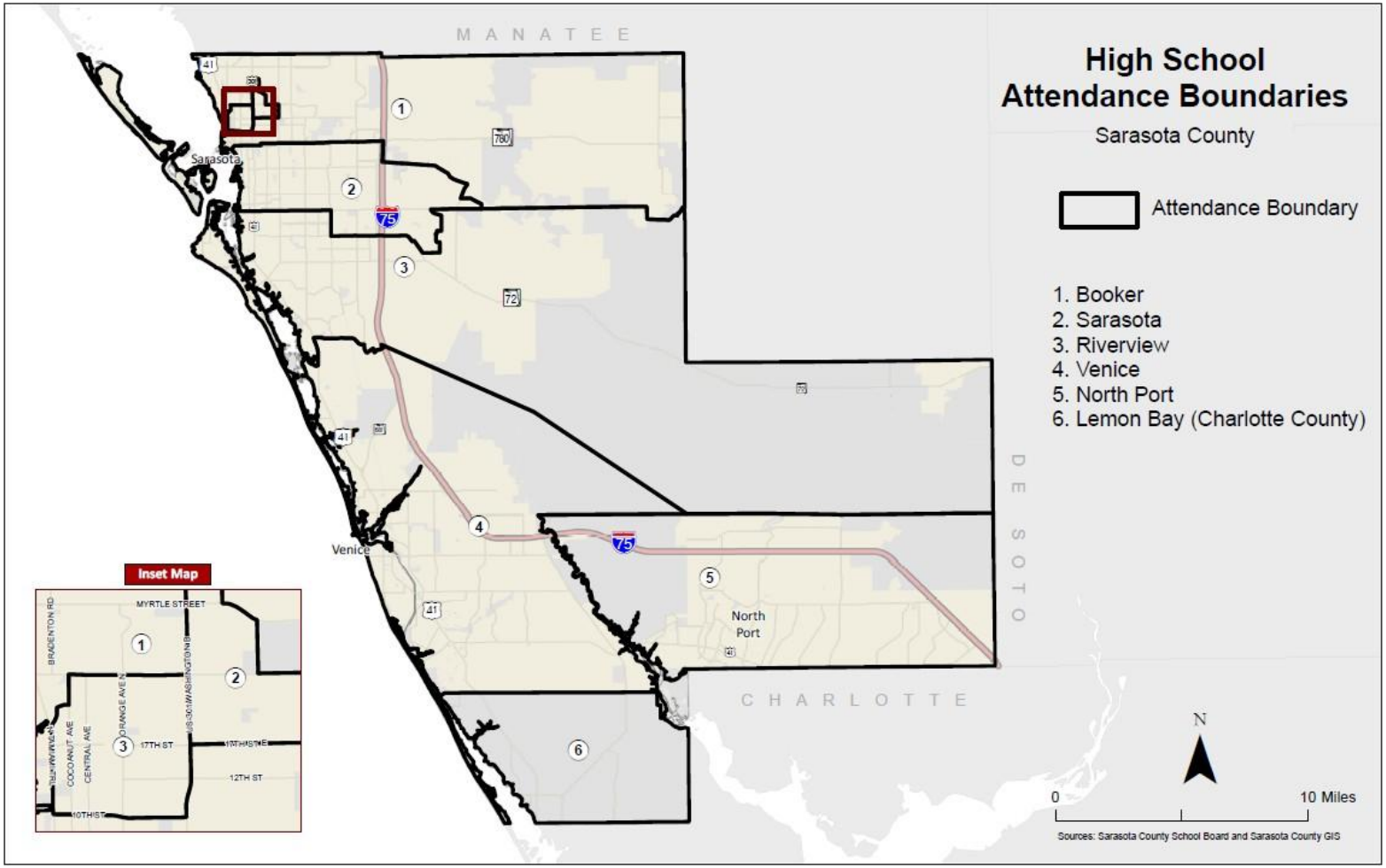
Map 4 Sarasota County - Elementary School Attendance Boundaries



Map 5 Sarasota County - Middle School Attendance Boundaries



Map 6 Sarasota County - High School Attendance Boundaries



Based on the analysis conducted in the previous sections, it was estimated that, by 2040, the School District may need to build up to 7 elementary schools, 2 middle schools, and 2 high schools. In terms of the next 10 years, the District needs to plan funding for up to 4 elementary schools, 1 middle school, and 1 high school. It is estimated that, of these, 3 elementary schools and 1 high school will need to be opened within the next 10 years.

Future school needs estimates include up to 4 elementary, 1 middle and 1 high schools to accommodate growth through 2025.

More specifically, the range is dependent on the following:

- Rate and location of growth;
- The District's ability to use available capacity, especially in the case of middle and, to a lesser extent, high schools; and
- Enrollment levels at traditional schools versus charter and private schools.

Table 11 below provides a summary of the timing of future needs, which are also shown graphically in Figures 4 through 6. The District's prototype schools include 970 stations for elementary, 1,350 stations for middle, and 2,000 stations for high schools. The green dashed lines in Figures 4 through 6 indicate when the District's program capacity is short of approximately half of these stations, which suggests a need to start planning for future schools. The purples solid lines indicate the timing of actual construction. Based on discussions with the District, a 3-year planning time frame is utilized.

Table 11 Planning vs. Opening Year

Planning vs. Opening Years						
Period	Elementary		Middle		High	
	Planning	Opening	Planning	Opening	Planning	Opening
15-21	3	2	0	0	0	0
22-26	1	1	1	0	1	1
27-31	1	2	0	1	0	0
32-36	1	1	0	0	1	0
37-40	1	1	1	1	0	1
Total	7	7	2	2	2	2

Figure 4 Planning Chart – Elementary Schools

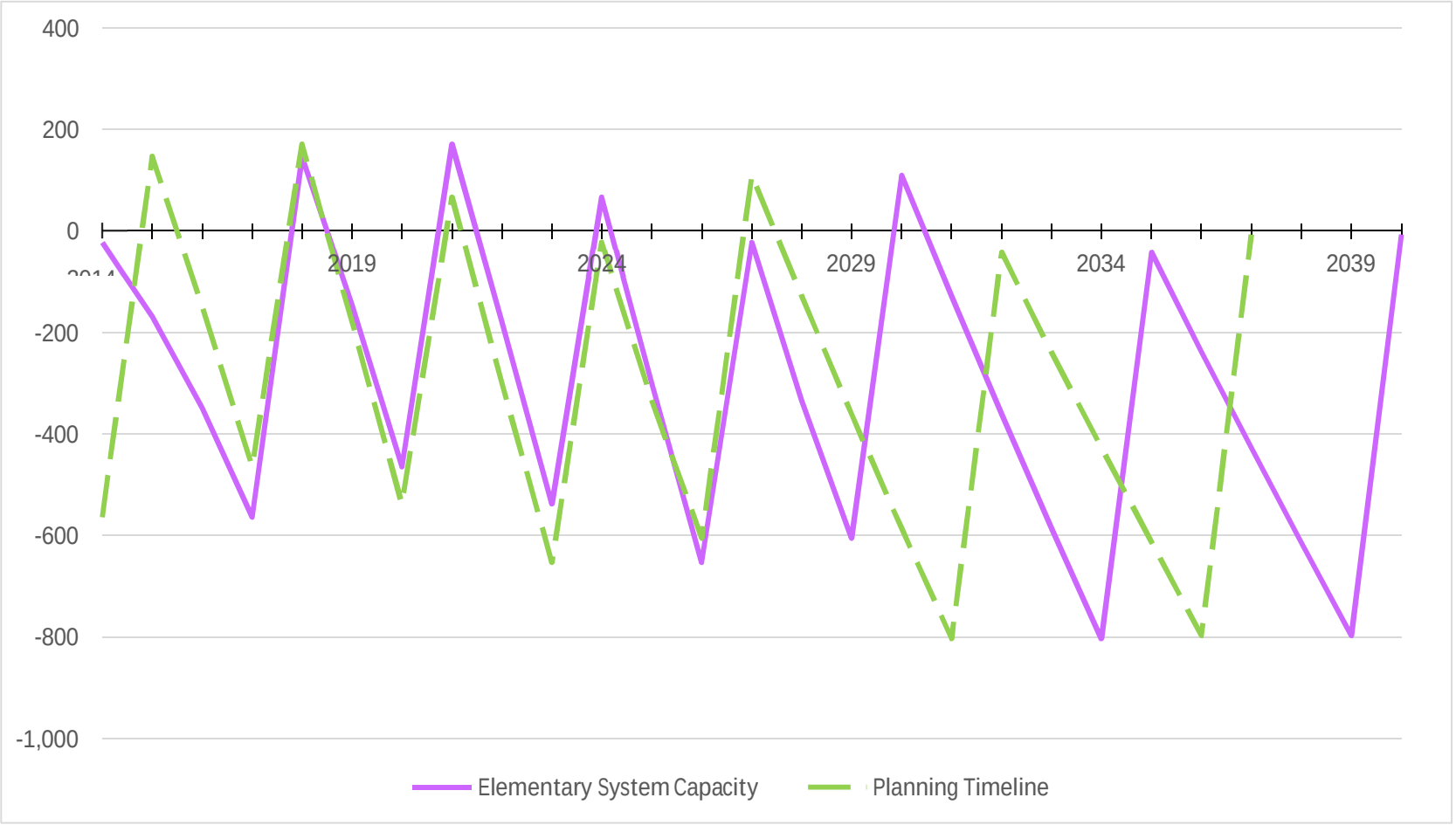
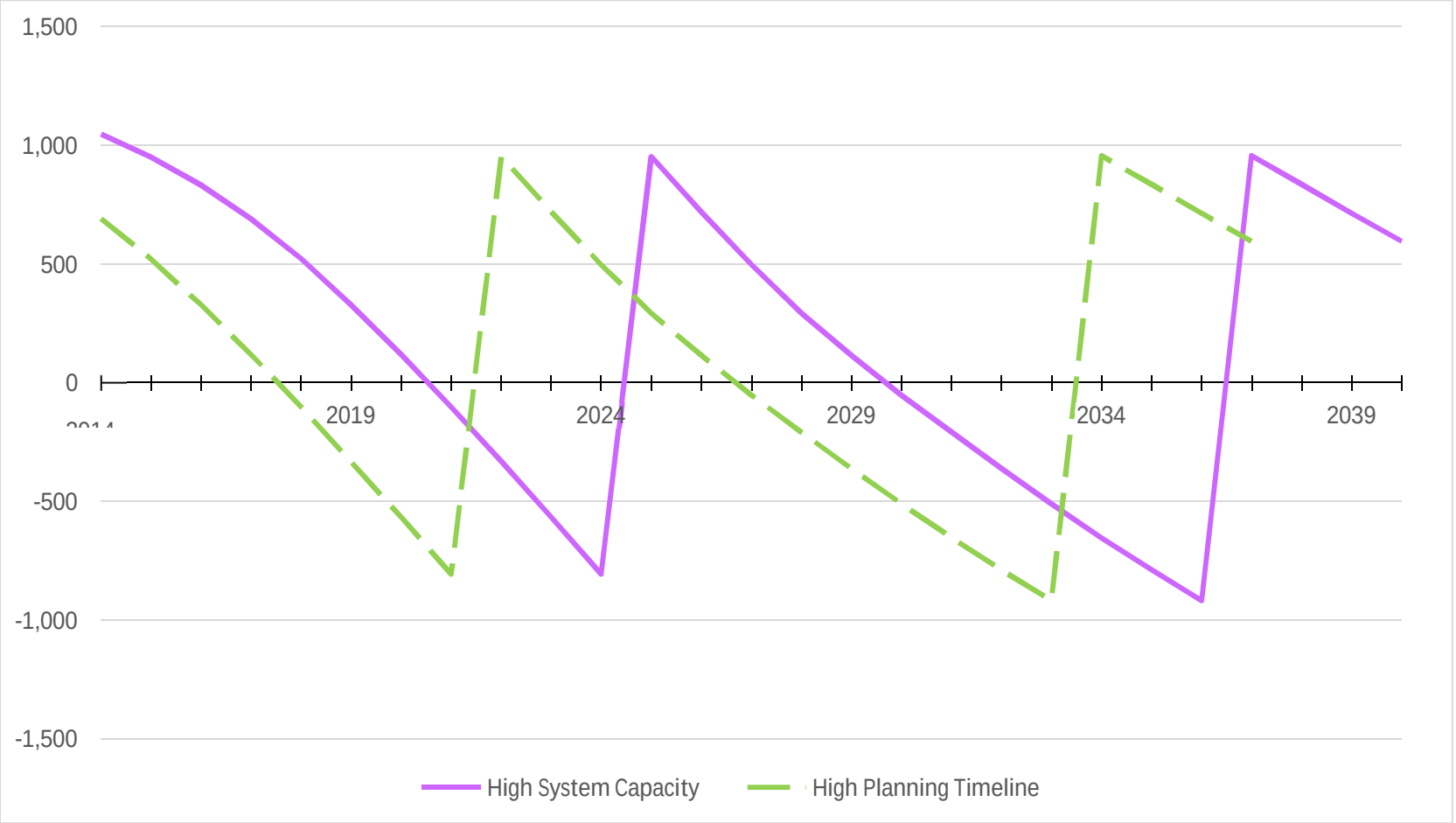


Figure 5 Planning Chart – Middle Schools

Figure 6 Planning Chart – High Schools



Figures 7 through 9 show the timing of schools by level under the moderate growth rate scenarios. As shown, multiple growth scenarios are presented in each chart and the enrollment growth is tied to the moderate growth scenario. Further explanation of each scenario will be provided later in this report, under the section titled “Funding and Implementation of Growth Plan.”

Figure 7 Growth Chart – Elementary Schools

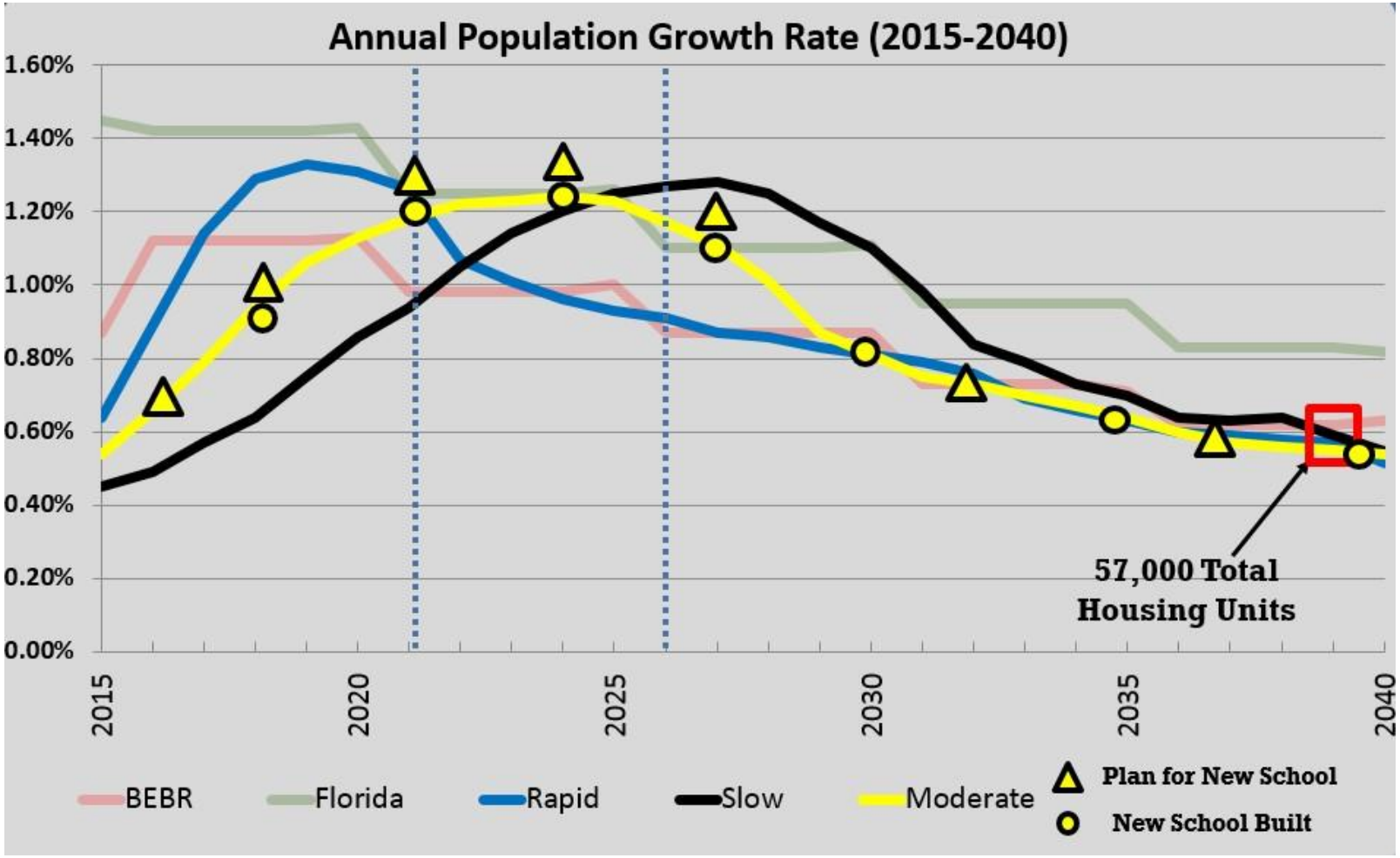


Figure 8 Growth Chart – Middle Schools

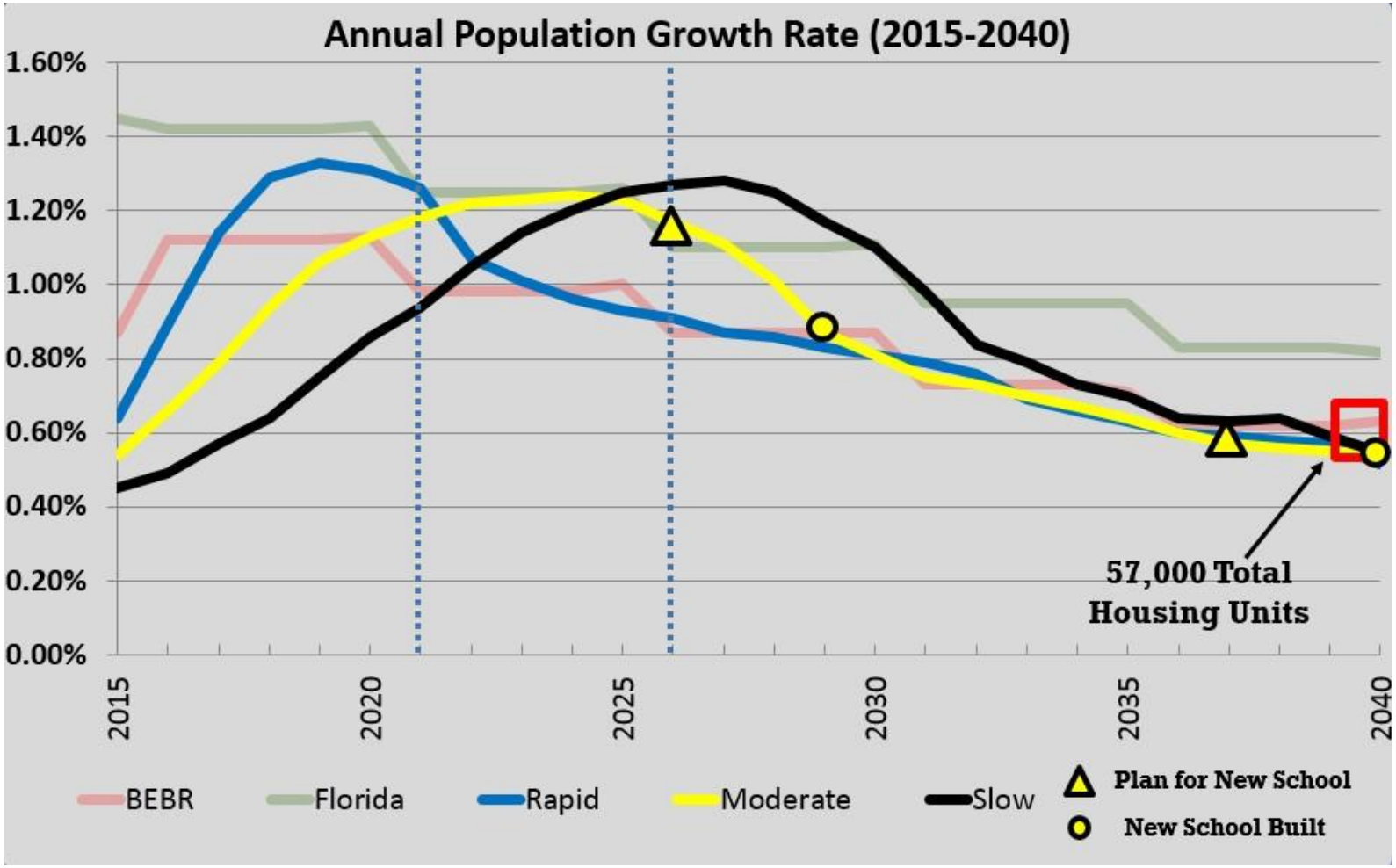
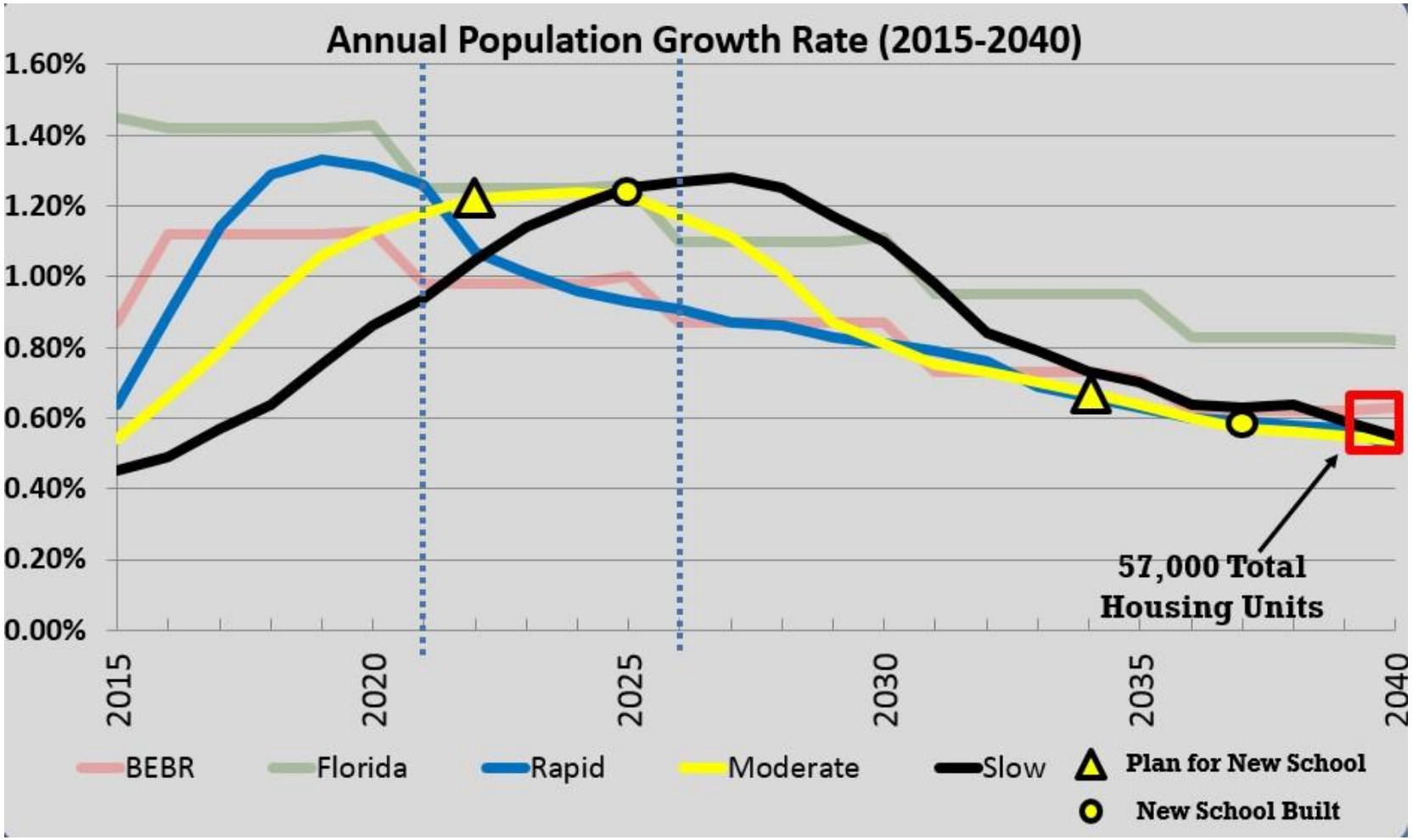


Figure 9 Growth Chart – High Schools



Location of New Schools

As mentioned previously, upcoming/proposed development projects throughout the county were reviewed in an effort to determine possible location of future schools. As part of this effort, a review of available permanent program capacity in each attendance boundary was reviewed and compared to the additional students that are likely to be generated in each district. Table 12 presents this information by attendance boundary.

Based on the information in Table 12, Maps 7 through 9 present potential location of future schools over the next 10 years.

Table 12 Capacity vs. Additional Students by Attendance Boundary

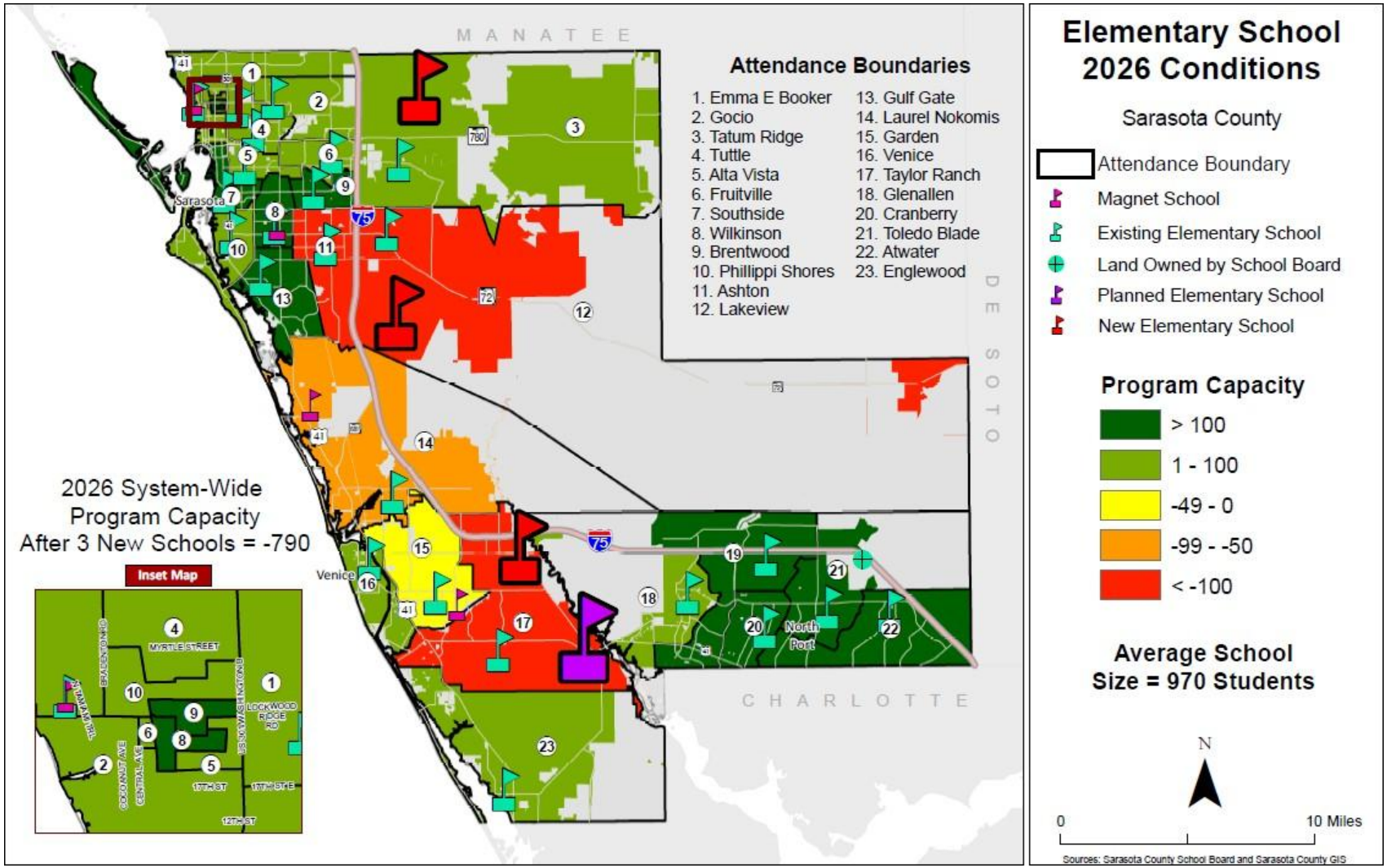
School	Available Program Capacity[1]	Additional Students[2]				Available/Deficient Capacity[3]		
		2015-21	2022-26	2027-40	2015-40	2015-2021	2015-2026	2015-2040
Alta Vista	49	18	19	33	70	31	12	-21
Ashton	-295	34	35	63	132	-329	-364	-427
Atwater	168	0	0	0	0	168	168	168
Bay Haven*	-	-	-	-	-	-	-	-
Brentwood	221	0	0	0	0	221	221	221
Cranberry	-91	0	0	0	0	-91	-91	-91
Emma Booker	107	11	11	21	43	96	85	64
Englewood	15	74	76	138	288	-59	-135	-273
Fruitville	-169	2	2	4	8	-171	-173	-177
Garden	-247	0	0	0	0	-247	-247	-247
Glenallen	83	0	0	0	0	83	83	83
Gocio	-177	5	5	8	18	-182	-187	-195
Gulf Gate	18	29	29	53	111	-11	-40	-93
Lakeview	-108	381	392	706	1,479	-489	-881	-1,587
Lamarque	144	10	10	17	37	134	124	107
Laurel-Nokomis ES	226	254	261	469	984	-28	-289	-758
Phillippi Shores	-145	0	0	0	0	-145	-145	-145
Southside	-31	4	4	8	16	-35	-39	-47
Tatum Ridge	-1	93	96	172	361	-94	-190	-362
Taylor Ranch	28	895	920	1,657	3,472	-867	-1,787	-3,444
Toledo Blade	-30	1	1	3	5	-31	-32	-35
Tuttle	1	0	0	0	0	1	1	1
Venice	58	1	1	0	2	57	56	56
Wilkinson	153	2	2	2	6	151	149	147
Total -- Elementary	-23	1,814	1,864	3,354	7,032	-1,837	-3,701	-7,055
Booker	815	15	16	28	59	800	784	756
Brookside	413	4	4	6	14	409	405	399
Heron Creek	393	4	5	8	17	389	384	376
Laurel-Nokomis MS	192	117	120	216	453	75	-45	-261
Mcintosh	455	44	45	82	171	411	366	284
Sarasota	-141	204	209	377	790	-345	-554	-931
Venice	273	411	423	762	1,596	-138	-561	-1,323
Woodland	439	1	1	0	2	438	437	437
Total - Middle	2,839	800	823	1,479	3,102	2,039	1,216	-263
Booker	393	76	78	142	296	317	239	97
North Port	382	7	7	14	28	375	368	354
Pineview*	-	-	-	-	-	-	-	-
Riverview	71	289	297	535	1,121	-218	-515	-1,050
Sarasota*	125	15	16	28	59	110	94	66
Venice	77	755	776	1,400	2,931	-678	-1,454	-2,854
Total -- High	1,048	1,142	1,174	2,119	4,435	-94	-1,268	-3,387
Grand Total	3,864	3,756	3,861	6,952	14,569	108	-3,753	-10,705

1) Source: Sarasota County School District
2) Estimated based on development activity and population projections
3) Available program capacity (Item 1) less additional students (Item 2) for each time period

*Sarasota HS - Current project underway; Bay Haven and Pineview do not have attendance zones.

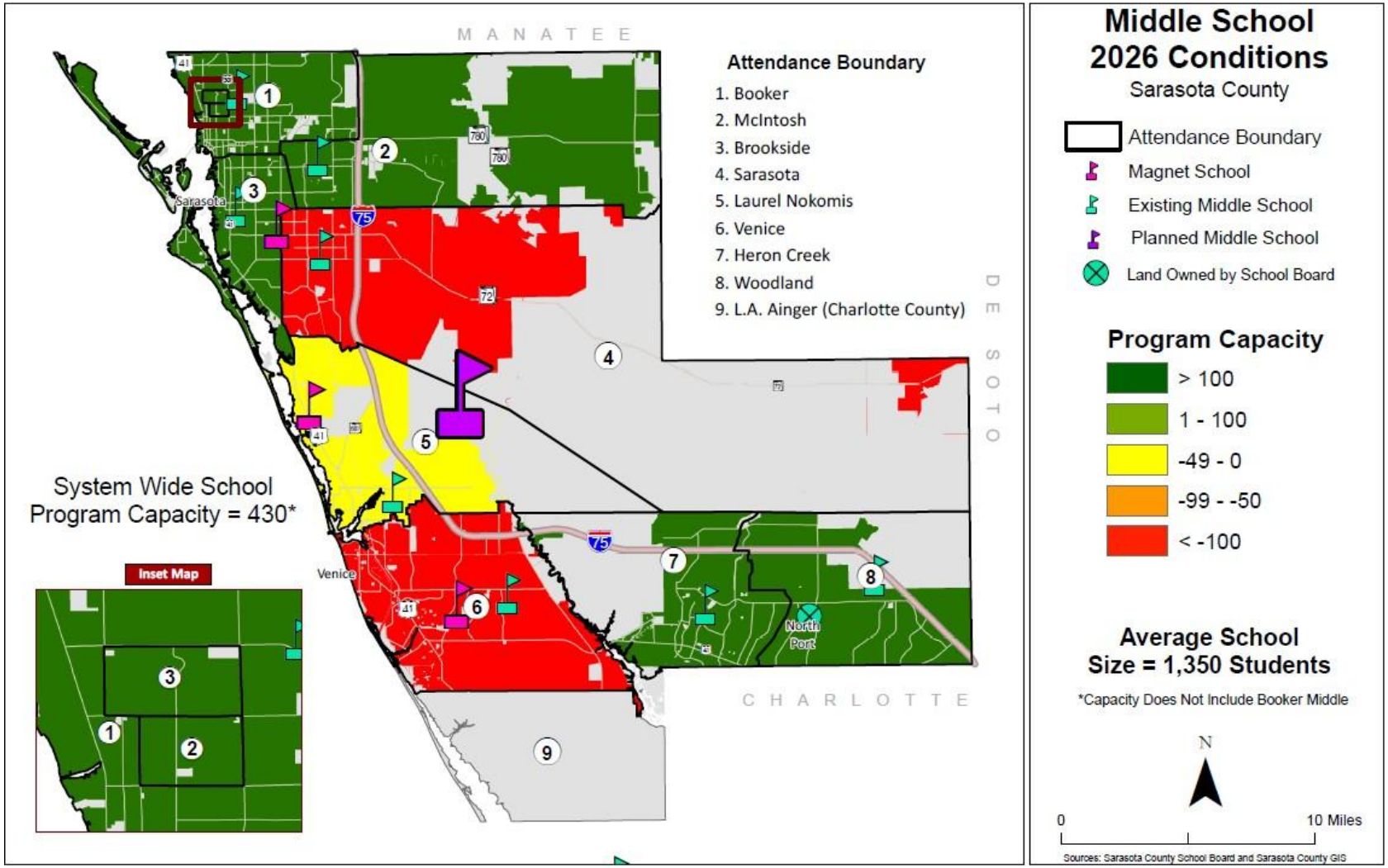
Map 7

Sarasota County – Elementary School Conditions 2026



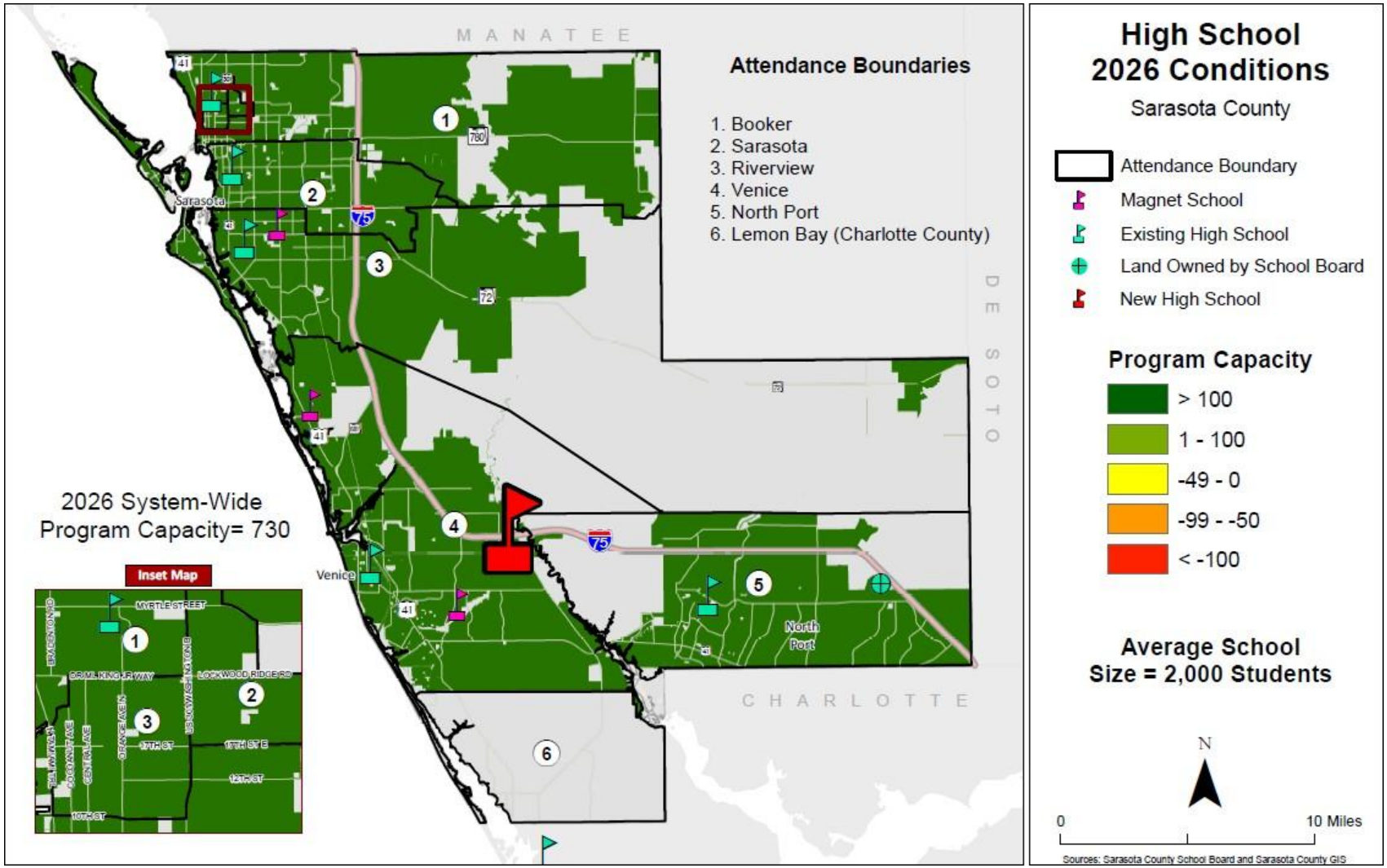
Map 8

Sarasota County – Middle School Conditions 2026



Map 9

Sarasota County – High School Conditions 2026



Funding and Implementation of the Growth Plan

As presented in the previous sections, the key strategies for the School District over the next 10 years include:

- Monitoring growth conditions and identifying sites for up to 4 elementary schools, 1 middle school, and 1 high school;
- Construction of up to three elementary schools and one high school.

Funding Needs

As part of this study, cost to build new schools were estimated based on the following analysis:

- Review of cost associated with recently built schools;
- Insurance values of existing schools;
- Cost information obtained from other Florida School Districts; and
- Discussions with the District staff.

Based on this analysis, the following estimates are used for the District's prototype schools for planning purposes (2015 uninflated costs):

- Elementary schools: Total cost of $27.3 million based on a prototype of 970-station school and $28,200 cost per station;
- Middle schools: Total cost of $45.9 million based on a prototype of 1,350-station school and $34,000 per station; and
- High schools: Total cost of $90.4 million based on a prototype of 2,000-station school and $45,200 per student station.

Based on these prototype schools and estimated cost per school, the estimated funding need for the 10-year plan is estimated to range from $172 million to approximately $245 million, which requires appropriations of approximately $20 million per year.

Potential Funding Options

Potential funding sources for the District's capital plan include:

- Capital millage (1.5-mil);
- Impact fees; and
- Bonding/COPs.

Of these, potential revenues from the capital millage and the District's bonding capability are provided by the School District. Impact fee revenue estimates are obtained in the following manner.

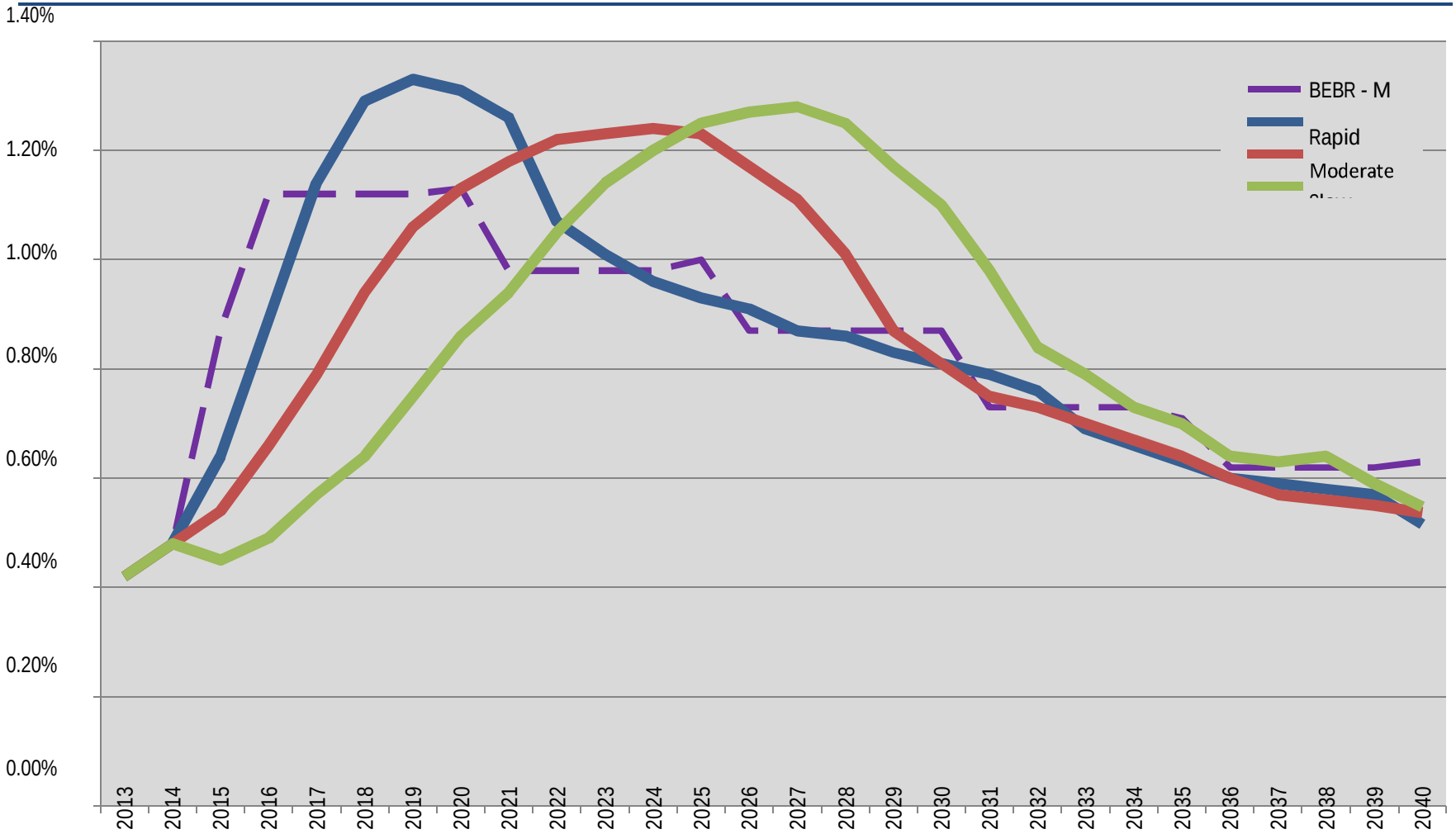
Impact Fee Revenue Projections

The first step in the development of school impact fee revenue estimates involved the review of the projected population for Sarasota County. As mentioned previously, three separate growth curves were developed, as illustrated in Figure 10. Each scenario arrives at the BEBR Medium-Level 2040 population figure, but the annual growth rates for earlier years are distributed differently:

- Rapid Growth – this scenario projects high growth rates in the next five years (up to 1.3%) and then drops to below 1.0% for the next five years, eventually moving toward 0.5% by 2040.
- Moderate Growth – this scenario projects a more gradual population increase over the next five years, with a peak annual growth rate of 1.2% during the second five- year time period. Growth rate decreases to 0.5% by 2040.
- Slow Growth – this scenario projects a slower initial population growth with a peak rate of 1.2% achieved in outside of the next 10 years. Similar to the other scenarios, the annual growth rate decreases to 0.5% by 2040.

Figure 10

Annual Population Growth Rate Projection Scenarios



Source: 2040 Medium-Level BEBR population projection

Housing Unit Projections

As explained previously, using the population scenarios, the projections were converted to housing units using the persons-per-household figure of 1.66 based on population and housing unit totals in the American Community Survey. Total units were then classified as single family (75%) or multi-family (25%) based on the projected distribution of units from the MPO's Long Range Transportation Plan.

Educational Facilities Impact Fee

Educational facilities impact fee revenue projections were tied to the population projections illustrated in Figure 10, with adjustments made for single family and multi-family permits. Table 13 provides a summary of projected revenues for each scenario for the next 10 years. These revenue figures are based on the maximum calculated rates and are not indexed over time. In addition, current vacancy rates or development credits are not taken into consideration, which may lower these revenues.

Table 13

School Impact Fee Projections

Growth Scenario	Estimated Revenues (in millions)		
	2016-2020	2021-2025	Total 2016-2025
Rapid Growth	$91.9	$85.3	$177.2
Moderate Growth	$70.1	$98.4	$168.5
Slow Growth	$50.4	$88.7	$139.1

Notes: Based on 100% calculated rates
Impact fee revenues are not indexed (in 2015 dollars)

As shown in Figure 11, when compared to historical collections, estimated impact fee revenues at 100 percent of the calculated fee are significantly higher. This is because the current rate is approximately 25 percent of the full calculated rate. Table 14 presents revenue estimates under the moderate growth scenario for various adoption levels.

Figure 11

Educational Facilities Annual Impact Fee Revenues – Moderate Growth

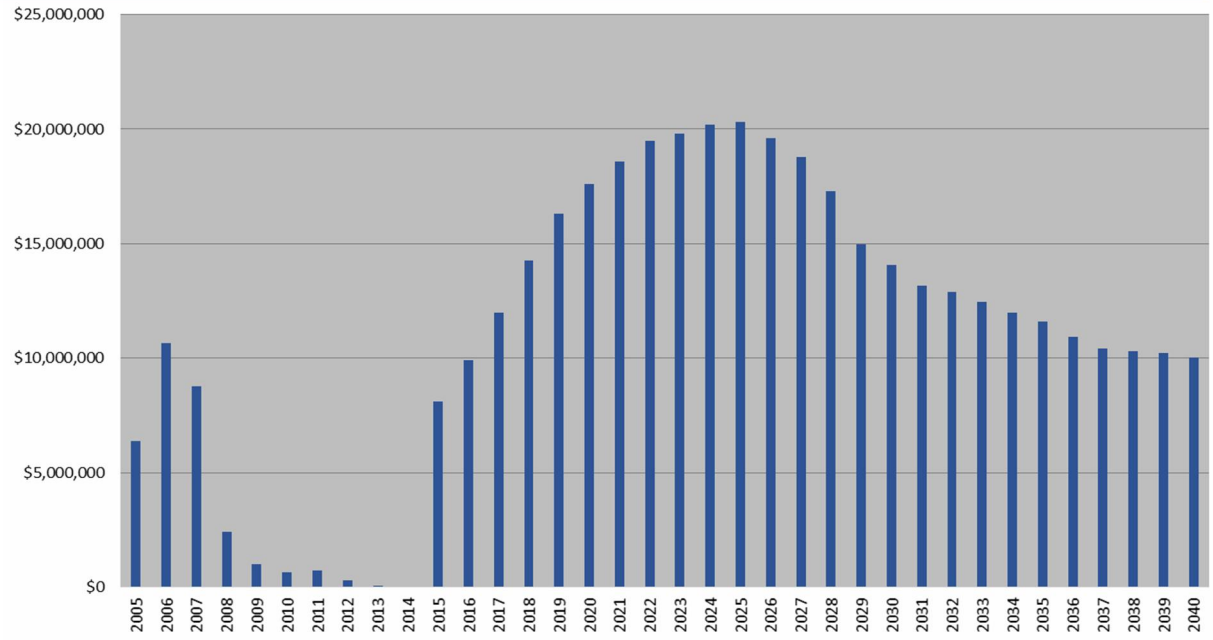


Table 14

School Impact Fee Revenue Projections Moderate Growth Scenario with Variation in Adoption Level

Impact Fee Adoption %	Single Family Impact Fee per Home	Estimated Revenues (in millions)		
		2016-2020	2021-2025	Total 2016-2025
100%	$7,835	$70.1	$98.4	$168.5
75%	$5,876	$52.6	$73.8	$126.4
50%	$3,918	$35.0	$49.2	$84.2
25%	$1,959	$17.5	$24.6	$42.1

Finally, Table 15 provides a summary of Long Range Growth Plan funding needs and the portion that can be paid with impact fees. The remaining amounts will need to be funded with ad valorem revenues and/or through borrowing.

Table 15

Growth Plan Cost and Impact Fee Revenue Summary

Variable	In Millions, 2015 Dollars		
	2016-2020	2021-2025	Total 2016-2025
Estimated Capital Expansion Funding Need[(1)]	$104.4	$104.4	$208.8
Impact Fee Funding:			
- 100% Adoption	$70.1	$98.4	$168.5
- 75% Adoption	$52.6	$73.8	$126.4
- 50% Adoption	$35.0	$49.2	$84.2
- 25% Adoption	$17.5	$24.6	$42.1
Additional Funding Need:			
- 100% Adoption	$34.3	$6.0	$40.3
- 75% Adoption	$51.8	$30.6	$82.4
- 50% Adoption	$69.4	$55.2	$124.6
- 25% Adoption	$86.9	$79.8	$166.7

(2) Represents the mid-point of the range provided in Table 1

Summary and Conclusions

The primary purpose of this Long Range Growth Plan is to provide the School District with a planning tool to use in the future. This Plan provided estimates of potential growth in student enrollment based on the following assumptions:

- It is School Board's intent that to provide permanent stations;
- Limited/no re-districting options; and
- Stable charter school to traditional school enrollment ratio.

It is recommended that the District focus on the following:

- During the initial five-year period, it is important that the District review the growth patterns and identify potential sites for purchase. The District currently has a system

in place through an interlocal agreement where the School District collaborates with the County and municipalities to track and estimate growth levels and student enrollment levels. Information obtained during this process is essential in monitoring upcoming growth levels.

- During the same period, the District should start creating a fund balance or consider borrowing as needed for the construction of future schools. Although Sarasota County Schools benefit from a moderate student generation rates, new schools require significant investment and it is recommended that an allowance for capital budget is incorporated into the funding plan.

Student generation rates and enrollment trends indicate that approximately half the student population consists of elementary school students. These schools are also the smallest in terms of capacity. With a prototype capacity of 970 stations and no available capacity at the existing schools, it is reasonable to expect the District will need to construct 3 schools, and fund the 4th elementary school over the next 10 years.

In the case of middle schools, the District has available capacity countywide, but not necessarily at growth locations. Unless significant level of re-districting is considered, it will be difficult to utilize available capacity, which may require the District to start a funding plan for a middle school toward the end of the 10-year period.

The District has some capacity at the high school level, but it is likely that there will be a need for an additional high school over the next 10 years due to a combination of additional students and locational considerations.

- During the next five years and beyond, the District should review the enrollment growth patterns on an annual basis and reprioritize future school projects and needs. Given that Sarasota County tends to lag in recovery compared to other counties, the 10-Year growth projections may lag as well, allowing for a longer planning period for the District.

Appendix A Planned/Proposed Development

Appendix A – Planned Development

This Appendix provides a list of larger planned developments and information related to their status, type of development, units, etc.

Table A-1

Sarasota County – Planned Development

Project Name	Jurisdiction	Construction	Platted	Estimated BO Date	Elementary School Boundary	Middle School Boundary	High School Boundary	Units Remaining
Suncoast Plaza Apartments	North Port	None	None	unknown	Toledo Blade Elementary School	Woodland Middle School	North Port High School	223
Talon Bay Replat		None	Platted	unknown	Lamarque Elementary School	Heron Creek Middle School	North Port High School	233
West Villages DRI		Vertical	Platted	Year 2022 7 years	Taylor Ranch Elementary School	Venice Area Middle School	Venice High School	1,749
West Villages DRI		Vertical	Platted	Year 2020 5 years	Taylor Ranch Elementary School	Venice Area Middle School	Venice High School	2,149
West Villages DRI		None	None	unknown	Taylor Ranch Elementary School	Venice Area Middle School	Venice High School	12,600
West Villages DRI		None	None	Unknown	Taylor Ranch Elementary School	Venice Area Middle School	Venice High School	1,200
West Villages DRI		None	None	unknown	Taylor Ranch Elementary School	Venice Area Middle School	Venice High School	1,800
1505 Dolphin St.	Sarasota (City)	None	None	unknown	Southside Elementary School	Booker Middle School	Sarasota High School	6
1st & Audubon		None	None	unknown	Alta Vista Elementary School	Booker Middle School	Booker High School	37
621 Gulfstream Ave		None	None	unknown	Southside Elementary School	Booker Middle School	Sarasota High School	17
635 S. Orange Ave Orange Club		None	None	unknown	Southside Elementary School	Booker Middle School	Sarasota High School	15
711 S. Palm Ave		None	None	unknown	Southside Elementary School	Booker Middle School	Sarasota High School	15
City Place/Pineapple Square		None	None	unknown	Southside Elementary School	Booker Middle School	Sarasota High School	276
Cityside		None	None	unknown	Alta Vista Elementary School	Booker Middle School	Booker High School	400
Dolphin Tower Renovation		Vertical	High-Rise	Year 2015/2016 1 year	Southside Elementary School	Booker Middle School	Sarasota High School	117
Florida Studio Theatre		None	None	unknown	Alta Vista Elementary School	Booker Middle School	Booker High School	5
Former United Way Property		None	None	unknown	Alta Vista Elementary School	Booker Middle School	Booker High School	168
Gulfstream Sarasota		None	None	unknown	Alta Vista Elementary School	Booker Middle School	Booker High School	144
Janies Garden, Phase 3		None	None	unknown	Fruitville Elementary School	McIntosh Middle School	Riverview High School	72
Oakridge Apartment Income-Restricted		None	None	unknown	Emma E. Booker Elementary School	Booker Middle School	Booker High School	121
One Palm Ave Aloft		Vertical	High-Rise	Year 2015/2016 1 year	Southside Elementary School	Booker Middle School	Sarasota High School	139
Renaissance Townhomes Same as Rosemary Place?		None	Platted	Year 2017/2018 3 years	Alta Vista Elementary School	Booker Middle School	Booker High School	30
Rosemary Square		None	None	Year 2015/2016 1 year	Alta Vista Elementary School	Booker Middle School	Booker High School	61
Sarasota Flats		None	None	unknown	Alta Vista Elementary School	Booker Middle School	Booker High School	228
Sarasota Marriott & Condos		None	None	unknown	Alta Vista Elementary School	Booker Middle School	Booker High School	40
School Avenue Townhomes		None	None	unknown	Alta Vista Elementary School	Booker Middle School	Booker High School	38
The DeMarcay		None	None	unknown	Southside Elementary School	Booker Middle School	Sarasota High School	39
The Jewel		Vertical	High-Rise	Year 2015/2016 1 year	Alta Vista Elementary School	Booker Middle School	Booker High School	19
The Q		Vertical	Platted	Year 2015/2016 1 year	Southside Elementary School	Booker Middle School	Sarasota High School	39
The Vue		Vertical	High-Rise	Year 2016/2017 2 years	Alta Vista Elementary School	Booker Middle School	Booker High School	141
Vanguard Lofts		None	None	unknown	Alta Vista Elementary School	Booker Middle School	Booker High School	6
Villagio at Rosemary Place		None	None	unknown	Alta Vista Elementary School	Booker Middle School	Booker High School	32

Source: Sarasota County and Municipal Governments

Table A-1 (Continued)

Sarasota County – Planned Development

Project Name	Jurisdiction	Construction	Platted	Estimated BO Date	Elementary School Boundary	Middle School Boundary	High School Boundary	Units Remaining
Ashton Oaks	Sarasota (County)	Vertical	Platted	Year 2016/2017 2 years	Ashton Elementary School	Sarasota Middle School	Riverview High School	17
Ashton Palms		Horizontal	Platted	Year 2016/2017 2 years	Ashton Elementary School	Sarasota Middle School	Riverview High School	35
Ashton Pointe		Vertical	Platted	Year 2015/2016 1 year	Ashton Elementary School	Sarasota Middle School	Riverview High School	0
Baytown Square Townhouse		Horizontal	Platted		Gocio Elementary School	Booker Middle School	Booker High School	89
Beekman Place		None	None	unknown	Gocio Elementary School	Booker Middle School	Booker High School	35
Bent Tree		TBD	Platted	unknown	Lakeview Elementary School	Sarasota Middle School	Sarasota High School	78
Bispham Properties CPA 2013-E		None	None	unknown	Lakeview Elementary School	Sarasota Middle School	Riverview High School	264
Boca Royale		Vertical	Platted	unknown	Englewood Elementary School	L. A. Ainger Middle School	Lemon Bay High School	192
Calusa Park		Vertical	Platted	Year 2016/2017 2 years	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	77
Caribbean Village			Platted	unknown	Taylor Ranch Elementary School	Venice Area Middle School	Venice High School	187
Cassata Estates		None	None	unknown	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	7
Cassata Oaks			Platted	unknown	Ashton Elementary School	Sarasota Middle School	Riverview High School	18
Clark Road Properties		None	None	Year 2025 10 years	Lakeview Elementary School	Sarasota Middle School	Riverview High School	9344
Cottages of Curry Creek		Horizontal	Platted	unknown	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	12
Enclave at Forest Lakes			Platted	unknown	Alta Vista Elementary School	Brookside Middle School	Sarasota High School	160
Forest Lakes				unknown	Wilkinson Elementary School	Brookside Middle School	Sarasota High School	213
Foxtrot Meadows		None	None	unknown	Lakeview Elementary School	Sarasota Middle School	Riverview High School	202
Gateway Square & Villas		None	None	unknown	Englewood Elementary School	L. A. Ainger Middle School	Lemon Bay High School	31
Grand Palm DOCC fka Blackburn Creek		Vertical	Platted	1,859 units to buildout Year 2029, 14 years	Taylor Ranch Elementary School	Venice Area Middle School	Venice High School	1859
Heron Creek Unit 2 Parcel K		None	None	unknown	Lamarque Elementary School	Heron Creek Middle School	North Port High School	150
Hidden Bay Estates North			Platted	unknown	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	3
Hidden Creek		None	None	unknown	Tatum Ridge Elementary School	McIntosh Middle School	Booker High School	178
Indian Lakes			Platted	unknown	Tatum Ridge Elementary School	McIntosh Middle School	Booker High School	67
Indian Palms Estates			Platted	unknown	Tatum Ridge Elementary School	McIntosh Middle School	Sarasota High School	126
Jacaranda 70		None	None	unknown	Taylor Ranch Elementary School	Venice Area Middle School	Venice High School	423
Keyway Place		Vertical	Platted	unknown	Englewood Elementary School	L. A. Ainger Middle School	Lemon Bay High School	70
Kurtz Property_Lena Lane, Mustico Lot Split		None	None	unknown	Tatum Ridge Elementary School	McIntosh Middle School	Booker High School	2
Lake Village East		None	None	unknown	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	89
Luna Bay fka Honore Court		None	Platted	unknown	Ashton Elementary School	Sarasota Middle School	Riverview High School	21
Maiden Lane Apartments		None	None	Year 2025 10 years	Wilkinson Elementary School	Brookside Middle School	Riverview High School	10
Muirfield Village at Honore		Vertical	Platted	Year 2015/2016 1 year	Emma E. Booker Elementary School	Booker Middle School	Booker High School	0
Palmer Ranch DRI		Vertical	Platted	2,276 units to buildout Year 2020, 5 years	3 - Gulf Gate, Ashton, Laurel Nokomis Elementary	2 - Sarasota Middle, Laurel Nokomis Middle	2 - Riverview High, Venice High	2276
Palms at Casey Key		None	None	unknown	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	31
Park Forest Dev/Phase 6A		Vertical	Platted	Year 2020 5 years	Englewood Elementary School	L.A. Ainger Middle School	Lemon Bay High School	10
Quay		None	None	unknown	Alta Vista Elementary School	Booker Middle School	Booker High School	695
Rapalo			Platted	unknown	Englewood Elementary School	L. A. Ainger Middle School	Lemon Bay High School	109
Red Hawk Reserve Phase 3		Vertical	Platted	unknown	Lakeview Elementary School	Sarasota Middle School	Riverview High School	0
Residences at Commerce Center				unknown	Fruitville Elementary School	McIntosh Middle School	Sarasota High School	282
Sabal Palm Preserve			Platted	unknown	Taylor Ranch Elementary School	Venice Area Middle School	Venice High School	183
Sansara		Site cleared	None	unknown	Southside Elementary School	Booker Middle School	Sarasota High School	17
Sarabay Acres			Platted	unknown	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	49
Sarasota Crew Dorms		None	None	unknown	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	0
SCIBC DRI		None	None	250 units to buildout Year 2017, 2 years	Taylor Ranch Elementary School	Venice Area Middle School	Venice High School	250
Springs at Sarasota		None	None	Year 2025 10 years	Ashton Elementary School	Sarasota Middle School	Sarasota High School	360
Stoneybrook DOCC		Vertical	Platted	467 units to buildout Year 2018, 3 years	Taylor Ranch Elementary School	Venice Area Middle School	Venice High School	467
Tuscano DOCC		Vertical	Platted	1,534 units to buildout Year 2018, 3 years	Taylor Ranch Elementary School	Venice Area Middle School	Venice High School	1534
University Town Center SIPOC DRI		None	None	1,750 units to buildout Year 2018, 3 years	Emma E. Booker Elementary School	Booker Middle School	Booker High School	1750
VICA		see below	see below	700 units to buildout	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	700
Village of Manasota Beach		None	None	1,564 units to buildout	Englewood Elementary School	L. A. Ainger Middle School	Lemon Bay High School	1564
Village On The Trail VOT DOCC		None	None	1,855 units to buildout Year 2018, 3 years	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	1855
Villages of Lakewood Ranch South DRI		TBD	TBD	5,142 units to buildout Year 2034, 19 years	Tatum Ridge Elementary School	McIntosh Middle School	Booker High School	5142
Watercrest		None	Platted	Year 2025 10 years	Taylor Ranch Elementary School	Venice Area Middle School	Venice High School	283
Waverley		None	Platted	Year 2025 10 years	Lakeview Elementary School	Sarasota Middle School	Riverview High School	202

Source: Sarasota County and Municipal Governments

Table A-1 (Continued)

Sarasota County – Planned Development

								Units Remaining
Bridges	Venice	None	None	unknown	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	1,100
Chateau Venice		Vertical	Platted	nearly completed	Venice Elementary School	Venice Area Middle School	Venice High School	0
Higelville		Vertical	Platted	Year 2015/2016 1 year	Venice Elementary School	Venice Area Middle School	Venice High School	2
Island Court Multi-Family		Vertical	Platted	Year 2015/2016 1 year	Venice Elementary School	Venice Area Middle School	Venice High School	10
Laurel Lakes		None	None	unknown	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	805
Portofino		None	None	unknown	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	650
Toscana Isles		see below	see below	1,418 units to buildout	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	1,418
TraPonti Villaggio		Horizontal	Platted	Year 2017/2018 3 years	Venice Elementary School	Venice Area Middle School	Venice High School	24
Venetian Golf & River Club		Vertical	Platted	275 units to buildout	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	275
Venetian Walk II Income-Restricted		None	None	unknown awaiting funding	Venice Elementary School	Venice Area Middle School	Venice High School	52
Villa Paradiso		None	None	unknown	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	699
Willow Chase		Vertical	Platted	10 units to buildout	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	10
Windwood		Vertical	Platted	unknown	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	90
Woods at Venice		None	None	unknown	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	263
Totals								59,275

Source: Sarasota County and Municipal Governments