City of Venice
Comprehensive Plan

VENICE 2017-2027

Data, Inventory & Analysis

Venice, FL
City on the Gulf

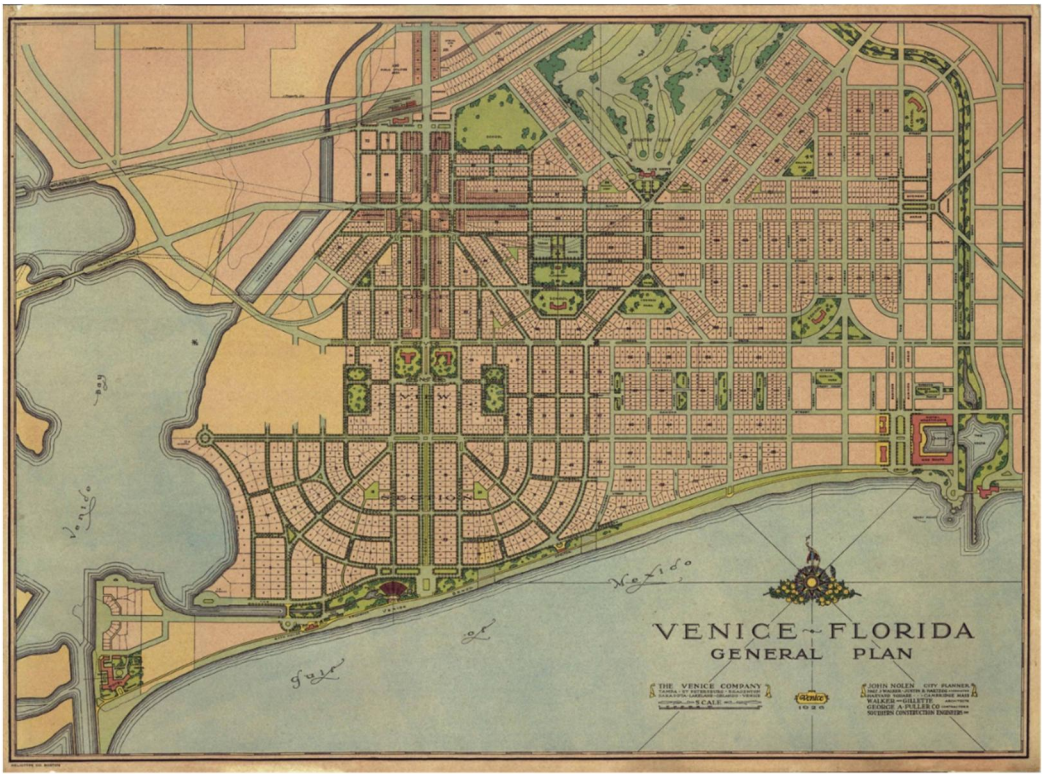
LAND USE ELEMENT

The Land Use Element is the foundation of the City of Venice Comprehensive Plan and this, the 2017-2027 Comprehensive Plan update because it pulls together portions of the other Elements and establishes the planning framework which is the foundation for the City's development through the Planning period.

This Element is comprised of a series of tools that direct future development including: the Future Land Use Map (FLUM), land use designations, and more importantly the overarching, Vision, Intent and Strategies. The FLUM is a regulatory tool and serves as the basis for the City's implementing zoning map and land development regulations. The Element, along with the other Elements of the Comprehensive Plan, provide long-term guidance to the elected officials who must make decisions regarding land use, infrastructure, and capital budgeting. As a result, the Land Use Element provides the foundation for implementation of a community vision based on Venice's city character, quality of life and unique design.

As noted in the Background Section of the Plan, 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.

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 . Based on this approach the following baseline strategies and areas of consideration form the basis of the forma V, I, S.

- Ensuring the development and redevelopment Venice supports the community character and quality of life in the City
- Promoting development practices that mitigate environmental impacts and prevent sprawl
- Enhancing transitional areas by creating public spaces within the built environment
- Recognizing the value of traditional neighborhood components developed as part of the Nolen Plan (parks and public spaces, integrated public services and infrastructure systems, multi-modal transportation alternatives, distinct character attributes and design features, community housing opportunities, neighborhood centers, and mixed-use neighborhoods)
- Coordinating future development practices with expansion of public services and infrastructure systems
- Ensuring development pays for itself
- Providing capacity to prepare for and minimize damage from natural events
- Making services available that meet the needs and demands of a diverse community
- Acknowledging the inherent link between land use and transportation systems
- Promoting and supporting cultural and historic resources and Venice's character
- Enhancing quality of life attributes for a multi-generational community

- Distinguishing the elements that comprise Venice's different neighborhoods and mixed use areas
- Strengthening architectural and design features
- Recognizing the value of mixed-use areas to improving community public spaces, connectivity, character, and planning
- Identifying the community's economic activity centers and economic base

Relationship to Other Comprehensive Plan Elements

Because the Land Use Element combines aspects of all the elements of the Comprehensive Plan and should assist the City in achieving its overall goals, it is important to identify and address the findings relating to land use within each element of the Comprehensive Plan and vice versa. This is also true with the introduction of the Neighborhood Elements.

- Land Use
- Transportation and Mobility
- Open Space
    - Functional
    - Conservation
        - Coastal High Hazard Area (CHHA)
- Housing
    - Attainable Housing
    - Historical
- Community Facilities
    - Public Facilities
    - Infrastructure
    - Emergency Management
- Public School Facilities
- Neighborhoods
    - The Island
    - Gateway
    - E Venice Ave
    - Pinebrook
    - Laurel Road Corridor
    - Northeast Venice
    - Knights Trail
- Appendix
    - Acronyms & Definitions
    - Intergovernmental Coordination Matrix
    - Planning Areas
    - Joint Planning Areas/Interlocal Service Boundary Agreement Areas (JPA/ILSBA)
        - Areas of Unique Consideration
    - Capital Improvement Schedule
    - Sarasota County School Board – Long Range Plan

Neighborhoods

Venice is a community of approximately 22,000 permanent and seasonal residents that live within approximately 10,470 acres (16.7 square miles) land area extending eastward from the Gulf of Mexico to the Myakka River. Venice has three generalized areas that have evolved with different character and land use patterns since its development, Western (including the Island), Central (including the areas between US 41 bypass to Interstate 75) and Eastern (including lands east of Interstate 75). These generalized areas have been further identified for the purposes of the Comprehensive Plan and planning for the future into Neighborhoods. The Neighborhoods were identified based on their geographic area, characteristics of existing land use and transportation; they are not equal as to population and or total area. The concepts helps to organize the planning purpose and standards for future development within specific areas of Venice.

Island

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. 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).

Gateway

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 Intracoastal 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

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).

Pinebrook

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.

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).

East Venice Avenue

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

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).

North East Venice

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

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

- 1,647 residential units (single family detached, single family attached, multifamily/ condominium), and
- 67,423 square feet of non-residential uses (commercial, office, civic, professional).

Laurel Road Corridor

The "Laurel Road" Neighborhood serves as a gateway from Interstate 75 to a number of neighborhoods including Knight's Trail, Northeast Venice, and Pinebrook. This predominantly undeveloped neighborhood has experienced sporadic non-residential development initially in the eastern portions of the Neighborhood. The commercial uses within this Neighborhood were initially considered to serve the needs of the Knight's Trail (Triple Diamond Industrial Park) and Laurel Road residential communities. However, planned developments within the City and development surrounding the City (Sarasota County) emphasize a further need for non-residential land uses. Major developments in the area include:

- Plaza Venezia/Publix
- CVS
- Portofino
- The Bridges

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:

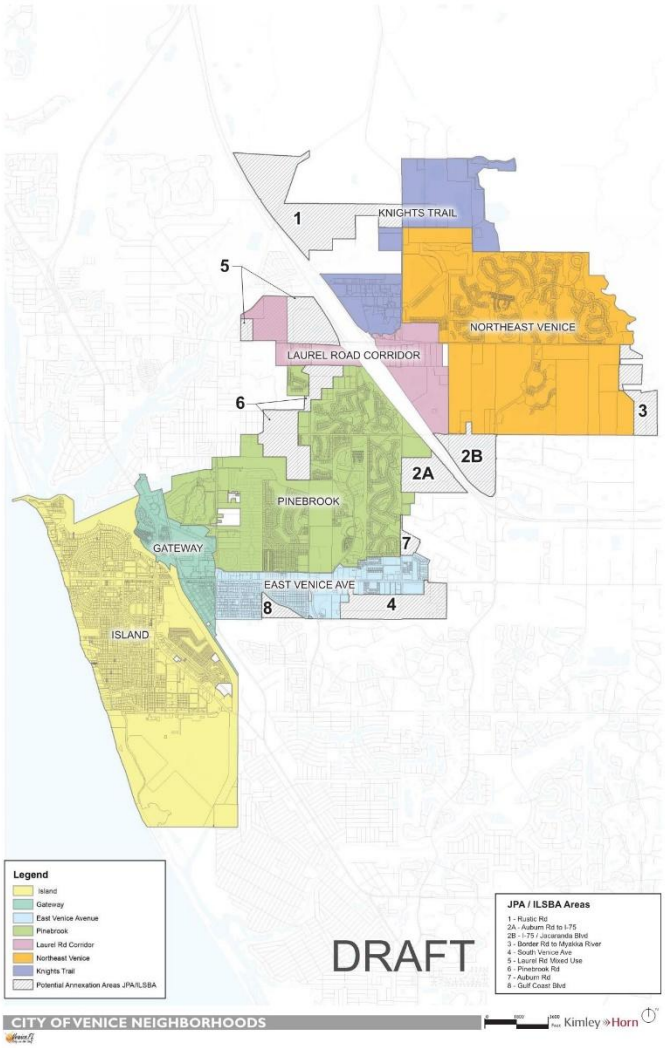
- 17 residential units (single family detached, single family attached, multifamily/ condominium), and
- 146,624 square feet of non-residential uses (commercial, office, civic, professional).

Knights Trail

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 Knight's 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.

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).



Land Use

The total area of the City is approximately 10,470 acres. This land mass is divided into the following existing land use categories as identified through the Sarasota County Property Appraiser's Office and shown in Map 1.2:

Vacant — Land areas not categorized in any current use and available for future development. Small parcels of vacant land are distributed throughout the City while larger parcels are located east of I-75.

Residential — A place of temporary or permanent habitation. The existing residential land uses range from single structures on a single lot (low density) to several structures on a parcel (moderate density) to many structures on a parcel (medium density). This use is the predominant use in the City. Subcategories depicted Table 1.1 include:

- Single-Family: Structures with only one family on a lot.
- Multi-Family: Two or more families in one structure, with variations in management such as duplexes, rental apartments, condominiums, or group housing.
- Mobile Home: Off-site fabricated units transported and minimally assembled on site, registered as motor drawn vehicles.

Office	Sites where administrative functions and services take place. The sites vary in type and location similar to that of commercial uses, but with lesser demand for on-site parking for visitors.
Commercial	Sites where the sale of goods and services takes place. This use also encompasses ancillary uses and structures such as parking garages and storage. Commercial and office uses in the City are located near major thoroughfares such as Venice Avenue, U.S. 41 Business, U.S. 41 Bypass, and I-75.
Airport	Sites where aeronautical activities take place. This use includes structures such as hangers, offices, and terminals. The City has one general aviation airport, located on the island, that provides small aircraft services.
Golf Courses	Land altered for the sport of golf, either in public or private management. Includes ancillary uses and structures such as club houses, maintenance buildings, and shelters.
Industrial	This category embodies those land uses where manufacturing, assembly, or processing of products is involved. Included are ancillary facilities for administration and research, assembly, storage and warehousing, shipping, parking, and buffering. Industrial sites in the City are confined to the area immediately east of the Intracoastal Waterway, south of Venice Avenue, and near the I-75 interchange at Laurel Road.
Agriculture	Includes land used for farming or livestock or associated with commercial plant nurseries or aquaculture. The majority of agricultural land within the City is located east of I-75.
Institutional	This category includes uses such as churches, private schools, hospitals, or assisted living facilities that provide health care, counseling, religious services, or other services for the community. These uses are located throughout the City.
Governmental	Includes public uses such as parks, recreation areas, public administrative offices, post offices, or public schools. The majority of governmental uses are located on the Island in the form of parks, libraries, community centers, and public administrative offices such as City Hall.
Utilities/ Infrastructure	Sites set aside for the provision of public utilities and infrastructures such as potable water, wastewater, solid waste, street right-of-way, or other uses. This land use is spread throughout the City, with the largest site occupied by the Eastside Waste Water Treatment Plant located north of Laurel Road.

Submerged/Partially Submerged	This use depicts areas with no additional development potential and includes wetlands, lakes, rivers, and estuaries.

City of Venice, Florida
Inventory of Existing Land Uses, 2016

Existing Land Use Category	Parcels	% of Total	Acres	% of Total
Agricultural	71	0.8%	2456	0.8%
Airport	1	0.0%	440	0.0%
Office	81	0.9%	56	0.9%
Commercial	155	1.6%	159	1.6%
Golf Courses	5	0.1%	805	0.1%
Government	25	0.3%	107	0.3%
Industrial	164	1.7%	882	1.7%
Institutional	44	0.5%	137	0.5%
Mobile Home	926	9.8%	74	9.8%
Miscellaneous	157	1.7%	120	1.7%
Multi-Family	142	1.5%	129	1.5%
Single-Family	7068	75.2%	3685	75.2%
Submerged/Partially Submerged		0.0%		0.0%
Utilities/Infrastructure	27	0.3%	183	0.3%
Vacant	496	5.3%	557	5.3%
R.O.W/Roadway/Drainage	41	0.4%	147	0.4%
	9,4		9,93	

Source: Sarasota County Property Appraiser, 2016

Surrounding Land Uses

Land use patterns within the City and the County are consistent and compatible. The majority of land uses adjacent to the city limits in 2016 are residential and/or agricultural, except for the areas adjacent to the City bordering Tamiami Trail and U.S. 41 Bypass which are primarily non-residential (i.e., commercial). The urbanized character of the unincorporated area adjacent to the City limits leaves little room for municipal expansion to the northwest and southwest; however, some forms of redevelopment may be possible.

City of Venice Population Projections						
	2008	2010	2015	2020	2025	2030
Sarasota County Resident Population [1]	393,608	396,000	425,500	458,900	491,500	522,700
City of Venice Resident Population [2]	22,146	22,176	23,828	25,698	27,524	29,271
City of Venice Seasonal Population [3]	3,876	3,881	4,170	4,498	4,817	5,123
City of Venice Functional Population [4]	26,022	26,057	27,998	30,196	32,341	34,394
Share of County Population [2]	5.6%	Short-Term				Long-Term
Seasonal Percentage [5]	18%					

1. Based on Projections of Florida Population by County, 2008-2035 , FPS Volume 42, Bulletin 153, University of Florida Bureau of Economic and Business Research (BEBR), March 2009.
2. Based on Florida City and County Population, 2000-2009 , University of Florida Bureau of Economic and Business Research (BEBR), November 2009, BEBR estimate of City of Venice Population, 2008, which equates to 5.62641% of the BEBR estimate for Sarasota County, 2008.
3. Based on 2008 Public Supply Annual Report, City of Venice Utilities Department, as prepared for SWFWMD.
4. Sum of Resident and Seasonal Population.
5. Seasonal Population / Resident Population; percentage applied to subsequent years to determine seasonal projection.

Historical Population Trends

Starting in the mid-1900s, the City of Venice has experienced steady growth as the City's population has grown 46% from 1980 to 2000 (12,153 to 17,764). The City's growth has mirrored Sarasota County, which grew 61% during the same period (202,251 to 325,957). Regional growth is expected to continue as another 126,700 people are expected to move to the County in the next 20 years, but this growth is expected to slow as BEBR projections show only 32% growth from 2010 to 2030.

The City of Venice has shared an average of 5.6% of the County's population since the year 2000. Prior to 2000, the City's share climbed from 2.5% in 1950 and peaked at 6.1% in 1990. See Table 1.4. It is anticipated that the City's share of Sarasota County's population will continue to be within range of 5.0% over the long-term, as indicated by historical population trends; however, more recent trends point to the variability of the City's share over the short- term, as the City's share peaked at 5.7% for the three-year period from 2005 to 2007 but dropped to 5.6% in 2008.

While the JPA/ILSBA will have an effect on the City's population, the timing of this effect is uncertain. Historically, change in population has lagged behind annexation and recent economic trends suggest that the housing market will be slow to rebound. Based on BEBR projections, Sarasota County is expected to grow 7% by 2015 and 32% by 2030. If maximum allowable density is considered, the population of the JPA/ILSBA areas could reach 17,761 at build-out; however, the existing population within the JPA/ILSBA areas and the projected growth rate for Sarasota County indicate that only 8% of that population (1,362 residents) is expected by 2030.

Vacant Land Use Analysis

An analysis of vacant land was conducted based on the Sarasota County Property Appraiser's land use codes as of February,

In total, there are approximately 557 acres of vacant land within the City of Venice; however, only 307 acres are located within FLUM designations that allow for residential uses. Approximately 136 acres are located within recently annexed properties that are subject to the JPA/ILSBA and approximately 249 acres are located within FLUM designations that do not allow for residential uses.

Based on the 307 acres of vacant land within FLUM designations that allow for residential uses and respective maximum allowable densities, it is estimated that the City has the potential to accommodate an additional population of 15,898, or approximately 8,687 housing units.

If the City's share (5.5%) of the BEBR medium range projections for Sarasota County is considered, the City's resident population is projected to be 26,912 in 2045, representing an additional population of 5,494, or approximately 3,087 housing units over the next 20 years. If functional population is considered, the additional population could reach 8,337, or approximately 4,556 housing units over the next 20 years.

At present, the City's supply of vacant land is sufficient to accommodate 224% of the additional resident population and 191% of the additional functional population projected for year 2030.

Future Land Use Analysis

The Future Land Use Map (FLUM) 2017-2027 identifies 15 Land Use Designations in four (4) Categories. The Categories and their respective Designations are as follows:

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

Mixed Use Land Use	Intensity (Floor Area Ratio) & Residential Density	Implementing Zoning Districts
Downtown	Designation Total Acreages (Min/Max Percentages) as follows: Non-Residential: 50% / 80% Residential: 20% / 50% Intensity/Density: Non-Residential Intensity (FAR): 0.65 (average) Designation-Wide; 3.0 maximum per individual property Residential Density (Du/Ac): 9.1 - 18.0	CBD, RMF-3, RMF-4, CN, CG, OPI, CMU
Seaboard	Designation Total Acreages (Min/Max Percentages) as follows: Non-Residential: 65% / 90% Residential: 10% / 35% Intensity/Density: Non-Residential Intensity: 0.75 (average) Designation-Wide; 2.0 maximum per individual property Residential Density (Du/Ac): 9.1 - 18.0	RMF-3, RMF-4, CN, CG, CI, CSC, PCD, ILW, PID, CMU
Corridor	Min/Max Percentages as follows *(except as noted below for the Laurel Road Corridor):* Non-Residential: 50% / 90% Residential: 10% / 50% Intensity/Density: Non-Residential Intensity: 0.5 (average) Designation-Wide; 1.0 maximum per individual property Residential Density: 5.1 - 13.0 Min/Max Percentages specific to the Laurel Road Corridor as follows: Non-Residential: 75% / 90% Residential (Du/Ac): 10% / 25 Min/Max Percentages specific to the Knights Trail Corridor as follows: Non-Residential: 50% / 80%	RMF-3, RMF-4, PUD, CN, CG, CI, OPI, OMI, PCD, ILW, CMU

	Residential (Du/Ac): 20% / 50%	
Airport	Intensity/Density: Non-Residential Intensity: 0.35 (average) Designation-Wide; 1.0 maximum per individual property Residential: not permitted	GU, PCD, PID
Residential	Min/Max Percentages as follows: Residential: 45% / 50% Non-Residential: 0% / 5% 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%. The City shall require an amendment to the Comprehensive Plan to exceed 55% Open Space	PUD
	Intensity/Density: Residential Density: 1.0 – 5.0 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.	

The following information identifies the potential carrying capacity for the respective land use designations. Table A identifies the designation by Neighborhood and acreage of each designation; Table B identifies the maximum density (dwelling units per acre) and intensity (non-residential floor area ratio) and potential development maximums.

A. FLUM Designations: Data & Analysis – Acres (Note: Maximum Density and Intensity Standards are identified in the *B. FLUM Designations: Data & Analysis – Maximum Dwelling Units and Non-Residential Square Feet Table on page 19.).*

Category	Designation	Island	Gateway	East Venice	Pinebrook	Northeast Venice	Laurel Road Corridor	Knights Trail	Total Acres
Residential									
	Low Density	579	25	167	119	131	0	0	1,021
	Moderate Density	74	30	32	334	0	72	0	542
	Medium Density	73	4	92	67	2	0	0	238
	High Density	85	45	0	4	0	0	0	134
Non-Residential									
	Commercial	6	86	94	10	79	0	0	275
	Institutional Professional	21	10	32	32	0	0	0	95
	Industrial	0	14	0	0	0	0	509	523
	Government	476	10	15	2	4	71	56	634
Open Space									
	Functional	435	41	2	79	10	0	0	567
	Conservation	304	27	0	224	0	0	53	608
Mixed Use									
	Airport	127	0	0	0	0	0	0	127
	Downtown	84	0	0	0	0	0	0	84
	Seaboard	0	67	0	0	0	0	0	67
	Corridor	189	0	0	0	0	457	169	815
	Residential	0	0	63	1,267	2,420	0		3,750
ROW/OTHER									
		392	77	140	227	100	28	30	1,121
	TOTAL ACRES	2,845	434	637	2,365	2,746	628	817	10,475

Acres do not total 10,470 due to right-of-way and similar non-parcel areas; numbers are rounded.

A.1: FLUM Designations: Data & Analysis – Acres

The Island					Gateway				
FLU	Acreages	Acres	Intensity	Density	FLU	Acreages	Acres	Intensity	Density
COMMERCIAL	5.602080354	6	261,360		COMMERCIAL	85.77310391	86	3,746,160	
CONSERVATION	304.0041821	304			CONSERVATION	26.7497979	27		
GOVERNMENT	476.329878	476			GOVERNMENT	9.501334355	10		
HIGH DENSITY RESIDENTIAL	84.8483785	85		1,530	HIGH DENSITY RESIDENTIAL	44.71058658	45		810
INDUSTRIAL			0		INDUSTRIAL	13.86233063	14	1,219,680	
INSTITUTIONAL PROFESSIONAL	21.49329261	21	457,380		INSTITUTIONAL PROFESSIONAL	10.16892118	10	217,800	
LOW DENSITY RESIDENTIAL	578.5530595	579		2,895	LOW DENSITY RESIDENTIAL	24.50518014	25		125
MEDIUM DENSITY RESIDENTIAL	72.7182288	73		949	MEDIUM DENSITY RESIDENTIAL	4.244583857	4		52
MIXED USE CORRIDOR	189.1846068	189	2,881,494	1,229	MIXED USE CORRIDOR			0	0
MIXED USE DOWNTOWN	83.72692569	84	1,902,701	756	MIXED USE DOWNTOWN			0	0
MIXED USE SEABOARD					MIXED USE SEABOARD	66.55118536	67	1,970,001	422
MIXED USE AIRPORT	126.8404017	127	1,936,242		MIXED USE AIRPORT			0	
MODERATE DENSITY RESIDENTIAL	73.89659349	74		666	MODERATE DENSITY RESIDENTIAL	30.4987044	30		270
OPEN SPACE FUNCTIONAL	435.459812	435			OPEN SPACE FUNCTIONAL	40.53735522	41		
	2452.66	2,453	7,439,177	8,025		357.10	359	7,153,641	1,679
Total City Boundary	2844.6				Total City Boundary	433.7			
ROW AND/OR WATERWAY ELU	691.2				ROW AND/OR WATERWAY ELU	98.2			
ROW FLU	391.9				ROW FLU	74.6			

East Venice Ave				
FLU	Acreages	Acres	Intensity	Density
COMMERCIAL	93.66715854	94	4,094,640	
CONSERVATION				
GOVERNMENT	14.92060987	15		
HIGH DENSITY RESIDENTIAL				0
INDUSTRIAL			0	
INSTITUTIONAL PROFESSIONAL	31.7574083	32	696,960	
LOW DENSITY RESIDENTIAL	167.1258467	167		835
MEDIUM DENSITY RESIDENTIAL	92.19795726	92		1,196
MIXED USE CORRIDOR			0	0
MIXED USE DOWNTOWN			0	0
MIXED USE SEABOARD				
MIXED USE AIRPORT			0	
MIXED USE RESIDENTIAL	62.5289568	63	27,443	315
MODERATE DENSITY RESIDENTIAL	32.18876003	32		288
OPEN SPACE FUNCTIONAL	1.88	2		
	496.27	497	4,819,043	2,634
Total City Boundary	637.4			
ROW FLU	141.2			

Pinebrook				
FLU	Acreages	Acres	Intensity	Density
COMMERCIAL	10.60108546	10	435,600	
CONSERVATION	223.655124	224		
GOVERNMENT	1.991111972	2		
HIGH DENSITY RESIDENTIAL	4.385419848	4		72
INDUSTRIAL			0	
INSTITUTIONAL PROFESSIONAL	32.09904485	32	696,960	
LOW DENSITY RESIDENTIAL	119.0701796	119		595
MEDIUM DENSITY RESIDENTIAL	66.76801357	67		871
MIXED USE CORRIDOR			0	0
MIXED USE DOWNTOWN			0	0
MIXED USE SEABOARD				
MIXED USE AIRPORT			0	
MIXED USE RESIDENTIAL	1267.040962	1,267	551,905	6,335
MODERATE DENSITY RESIDENTIAL	334.2545125	334		3,006
OPEN SPACE FUNCTIONAL	79.44060237	79		
	2139.31	2,138	1,684,465	10,879
Total City Boundary	2365.0			
ROW FLU	226.7			

Northeast Venice					Laurel Rd Corridor				
FLU	Acreages	Acres	Intensity	Density	FLU	Acreages	Acres	Intensity	Density
COMMERCIAL	78.61826967	79	3,441,240		COMMERCIAL			0	
CONSERVATION					CONSERVATION				
GOVERNMENT	4.002121719	4			GOVERNMENT	71.27921923	71		
HIGH DENSITY RESIDENTIAL				0	HIGH DENSITY RESIDENTIAL				0
INDUSTRIAL			0		INDUSTRIAL			0	
INSTITUTIONAL PROFESSIONAL			0		INSTITUTIONAL PROFESSIONAL			0	
LOW DENSITY RESIDENTIAL	130.5491115	131		655	LOW DENSITY RESIDENTIAL				0
MEDIUM DENSITY RESIDENTIAL	1.983295749	2		26	MEDIUM DENSITY RESIDENTIAL				0
MIXED USE CORRIDOR			0	0	MIXED USE CORRIDOR	457.3965196	457	8,958,114	1,485
MIXED USE DOWNTOWN			0	0	MIXED USE DOWNTOWN			0	0
MIXED USE SEABOARD					MIXED USE SEABOARD				
MIXED USE AIRPORT			0		MIXED USE AIRPORT			0	
MIXED USE RESIDENTIAL	2420.197598	2420	1,054,152	12,100	MIXED USE RESIDENTIAL				
MODERATE DENSITY RESIDENTIAL				0	MODERATE DENSITY RESIDENTIAL	72.35662566	72		648
OPEN SPACE FUNCTIONAL	10.32985445	10			OPEN SPACE FUNCTIONAL				
	2645.68	2,646	4,495,392	12,781		601.03	600	8,958,114	2,133
Total City Boundary	2746.7				Total City Boundary	628.1			
ROW FLU	100.0				ROW FLU	27.1			

Knights Trail

FLU	Acreages	Acres	Intensity	Density
COMMERCIAL			0	
CONSERVATION	53.37690783	53		
GOVERNMENT	55.71575941	56		
HIGH DENSITY RESIDENTIAL				0
INDUSTRIAL	509.0168438	509	44,344,080	
INSTITUTIONAL PROFESSIONAL			0	
LOW DENSITY RESIDENTIAL				0
MEDIUM DENSITY RESIDENTIAL				0
MIXED USE CORRIDOR	168.7463567	169	2,944,656	1,099
MIXED USE DOWNTOWN			0	0
MIXED USE SEABOARD				
MIXED USE AIRPORT			0	
MIXED USE RESIDENTIAL				
MODERATE DENSITY RESIDENTIAL				0
OPEN SPACE FUNCTIONAL				
	786.86	787	47,288,736	1,099
Total City Boundary	817.7			
ROW FLU	30.9			

B. FLUM Designations: Data & Analysis – Maximum Dwelling Units and Non-Residential Square Feet

Category	Designation	Max Density (du/ac)	Dwelling Units	Max FAR	Sq.Ft.* *subject to max % of development*
Residential					
	Low Density	5	5,105		
	Moderate Density	9	4,878		
	Medium Density	13	3,094		
	High Density	18	2,412		
Non-Residential					
	Commercial			1	11,979,000
	Institutional Professional			0.5	2,069,100
	Industrial			2	45,563,760
	Government				
Open Space					
	Functional				
	Conservation				
Mixed Use					
	Airport	0	0	0.5	1,936,242
	Downtown	18	756	0.65	1,902,701
	Seaboard	18	422	0.75	1,970,001
	Corridor	13	4,304	0.75	14,784,264
	Residential	5	18,750	0.2	1,633,500
	TOTAL		39,721		81,838,568

NOTE: Sq.Ft. totals are pending and subject to final determination of acreages

RESIDENTIAL CARRYING CAPACITY COMPARISON

Category	Land Use Designation	Current Plan Acreage	Proposed Plan Acreage	Difference / Explanation	Current Plan Maximum Dwelling Units	Proposed Plan Maximum Dwelling Units	Difference / Explanation
Residential							
	Low	2,376.79	1,021	Portions included in (relocated to) Mixed Use Residential	11,884	5,105	maintains previous density (max) of 5 du/ac
	Moderate	NA	542	New Designation	NA	4,878	New Designation; based on density (max) of 9 du/ac
	Medium	951.37	238	Portions included in (relocated to) Mixed Use designations (Corridor and/or Residential); may also be redesignated consistent with existing Zoning and development patterns	12,368	3,094	based on density (max) of 13 du/ac
	High	33.52	134	Reflects redesignation of certain properties consistent with existing Zoning and development patterns, including previously approved Planning Areas	603	2,412	based on density (max) of 18 du/ac
	Mixed Use Residential	0.00	NA	Designation removed in lieu of Mixed Use-Residential (MUR) designation provided in the Mixed Use Categories (below)	0	0	
Non-Residential	Comm.	127.74	201	Reflects redesignation of certain properties consistent with existing Zoning and development pattern	575		*Current Plan = 18 permitted by Conditional Use; mix (max ratio) of residential uses applied @ 25%; Max Density by Right (13) = 415 du's*
	Int./Prof	87.53	95	Retained existing and added properties including from the previously approved Planning Areas	284		*Current Plan = 13 permitted by Conditional Use; mix (max ratio) of residential uses applied @ 25%; Max Density by Right (9) = 197 du's*
	Industrial (Industrial and Industrial-Commercial)	296.90	523	Removes the Industrial-Commercial designation; also reflects the redesignation of properties consistent with existing zoning.	0	0	

	Govt.	382.41	624	Includes conversion of Airport Operations into Government	0	0	
	Airport Operations	300.10	NA	incorporated into Mixed Use Airport	0	0	
Open Space							
	Functional (Recreational and Open Space)	837.93	648	Consolidates 2 of the 6 previous Open Space designations into Functional based on general description of "active residential and open space uses"	0	0	
	Conservation (Waterways, Greenway/River Buffer, Marine Park, and Conservation)	540.14	607	Consolidates 4 of the 6 previous Open Space designations into Conservation based designation based on on general description of uses generally understood to be preserved/conserved/have limited development opportunities	0	0	
Mixed Use				New Designations (Mixed Use) Provided below to replace the Planning Areas			
	Airport	0.00	127		0	0	
	Downtown	0.00	84		0	756	*Proposed Plan = Mix (max ratio) of residential uses applied @ 50%*
	Seaboard	0.00	67		0	422	*Proposed Plan = Mix (max ratio) of residential uses applied @ 35%*
	Corridor - *Island/Knights Trail*	0.00	358		0	2,819	*Proposed Plan = Mix (max ratio) of residential uses applied @ 70% (Island) and @ 50% (Knights Trail)*
	Corridor - *Laurel Road*	0.00	519		0	1,485	*Proposed Plan = Mix (max ratio) of residential uses applied @ 25%*
	Residential	0.00	3750		0	18,750	*presumes 5 du per gross acre but also requires 50% open space (consistent with PUD Zoning standards)*
Planning Areas							
	A - Tarpon Center	66.05	0		1,189	0	*Current Plan = 18 permitted; no mix (max ratio) of residential uses applied; Max Density by Right with % applied = 1,079 du's*

B - Heritage Park	59.41	0		1,069	0	*Current Plan = 18 permitted; no mix (max ratio) of residential uses applied; Max Density by Right with % applied = 962 du's*
C - Southern Gateway	75.46	0		982	0	*Current Plan = 13 permitted; no mix (max ratio) of residential uses applied; Max Density by Right with % applied = 254 du's*
D - Island Professional	83.38	0		1,501	0	*Current Plan = 13 permitted; no mix (max ratio) of residential uses applied; Max Density by Right with % applied = 300 du's*
E - City Center	73.19	0		1,318	0	*Current Plan = 18 permitted; no mix (max ratio) of residential uses applied; Max Density by Right with % applied = 263 du's*
F - Northern Gateway	32.96	0		594	0	*Current Plan = 18 permitted; no mix (max ratio) of residential uses applied; Max Density by Right with % applied = 118 du's*
G - Seaboard	262.84	0		4,730	0	*Current Plan = 18 permitted; no mix (max ratio) of residential uses applied; Max Density by Right with % applied = 946 du's*
H - Eastern Gateway	178.78	0		1,252	0	*Current Plan = 7 permitted; no mix (max ratio) of residential uses applied; Max Density by Right with % applied = 312 du's*
I - South Laurel	910.82	0		5,465	0	*Current Plan = 6 permitted; no mix (max ratio) of residential uses applied; Max Density by Right with % applied = 1,912 du's*
J - Shakett Creek	40.03	0		720	0	*Current Plan = 18 permitted; no mix (max ratio) of residential uses applied; Max Density by Right with % applied = 288 du's*
K - Knights Trail	617.70	0		6,032	0	*Current Plan = 13, 8, 18, 13, permitted by respective sub-area; no mix (max ratio) of residential uses applied; Max Density by Right with % applied = 3,531 du's*
L - Gene Green	359.88	0		0	0	
TOTAL	8,694.94	9,538.00		50,565	39,721	

By comparison, the previous Comprehensive Plan provided the following (note: the information is presented based on the boundaries of the initial Neighborhoods. Density and Intensity calculations are based on the language provided in the 2010 Comprehensive Plan with respect to maximum density (du/ac) and intensity (Floor Area Ratio). Where no maximum percentage or "cap" is provided or noted within the Policy, it is assumed that development could exceed 100 percent of the total parcel area. For example, the Southern Gateway denotes, up to 75% will be allowable for non-residential. The following table provides a side-by-side comparison of both residential and non-residential development including, where necessary, an explanation of the differences in the calculations provided.

NON-RESIDENTIAL CARRYING CAPACITY COMPARISON

Category	Land Use Designation	Current Plan Acreage	Current Plan Intensity (square footage)	Proposed Plan Intensity (square footage); includes Max Ratio	Difference / Explanation	
Residential						
	Low	2,376.79	1,021	0	0	
	Moderate	NA	542	NA	0	No Non-Residential provided in proposed Plan
	Medium	951.37	238	0	0	
	High	33.52	134	438,039	0	Commercial components removed; Conversion factors also removed
	Mixed Use Residential	0.00	NA	0	NA	Mixed Use Residential removed from the current Plan in lieu of the Mixed Use-Residential (MUR) designations
Non-Residential						
	Comm.	127.74	201	4,171,959	11,979,000	Reflects 1.0 FAR and increased acreage from current (adopted) to proposed Plan
	Int./Prof	87.53	95	1,429,313	2,069,100	Reflects 0.5 FAR and increased acreage from current (adopted) to proposed Plan

	Industrial (Industrial and Industrial-Commercial)	296.90	523	25,865,928	45,563,760	
	Govt.	382.41	624	No FAR		
	Airport Operations	300.10	NA	No FAR		
Open Space						
	Functional (Recreational and Open Space)	837.93	648	No FAR		
	Conservation (Waterways, Greenway/River Buffer, Marine Park, and Conservation)	540.14	607	No FAR		
Mixed Use						
	Airport	0.00	127		1,936,242	Assigns a maximum FAR and includes uses within Airport Master Plan
	Downtown	0.00	84		1,902,701	Encompasses portions of Heritage Park and City Center, small portion of Island Professional Planning Areas
	Seaboard	0.00	67		1,970,001	Includes portion of Seaboard Planning Area
	Corridor - *Island/Knights Trail*	0.00	358		5,826,150	Includes remaining portion of Island Professional an Southern Gateway Planning Areas (Island); Shakett Creek and Gene Green Planning Areas (Knights Trail)
	Corridor - *Laurel Road*	0.00	519		8,958,114	Redesignations conventional land use designations and portions of South Laurel Planning Area into new land use designation
	Residential	0.00	3750		1,633,500	Includes primarily previously approved PUD zoned properties; includes portions of South Laurel and Knights Trail Planning Areas

Planning Areas				
A - Tarpon Center	66.05	0	575,428	0
B - Heritage Park	59.41	0	517,493	0
C - Southern Gateway	75.46	0	2,466,585	0
D - Island Professional	83.38	0	5,812,646	0
E - City Center	73.19	0	5,101,747	0
F - Northern Gateway	32.96	0	2,299,968	0
G - Seaboard	262.84	0	18,316,109	0
H - Eastern Gateway	178.78	0	2,920,698	0
I - South Laurel	910.82	0	12,894,196	0
J - Shakett Creek	40.03	0	2,090,880	0
K - Knights Trail	617.70	0	7,690,845	0
L - Gene Green	359.88	0	1,567,724	0
TOTAL	8,694.94	9,538.00	94,159,557	81,838,568

Concurrency Management

In 1994, the City adopted Land Development Regulations that regulate the use and development of land. The Land Development Regulations are implemented in association with the Concurrency Management Ordinance (CMO). The CMO is used to implement the LOS requirements established in the Comprehensive Plan. The CMO establishes the regulations for evaluating development orders to ensure that adequate public facilities and services are available concurrent with impacts of development.

Future Annexation Areas

The greatest influence on the City has been the growth which has occurred outside of its borders. This area is directly adjacent to the City and is accessible to major transportation corridors which lead to the City. The best way of ensuring that the City has influence over how this area develops is through the implementation and management of the recently adopted Joint Planning and Interlocal Service Boundary Agreement between the City of Venice and Sarasota County (JPA/ILSBA).

Amended and restated in October 2010, the JPA/ILSBA between the City of Venice and Sarasota County includes those lands which are located within the County that will directly interrelate with land development, transportation patterns, and capital investment decisions within the City.

Joint Planning & Interlocal Service Boundary Agreement

There is a need for the annexation of additional land in order to provide for additional uses within the City that cannot be supported through redevelopment. This land is necessary to ensure that the City will be a sustainable community and also to ensure development is complementary to the City's planning efforts.

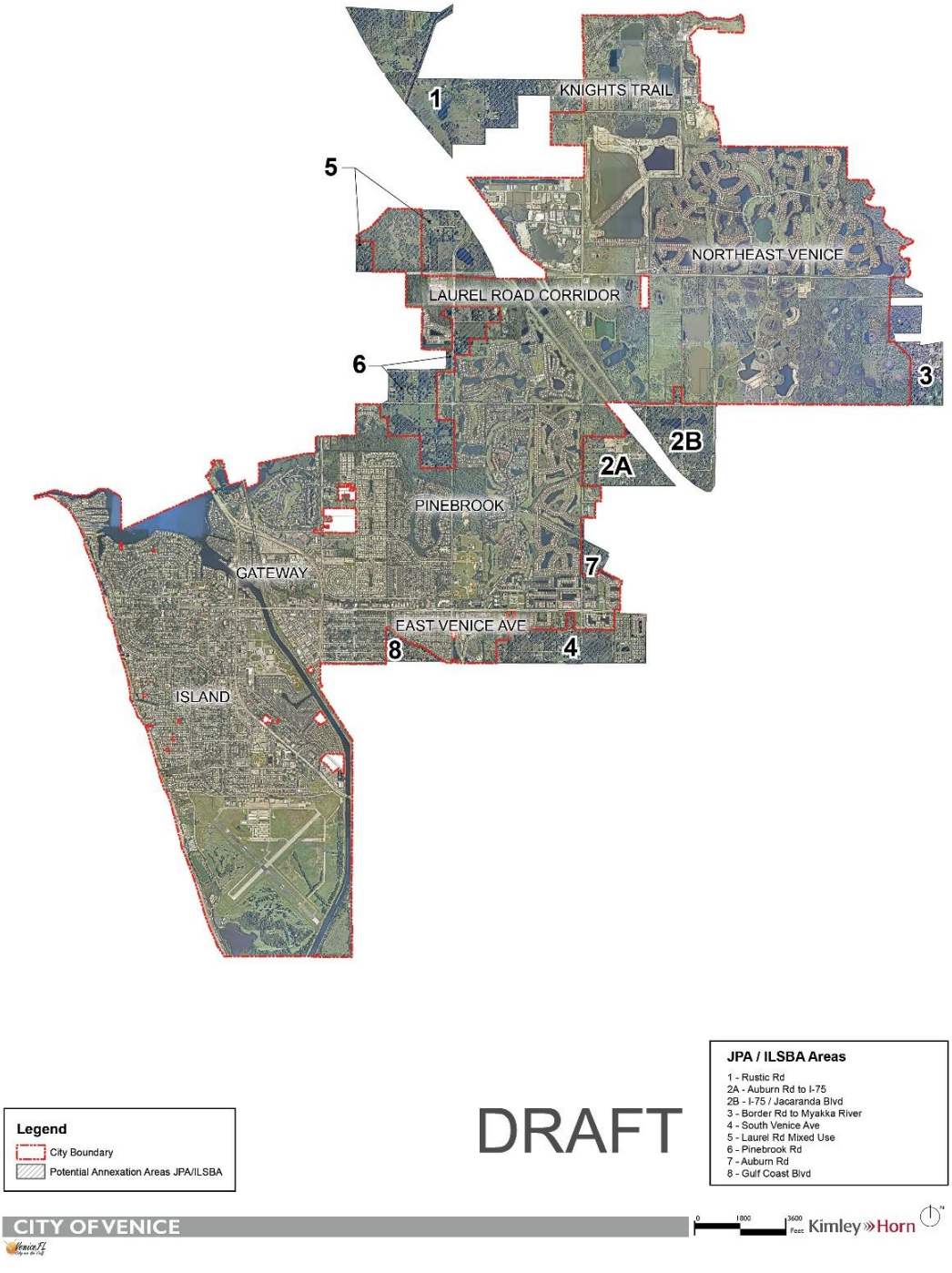
In the past, the City has addressed its need to expand its boundaries through amendments to its comprehensive plan. In the 1988 Venice Comprehensive Plan the City Council adopted a map depicting areas for potential annexation and designating these areas as comprising the municipal Potential Planning Service Area (PPSA). The PPSA area included all unincorporated enclaves as well as properties that are essentially vacant, or used for agricultural or very low density residential purposes lying east and northeast of the City. The problem with this method is that it does not promote communication and joint planning between the City and Sarasota County.

In order to address this problem and promote such communication, the City of Venice and Sarasota County sought to establish a Joint Planning (JPA) and Interlocal Service Boundary Agreement (ILSBA). The State of Florida recognizes the use of interlocal service boundary 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. In 2006, the Venice City Council and Sarasota County Commission established a master plan and blue print to address community concerns for future growth and development over a period of at least 25 years.

The City and County executed the Joint Planning and Interlocal Service Boundary Agreement between the City of Venice and Sarasota County (JPA/ILSBA) in January 2007 and subsequently amended and restated the agreement in October 2010. The agreement addresses Potential Annexation Areas and the coordination of extra-jurisdictional planning in the County. Both governments agreed to future land use, utility service, transportation and environmental coordination decisions that encompass approximately 23,000 acres in the greater Venice/South County area. Through the JPA/ILSBA, the City agrees not to annex any lands other than those are designated as Potential Annexation Areas.

These areas consist of land likely to be developed for urban uses within the next several decades. Areas identified by a number on the Map below are the identified and agreed upon JPA/ILSBA Areas.

Map: City of Venice JPA/ILSBA Areas Identified (by Number)



As part of this comprehensive plan, the City designates future land uses within the JPA/ILSBA as an overlay to the comprehensive plan, which includes specific policies addressing allocations of acreage, density, and intensity of development. The JPA/ILSBA identifies land use densities and intensities for eight distinct Potential Annexation Areas (Map 1.8) The following summarizes the adopted land uses as described in the JPA/ILSBA:

(1) Rustic Road	*489 acres.*[3]	*The land uses to be evaluated are conservation, mid-range intensity residential, industrial, and commercial uses. 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 Road to meet County standards and to be provided by the developer.*
(2) (A) Auburn Road to I-75/(B) I-75 to Mixed Use	*351 acres.*	*(A) The land uses to be evaluated are Jacaranda Boulevard low intensity uses and conservation. Development shall be served by City water and sewer. (B) The land uses to be evaluated are mixed-uses and conservation. 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.*
(3) Border Road to Myakka River	*629 acres.*	*The land uses to be evaluated are low intensity residential and conservation. 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*

[3] Previously termed Knight's Trail Park Area

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.

(4) South Venice Avenue Mixed Use *239 acres.* *The land uses to be evaluated are mid-range intensity residential, conservation, and mixed-uses. 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.*

(5) Laurel/Pinebrook Road Mixed Use *296 acres.* *The land uses to be evaluated are mixed-uses and conservation. 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.*

(6) Pinebrook Road *232 acres.* *The land uses to be evaluated are low and mid-range intensity residential. 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.*

(7) Auburn Road *25 acres.* *The land uses to be evaluated are low to mid-range intensity residential and conservation.*

Development shall be served by City water and sewer.

(8) Gulf Coast Boulevard Area 33 acres. No change to existing low intensity land use. Development shall be served by City water and sewer.[4]

The process and analysis the City and County utilized for the evaluation and determination of appropriate land uses for the JPA/ILSBA Planning Areas is described in further detail within the Appendix
The following details related specifically to the JPA/ILSBA Planning Areas are provided:

- History & Background (pg.1)
- Existing Land Uses (pg. 3)
- Evaluation of Land Uses (pg. 5)
- Determination of Land Uses / JPA/ILSBA Planning Areas 1-11 (pg. 8)
- Analysis of Cumulative Impacts (pg. 40)
    - Residential (pg. 40)
    - Non-Residential (pg. 40)
    - Public Services (pg. 43)
    - Environmental (pg. 53)
    - Transportation (pg. 53)
    - Public Schools (pg. 66)
    - Urban Sprawl (pg. 82)

Influence of Citywide Land Use on Coastal High Hazard Area (CHHA) & Coastal Planning Area

Introduction

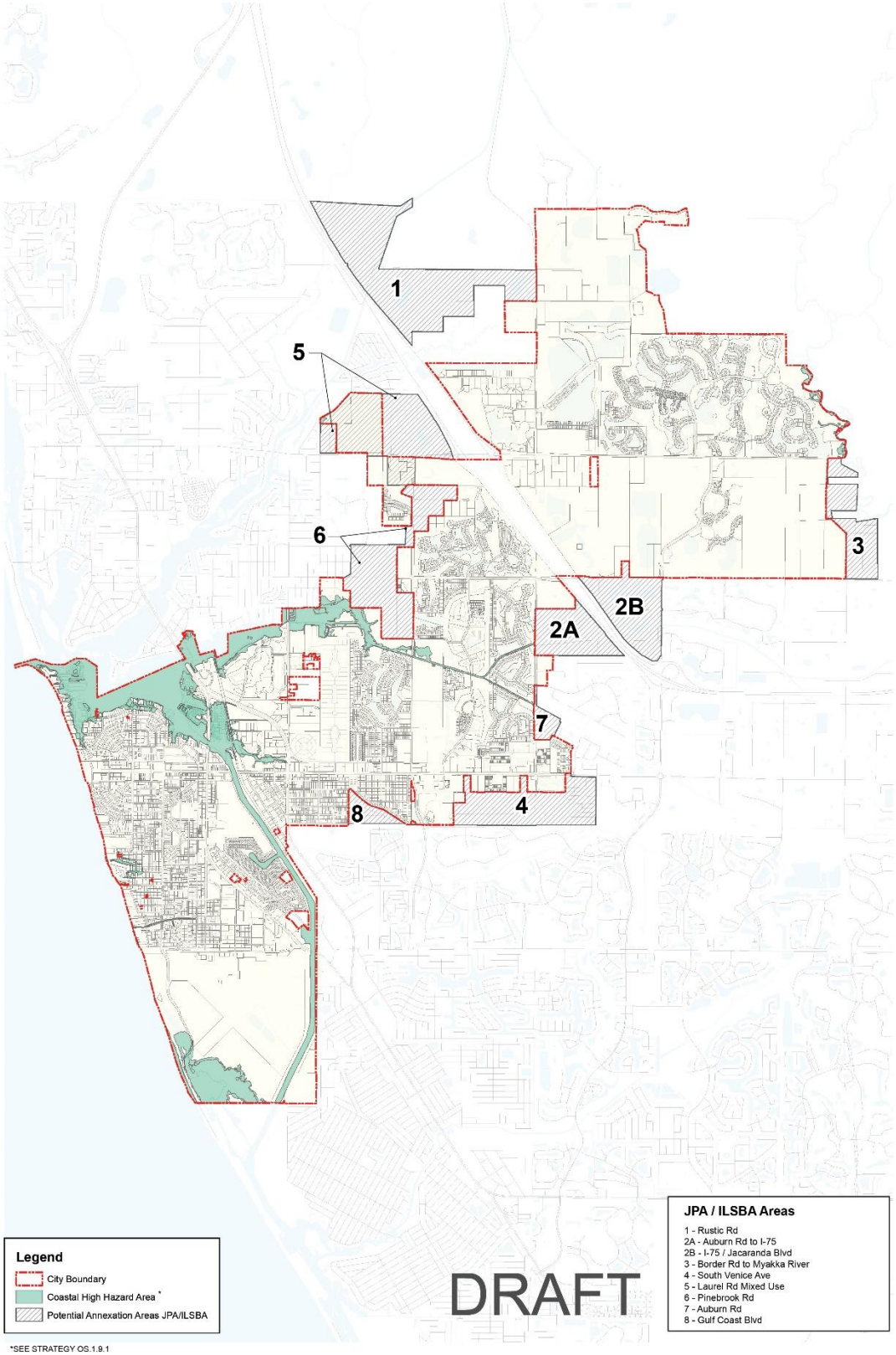
As a coastal community, the City must consider planning strategies to address its coastline. Not only must the City protect the coastal population, it must also ensure that coastal development is in character with surrounding neighborhoods and relates to the community as a whole. The City of Venice was originally designed by John Nolen to complement its Gulf frontage, with numerous public properties linking the City to the coastline. Over time, however, the height of buildings along the coastline has severed the City from the Gulf.

A desire to both protect the coastal population and to reconnect the City to the Gulf has prompted the City to develop new Future Land Use designations based on the planning areas concept. These designations will reduce height within beach areas, portions of which could be affected by a category one hurricane based on established storm surge data.

State legislation requires that the City identify a Coastal Planning Area and a Coastal High Hazard Area (CHHA). The City of Venice's Coastal Planning Area is defined as those portions of the City which lie within the CHHA. House Bill 1359 revised the definition of the CHHA to be the "area defined by the SLOSH model to be inundated from a category one hurricane."

The Sea, Lake and Overland Surges from Hurricanes (SLOSH) model was developed by the National Oceanic and Atmospheric Administration (NOAA) in 1986 to calculate potential surge heights from hurricanes. The most recent SLOSH models for coastal storm surges were performed in the 2014-2015 time frame. Because SLOSH-based data have not been updated since then, the SWFRPC is currently using established landfalling storm surge data to delineate the CHHA limits. According to the established SLOSH data, some properties along the Gulf of Mexico, Intracoastal Waterway, Curry Creek, and Hatchet Creek are within the category one hurricane storm surge delineation.

The Southwest Florida Regional Planning Council completed and received the updated SLOSH data in 2008 which is now reflected on the CHHA Map Series for the City and the respective Neighborhoods.

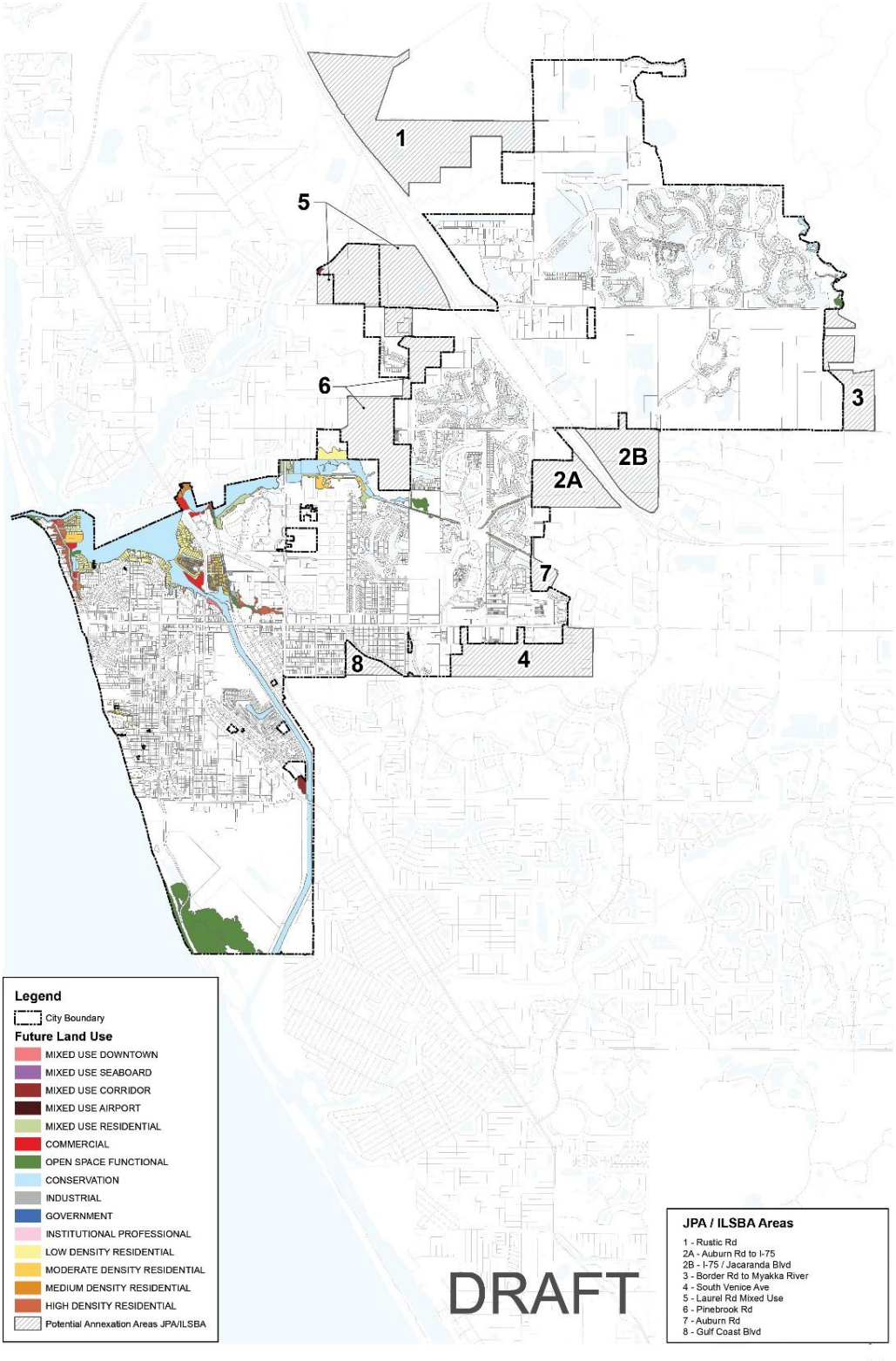

1
5
6
3
2B
2A
7
8
4
Legend
City Boundary
Coastal High Hazard Area *
Potential Annexation Areas JPA/ILSBA
DRAFT
JPA / ILSBA Areas
1 - Rustic Rd
2A - Auburn Rd to I-75
2B - I-75 / Jacaranda Blvd
3 - Border Rd to Myakka River
4 - South Venice Ave
5 - Laurel Rd Mixed Use
6 - Pinebrook Rd
7 - Auburn Rd
8 - Gulf Coast Blvd
*SEE STRATEGY OS.1.9.1
CITY OF VENICE COASTAL HIGH HAZARD AREA
0
1800
3600
Feet
Kimley»Horn

Comparative Density Analysis

Existing Land Use

Because the Island of Venice is not a barrier island, the ground elevation for the City of Venice is higher than many other coastal cities in Florida. This elevation leaves large portions of the City's shoreline outside of the CHHA. As with most coastal communities, most of the City's shoreline was developed during the 1960s and 70s. Since that time, few changes have occurred within the CHHA.

Within the CHHA, the largest existing uses, excluding open water and wetlands, are golf courses and governmental uses. Some of the City's largest park properties, including Brohard Beach, and portions of Sarasota County's Curry Creek Preserve, are located within the CHHA. Based on the 2010 SLOSH models, the total amount of the City impacted by the CHHA is 733 acres.


1
5
6
3
2B
2A
7
8
4
Legend
City Boundary
Future Land Use
MIXED USE DOWNTOWN
MIXED USE SEABOARD
MIXED USE CORRIDOR
MIXED USE AIRPORT
MIXED USE RESIDENTIAL
COMMERCIAL
OPEN SPACE FUNCTIONAL
CONSERVATION
INDUSTRIAL
GOVERNMENT
INSTITUTIONAL PROFESSIONAL
LOW DENSITY RESIDENTIAL
MODERATE DENSITY RESIDENTIAL
MEDIUM DENSITY RESIDENTIAL
HIGH DENSITY RESIDENTIAL
Potential Annexation Areas JPA/ILSBA
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
DRAFT
CITY OF VENICE COASTAL HIGH HAZARD AREA FLU
0
1800
3600
Feet
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Future Land Use

Currently, development in the CHHA is intended to limit development and public expenditures consistent with adopted Florida Statutes. Adopted designations within the CHHA allow densities between five and 18 dwelling units per acre. The Tables below provide a comparison of the 2016/17 Future Land Use Map and the 2010 Land Use Map. Note, the 2016/17 FLUM also represents a change in area based on the SWFRPC's updated SLOSH study. The density potential of the adopted 2008 Future Land Use designations within the CHHA was compared to the proposed density potential of the planning areas. The 2017 Future Land Use designations would allow a max of 7,789 dwelling units in the CHHA, an increase of 517 unit.

Potential Number of Dwelling Units by Adopted Future Land Use Designation within the Coastal High Hazard Area 2016-17

FLU Designation	Total Parcel Acreage	Acreage within CHHA	Density/# DU's	Max Density
COMMERCIAL	48.82	19.8	0	
CONSERVATION	547.37	373.7	0	
GOVERNMENT	8.38	0.4	0	
HIGH DENSITY RESIDENTIAL	72.18	24.8	1,299	18
INDUSTRIAL	12.85	3.7	0	
INSTITUTIONAL PROFESSIONAL	3.33	0.9	0	
LOW DENSITY RESIDENTIAL	141.24	74.7	706	5
MEDIUM DENSITY RESIDENTIAL	26.60	7.8	346	13
MIXED USE CORRIDOR	70.15	5.5	456	13
MIXED USE DOWNTOWN	11.17	2.9	101	18
MIXED USE RESIDENTIAL	158.09	26.0	2,846	18
MODERATE DENSITY RESIDENTIAL	226.22	46.9	2,036	9
OPEN SPACE FUNCTIONAL	469.76	146.0	0	
TOTAL	1796.2	733.2	7,789	

Comparison of Potential Number of Dwelling Units
within the Coastal High Hazard Area: 2008

FLU Designation	Total Parcel Acreage	Acreage within CHHA	Density/# DU's	Max Density
CITY CENTER	9.0	2.0	163	18
CONSERVATION	127.3	83.3	0	
LOW DENSITY RESIDENTIAL	109.3	61.9	546	5
MARINE PARK	71.6	44.5	0	
MEDIUM DENSITY RESIDENTIAL	0.0	0.0	0	
HIGH DENSITY RESIDENTIAL	281.6	68.3	5,068	18
NORTHERN GATEWAY	28.4	16.2	511	18
PUBLIC BUILDINGS & FACILITIES	81.0	11.3	0	
RECREATION & OPEN SPACE	334.8	106.3	0	
SEABOARD	8.0	0.6	143	18
TARPON CENTER/ESPLANADE	46.7	14.4	840	18
WATERWAYS	179.9	15.0	0	
TOTAL	1277.4	423.8	7,272	

Nonconforming Structures

Within the CHHA there are structures that are considered nonconforming structures. The City's Land Development Code identifies nonconforming structures as structures built prior to the adoption of the 1982 code that are not in compliance with the established code. These established code standards include density, height, area, ground coverage, setbacks, parking and other requirements. In the event that a nonconforming structure, or a portion of a nonconforming structure, was destroyed by any means other than voluntary removal, the code allows the reconstruction of the structure to preexisting standards. The new structure could be built to the same configuration, including density, height, area, ground coverage, setbacks, parking and the like, as existed prior to destruction. Provided, however, where such reconstruction exceeds 50 percent of the market value of the structure as it existed prior to destruction, the structure shall be reconstructed in accordance with the regulations of the National Flood Insurance Program.

Comprehensive Plan Update Planning Framework

The City's revised and updated land use designations including the respective Vision, Intent and Strategies, are based upon planning principles promoted by the American Planning Association and other similar groups. These principles address the need for:

1) pedestrian oriented streets and communities,
2) housing, shopping, recreation, transportation, and employment choices,
3) mixed land uses and varied building types,
4) vibrant urban centers,
5) multi-modal transportation alternatives,
6) welcoming, well-defined parks and public places,
7) distinct neighborhood identities,
8) balance of nature and development preserves natural systems,
9) protected open space, farms, wildlife habitat, and historic buildings and spaces, and
10) uniquely designed community places and distinct architectural characteristics.

The Comprehensive Plan planning framework addressed the opportunities identified through the public review process including workshops and hearings before the Planning Commission. Based on this, strategies were developed which The Comprehensive Plan Update utilizes these principles as the basis for the following planning priorities:

- Foster the City's future development by designating land uses consistent with Venice's planning framework.

  The Comprehensive Plan Update protects existing neighborhoods, activity centers, park and recreational resources, and civic areas through the implementation of land use designations for residential, commercial, industrial, government, public space, recreational, and environmental areas. These designations are based upon the existing land use designations, with one notable exception which allows for mixed-land uses in most residential, commercial, and industrial areas.

- Develop the community's unique character and sense of place by maintaining and incorporating community standards for mixed use areas and neighborhoods.

  Foster distinct neighborhoods and vibrant community centers, and cohesive planning areas (i.e. Neighborhoods).

- Guide the growth and development of the City's infill, redevelopment, and new development areas by establishing planning practices that address the area's specific needs and conditions.

  In order to ensure that future development practices promote the City's existing character and improve its quality of life, the Comprehensive Plan Update establishes specific design and development standards for each of its Neighborhoods and underlying Mixed-use areas. These areas are dispersed throughout the community in both infill and redevelopment areas as well as new development and future annexation areas. The design and development standards guide how the planning areas will be built by creating standards for 1) residential and commercial densities and intensities, 2) transportation practices, parking priorities, and connectivity practices, 3) use and form of park and public space areas.

- Promote integrated, mixed-use developments by ensuring each site and development plan provides for a variety of uses and design features within the respective Mixed-use designations.

  The integration of uses at the block level is integral to developing a vibrant community. The Comprehensive Plan Update guides planning and development at the Neighborhood level by establishing design standards for public areas, mixed land uses, human scale buildings and streetscapes, building facades, and landscapes.

- Enhance and develop a multi-modal transportation system which provides for the needs of all forms of travel (ped, bike, transit, automobile) by ensuring each site and development project supports the City's integrated multi-modal transportation network.

  Multi-modal transportation systems are a central component of the City. Transportation systems determine how people traverse through a community by establishing the foundation for the arrangement, distribution, and connection of buildings, public and civic spaces, and infrastructure systems. The Comprehensive Plan Update promotes transportation via multiple modes.

- Provide for the community's public service and utility needs by coordinating the City's land use, public facility, and utility infrastructure planning efforts.

  The location of public services and infrastructure systems helps define the layout of a community by defining the facility locations for public utilities, stormwater management, and other public services. These standards also seek to minimize the impact of such systems on the greater community by promoting energy and resource efficient building practices.

- Support Venice's distinct community identity by ensuring the form and function of building structures are compatible with the surrounding land uses and compatible with the community's established character by encouraging form based codes and similar in the City's land development codes (i.e., the regulatory tools for implementing the comprehensive plan).

- Ensure the City's future development practices pay for the impacts its causes; provide for the needs of current and future populations; are coordinated with the City's infrastructure systems and public services; and protect natural habitats and species.

  The foundation for how a City functions is its land use and development practices. Land use practices determine the health of its environment, where public services are needed, how people move from place to place, and how well the community brings its members together. In doing so land use practices establishes the City's fiscal foundation. The Comprehensive Plan Update seeks to ensure that future land use practices provide a solid foundation for City operations by establishing policies for 1) coordinating development capacity and public service expansion, 2) ensuring development pays for itself, 3) implementation of the City's concurrency management system, 4) development of parks and public spaces, 5) preservation of natural habitats and vital environmental resources, 6) use of best management practices for environmental resources, 7) promoting green design practices, 8)

developing facility partnerships, and 9) siting pubic facilities and schools.

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1.0 INTRODUCTION

This document provides the relevant data, inventory and analysis of transportation conditions in support of the City's Transportation Element of their Comprehensive Plan, as described in Florida Statutes (FS) 163.3177(1)(f). This information was considered in developing the Goals, Objectives and Policies in the City's Transportation Element.

2.1 EXISTING CONDITIONS

The existing conditions within Venice were identified in this document, including an inventory of sidewalks, trails, bicycle facilities, transit service, roadway laneage, functional classification, jurisdiction and traffic counts.

This information was used to identify existing levels of service for each mode of travel – pedestrian, bicycle, transit and roadway.

2.2 Roadways

Venice is served by a network of state, county and local roads which range from Interstate 75 to local neighborhood streets. ***Table 1*** summarizes the number of lanes, functional classification and jurisdiction of the key roadways within the City. This information is also illustrated in ***Map 1***: Number of Lanes, ***Map 2***: Jurisdiction and ***Map 3***: Functional Classification

2.2.1 Jurisdiction

The Jurisdiction refers to the "ownership" of the roadway. For example, the Florida Department of Transportation (FDOT) has the responsibility to maintain roadways within their jurisdiction. FDOT also controls the access to these roads. Sarasota County and the City have similar responsibilities for roads within their jurisdiction. It should be noted that the City has the authority to establish the level of service standard for all roads within the City, regardless of jurisdiction. In addition, jurisdictions can be transferred between FDOT, Sarasota County and the City upon the parties reaching agreement as to the transfer.

2.2.2 Functional Classification

All roadways within Venice are assigned a Functional Classification based on the agreement of the Florida Department of Transportation, the Sarasota/Manatee Metropolitan Planning Organization (MPO) and the Federal Highway Administration. Functional classification is the process when streets and highways are grouped into classes, or systems, according to the character of service they provide. The designation of functional classification is made at least once every 10 years following the decennial Census. Five functional classification categories are common to roads:

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

Table 1: Number of Lanes, Functional Classification and Jurisdiction

Roadway	From	To	No. Lanes	Functional Classification	Jurisdiction
Airport Ave./Beach Rd.	Harbor Dr.	Avenida del Circo	2	Major Collector	County
Albee Farm Road	Colonia Ln	Lucaya Ave	4	Major Collector	County
Albee Farm Road	Lucaya Ave	U.S. 41	4	Major Collector	County
Auburn Road	Border Rd	Venice Ave	2	Minor Collector	County
Avenida del Circo	Airport Ave	U.S. 41	2	Major Collector	County
Border Road *	Auburn Rd	Jacaranda Blvd	2	Minor Collector	County
Border Road *	Jacaranda Blvd	Jackson Rd	2	Minor Collector	County
Edmondson Road *	Albee Farm Rd	Pinebrook Rd	2	Minor Collector	County
Edmondson Road	Pinebrook Rd	Capri Isles Blvd	2	Minor Collector	Venice
Edmondson Road	Capri Isles Blvd	Auburn Rd	2	Minor Collector	Venice
Harbor Dr/Bayshore Dr	Park Blvd	Venice Ave	2	Major Collector	Venice
Harbor Drive	Venice Ave	Beach Rd	2	Major Collector	County
Harbor Drive	Beach Rd	South of Beach Rd	2	Major Collector	County
I-75 (SR 93) *	SR 681	Laurel Rd	6	Principal Arterial (Rural)	FDOT
I-75 (SR 93) *	Laurel Rd	Jacaranda Blvd	6	Principal Arterial (Urban)	FDOT
Jacaranda Boulevard	Laurel Rd	Border Rd	2	Local	County
Knights Trail Rd	Laurel Rd	Rustic Rd	2	Minor Collector	County
Laguna Drive	Tarpon Center Dr	Park Blvd	2	Major Collector	Venice
Laurel Road *	Albee Farm Rd	Pinebrook Rd	4	Minor Arterial	County
Laurel Road	Pinebrook Rd	I-75	4	Minor Arterial	County
Laurel Road	I-75	Knights Trail Rd	4	Minor Arterial	County
Laurel Road	Knights Trail Rd	Jacaranda Blvd	2	Minor Arterial	County
Pinebrook Road	Laurel Rd	Edmondson Rd	4	Minor Arterial	County
Pinebrook Road	Edmondson Rd	Venice Ave	2	Minor Arterial	County
Pinebrook Road *	Venice Ave	Center Rd	2	Major Collector	County
U.S.41 By-Pass (SR 45A)	US 41	Bird Bay Dr	6	Principal Arterial	FDOT
U.S.41 By-Pass (SR 45A)	Bird Bay Dr	TJ Maxx Ent.	6	Principal Arterial	FDOT
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	4	Principal Arterial	FDOT
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	4	Principal Arterial	FDOT
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	4	Principal Arterial	FDOT
U.S.41 (SR 45)	Colonia Ln	U.S. 41 By-Pass	6	Principal Arterial	FDOT
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	4	Principal Arterial	FDOT
U.S.41 (SR 45)	Venice Ave	Miami Ave	4	Principal Arterial	FDOT
U.S.41 (SR 45)	Miami Ave	Milan Ave	4	Principal Arterial	FDOT
U.S.41 (SR 45)	Milan Ave	Turin St	4	Principal Arterial	FDOT
U.S.41 (SR 45)	Turin St	Palermo Pl	4	Principal Arterial	FDOT
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	4	Principal Arterial	FDOT
U.S.41 (SR 45)	San Marco Dr	Avenido Del Circo	4	Principal Arterial	FDOT
U.S.41 (SR 45)	Avenido Del Circo	U.S. 41 By-Pass	4	Principal Arterial	FDOT
Venice Avenue	Harbor Drive	Bus. U.S. 41	4	Major Collector	Venice
Venice Avenue	Bus. U.S. 41	Grove St	4	Principal Arterial	County
Venice Avenue	Grove St	U.S. 41 By Pass	4	Principal Arterial	County
Venice Avenue	U.S. 41 By-Pass	Cherry St.	4	Principal Arterial	County
Venice Avenue	Cherry St	Pinebrook Rd	4	Principal Arterial	County
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	4	Principal Arterial	County
Venice Avenue *	Auburn Rd	Jacaranda Blvd	4	Principal Arterial	County

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

Service Layer Credits:

Legend

- 2
- 4
- 6
- Streets
- City Boundary
- Water Bodies

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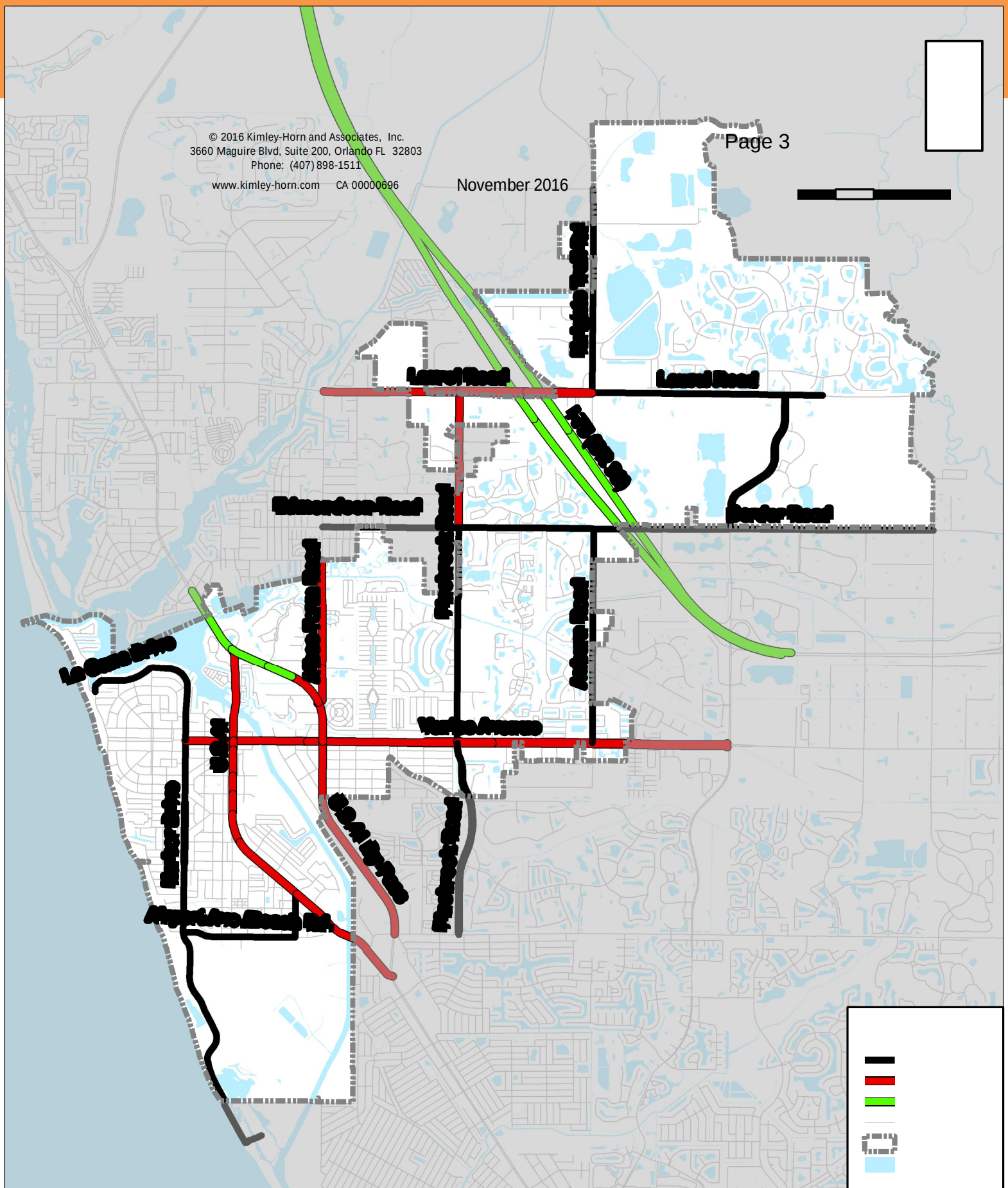

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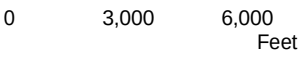
Venice, FL
City on the Gulf



Service Layer Credits:

Legend

- County
- FDOT
- Venice
- Streets
- City Boundary
- Water Bodies

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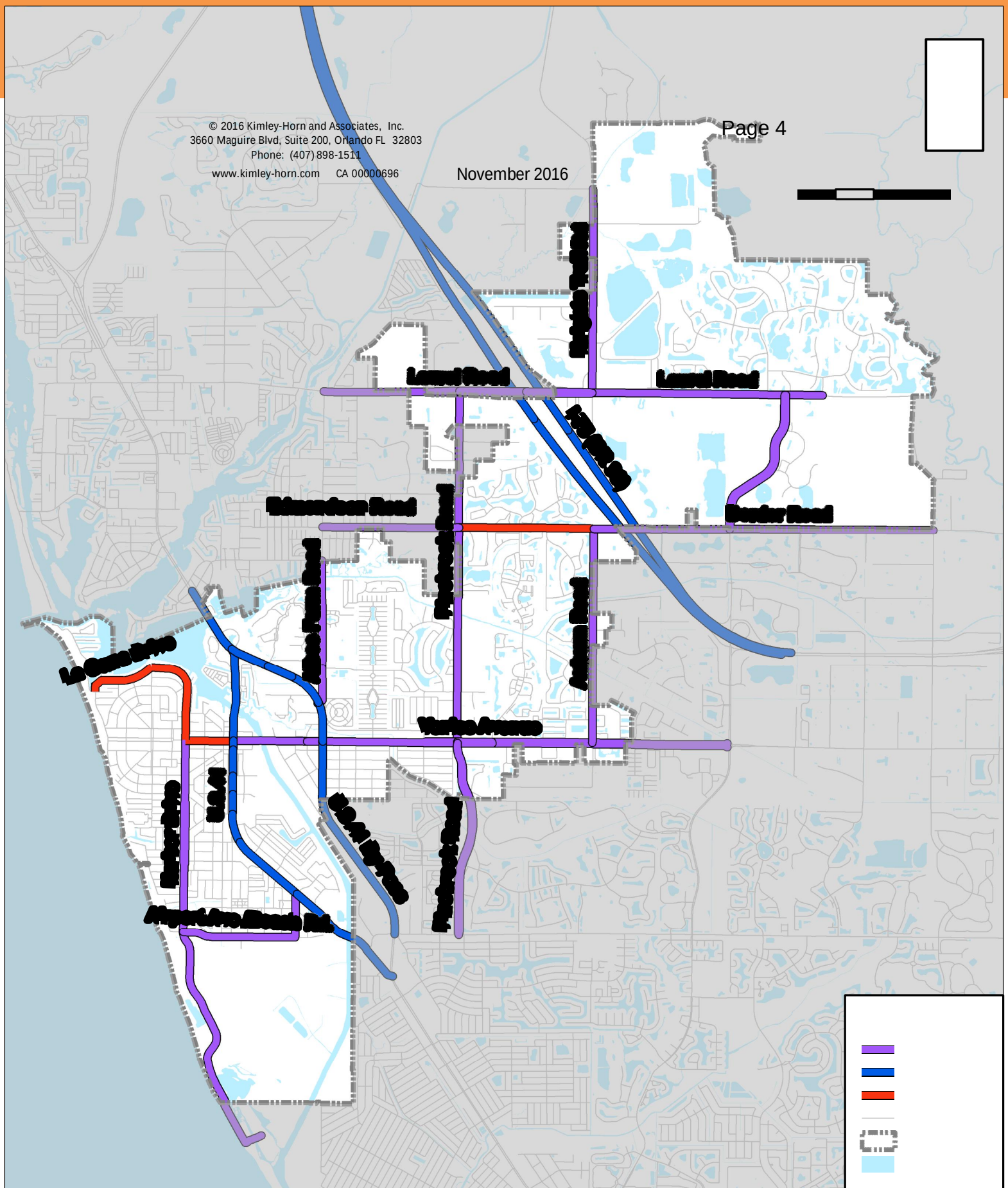

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Service Layer Credits:

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- Rural Principal Arterial - Interstate
- Urban Principal Arterial - Interstate
- Urban Principal Arterial - Other
- Urban Minor Arterial
- Urban Major Collector
- Urban Minor Collector
- Local
- Streets
- City Boundary
- Water Bodies

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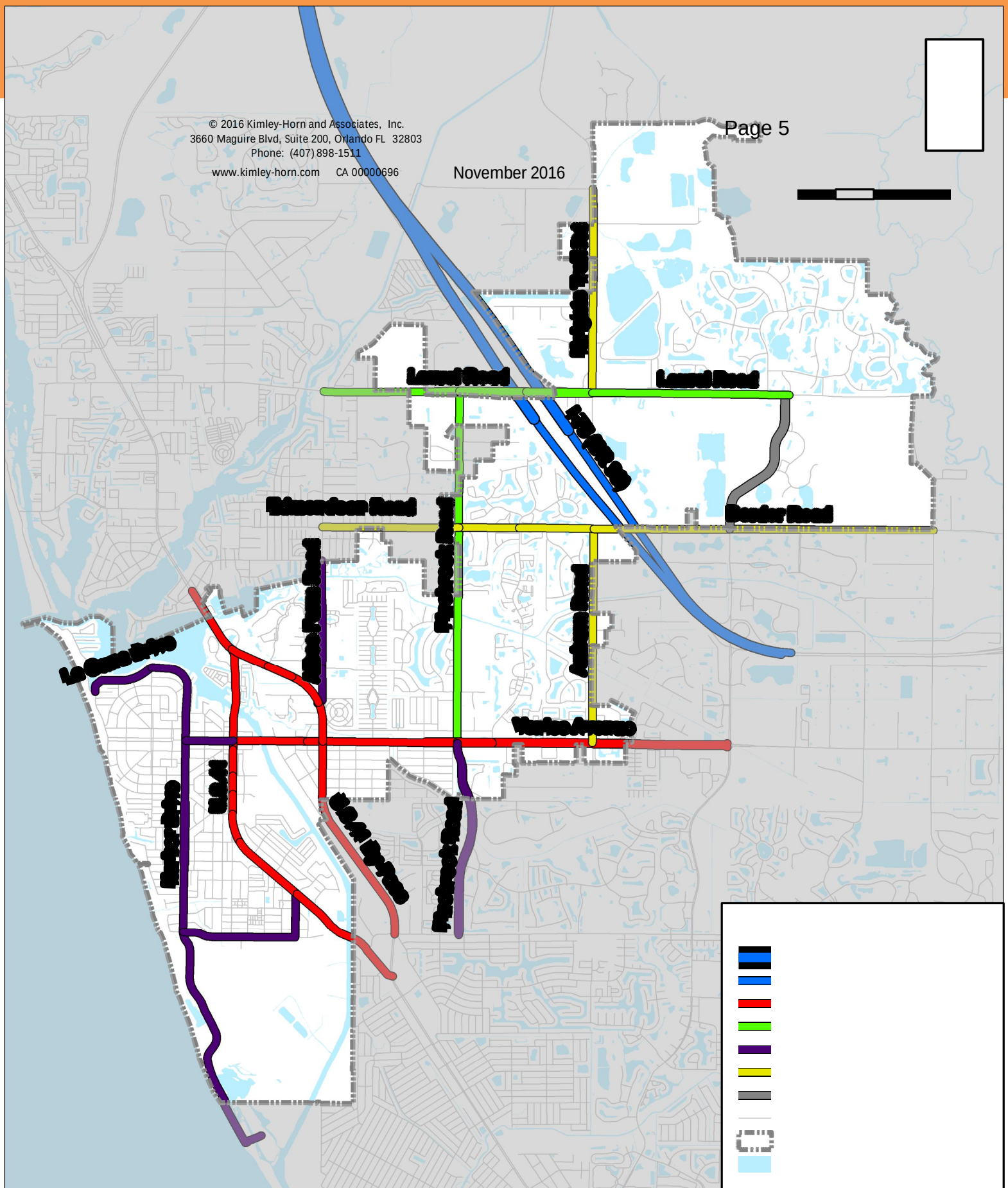


2.2.3 Level of Service

Level of service (LOS) is a quantitative stratification of quality of service established in the Highway Capacity Manual, published by Transportation Research Board. The LOS quality of service is divided into six letter grades, A through F, with A being the best and F being the worst. It is important to note that LOS for urban roadways which are controlled by signals is based on average travel speeds over a distance of 0.5 to 2 miles. ***Table 2*** summarizes the LOS for roadways based on the speed limit of the roadway.

Table 2: Roadway Level of Service Thresholds

Speed Limit	Average Travel Speed for 0.5 to 2 miles			
	LOS C	LOS D	LOS E	LOS F
40 MPH or Higher	>23 MPH	>18 MPH	>15 MPH	≤15 MPH
35 MPH or Slower	>17 MPH	>13 MPH	>10 MPH	≤10 MPH

Source: FDOT 2013 Q/LOS Handbook

Recognizing that it is costly to measure average travel speeds, traffic volumes are often used as a surrogate for the average travel speeds, based on models that FDOT has developed to correlate traffic volumes with the projected travel speeds. ***Table 3*** summarizes the generalized peak hour directional volumes for levels of service for signalized roadways, based on the speed limit in miles per hour (mph) of the facility.

As part of the City's update to the Transportation Element, the City intends to adopt and seek to maintain a 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 operate at the adopted LOS due to environmental constraints or are not financially feasible will be identified as constrained or backlogged roadways.

It should be noted that in 2012, FDOT revised it LOS standards to D in urbanized areas and C outside urbanized areas. Currently, all portions of Venice is urbanized (FDOT LOS Standard D).

Sarasota County's Comprehensive Plan does not identify any roads in Venice as constrained; however, the following roadways are identified as backlogged:

- US 41 By-Pass (SR 45A), from US 41 to Venice Avenue,
- Venice Avenue, from Business US 41 to Grove Street.

Note that the backlogged segments of US 41 By-Pass have either been improved or are currently being improved, so the backlogged designation should be removed.

Table 3: Generalized Peak Hour Directional Volumes for Signalized Roadways

Lanes	Median	LOS C	LOS D	LOS E
Speed limit ≥ 40 mph				
1	Undivided	830	880	n/a
2	Divided	1,910	2,000	n/a
3	Divided	2,940	3,020	n/a
Speed limit ≤ 35 mph				
1	Undivided	370	750	800
2	Divided	730	1,630	1,700
3	Divided	1,170	2,520	2,560
Adjustments				
Lanes	*Median*	*Exclusive Left Lanes*	*Exclusive Right Lanes*	*Adjustment Factors*
1	*Divided*	*Yes*	*No*	*+5%*
1	*Undivided*	*No*	*No*	*-20%*
Multi	*Undivided*	*Yes*	*No*	*-5%*
Multi	*Undivided*	*No*	*No*	*-25%*
Any	*n/a*	*n/a*	*Yes*	*+5%*

It should be noted that FDOT does not identify service volumes for LOS A or B and that LOS E is not applicable for roadways with a speed limit of 40 (volumes greater than LOS D represent LOS F).

Table 4 identifies the generalize volumes by LOS for freeways (i.e., Interstate 75).

Table 4: Generalized Peak Hour Directional Volumes for Freeways

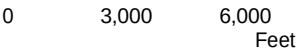
Lanes Each Direction	LOS B	LOS C	LOS D	LOS E
2	2,260	3,020	3,660	3,940
3	3,360	4,580	5,500	6,080
4	4,500	6,080	7,320	8,220

The existing levels of service for roadways within Venice are identified in ***Table 5*** and illustrated in ***Map 4***. All roadways currently operate at, or better than, LOS D.

Table 5: 2015 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.



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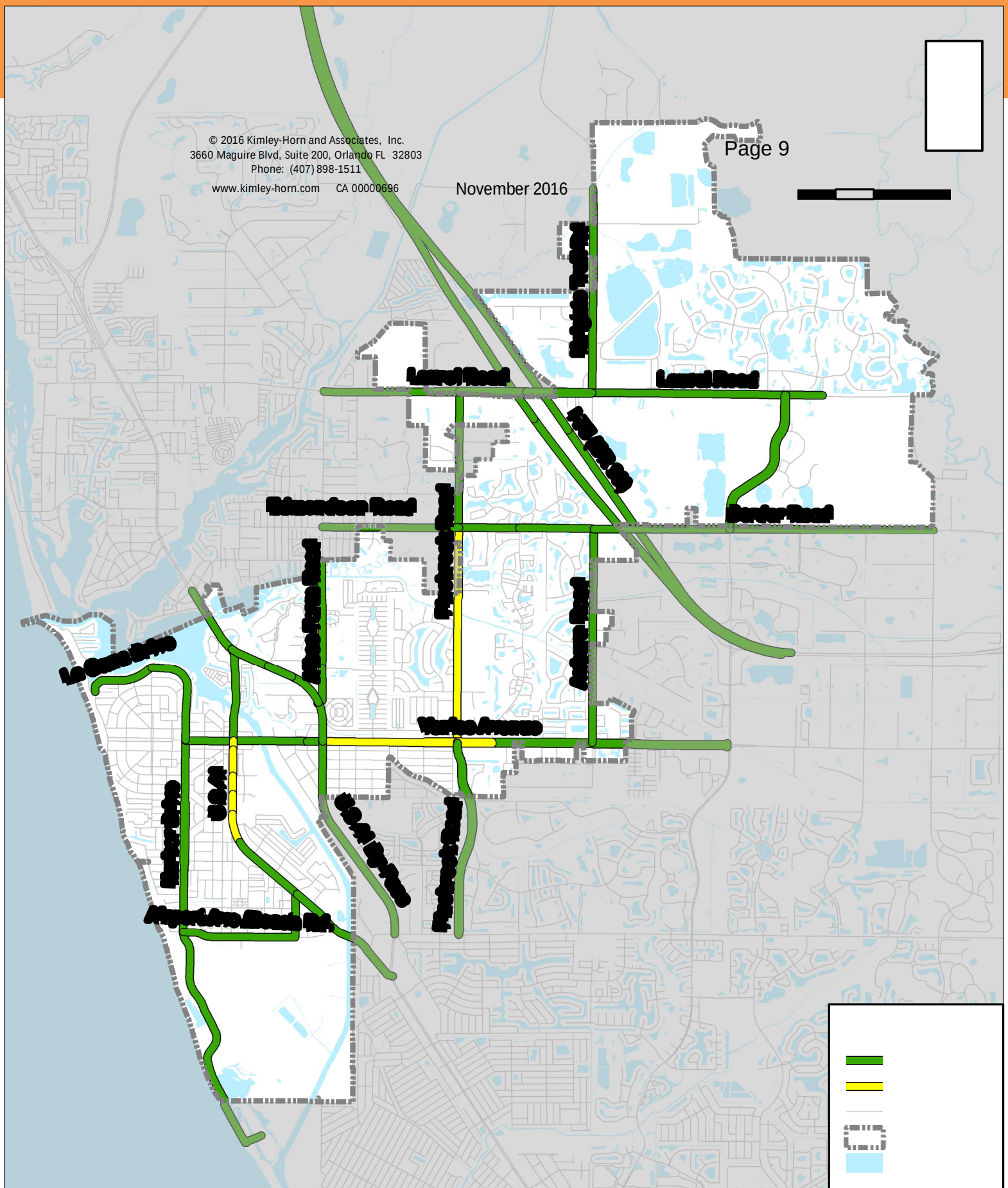

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Venice, FL
City on the Gulf

2.3 Pedestrian Facilities

2.3.1 Sidewalks and Trails

The City maintains an inventory of sidewalks and trails within the City, which is illustrated in ***Map 5.*** Most of the roads classified as arterials or collectors have sidewalks on both sides of the road.

2.3.2 Pedestrian Levels of Service

The City uses the criteria summarized in ***Table 6*** to establish the pedestrian level of service for roadways.

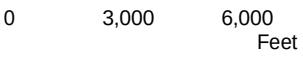
Table 6: Pedestrian Level of Service Thresholds

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

Currently, the City does not have a LOS Standard for pedestrian facilities. As part of the City's update to the Transportation Element, the City intends to establish a LOS Standard of D for all pedestrian facilities within the City.

The existing levels of service for pedestrian facilities within Venice are identified in ***Table 7*** and illustrated in ***Map 6***. Approximately 57 percent of the roadways evaluated (arterials, collectors and some locals) have a LOS C, 16 percent are at LOS D and 27 percent are at LOS E. The segments which are at LOS E include:

- Auburn Rd., from Border Rd. to Venice Ave.
- Border Rd., from Jacaranda Blvd. to Jackson Rd.
- Harbor Dr./Bayshore Dr., from Park Blvd. to Venice Ave.
- Harbor Dr., from Beach Rd. south
- Knights Trail Rd., from Laurel Rd. to Rustic Rd.
- Laguna Dr., from Tarpon Center Dr. to Park Blvd.
- Laurel Rd., from Pinebrook Rd. to Knights Trail Rd.
- US 41 By-Pass, from Bird Bay Dr. to Center Rd.



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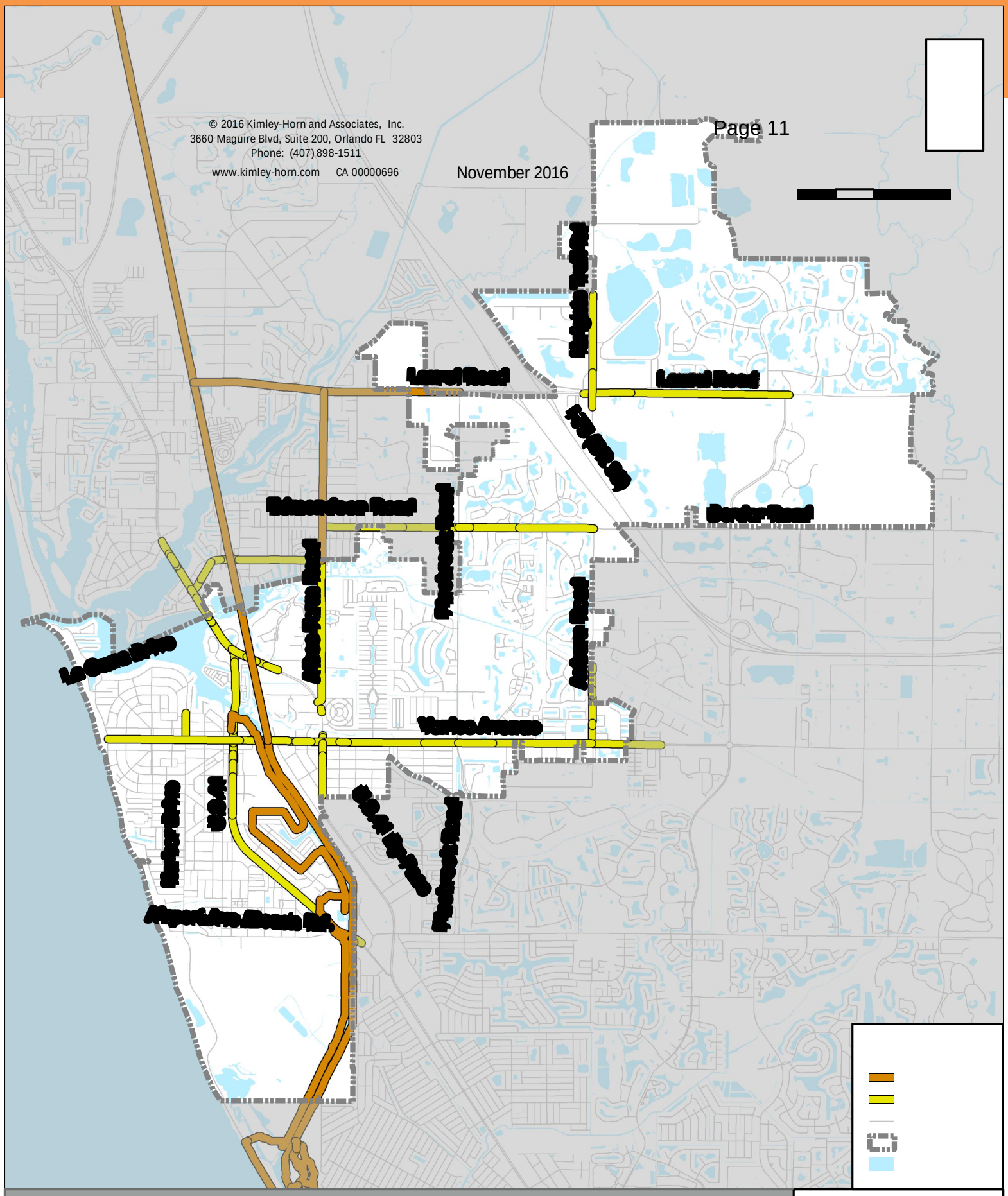
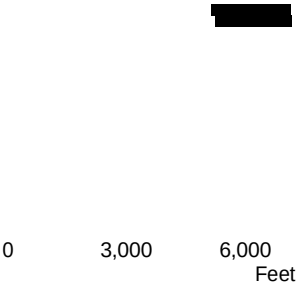


Table 7: 2016 Pedestrian Level of Service

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.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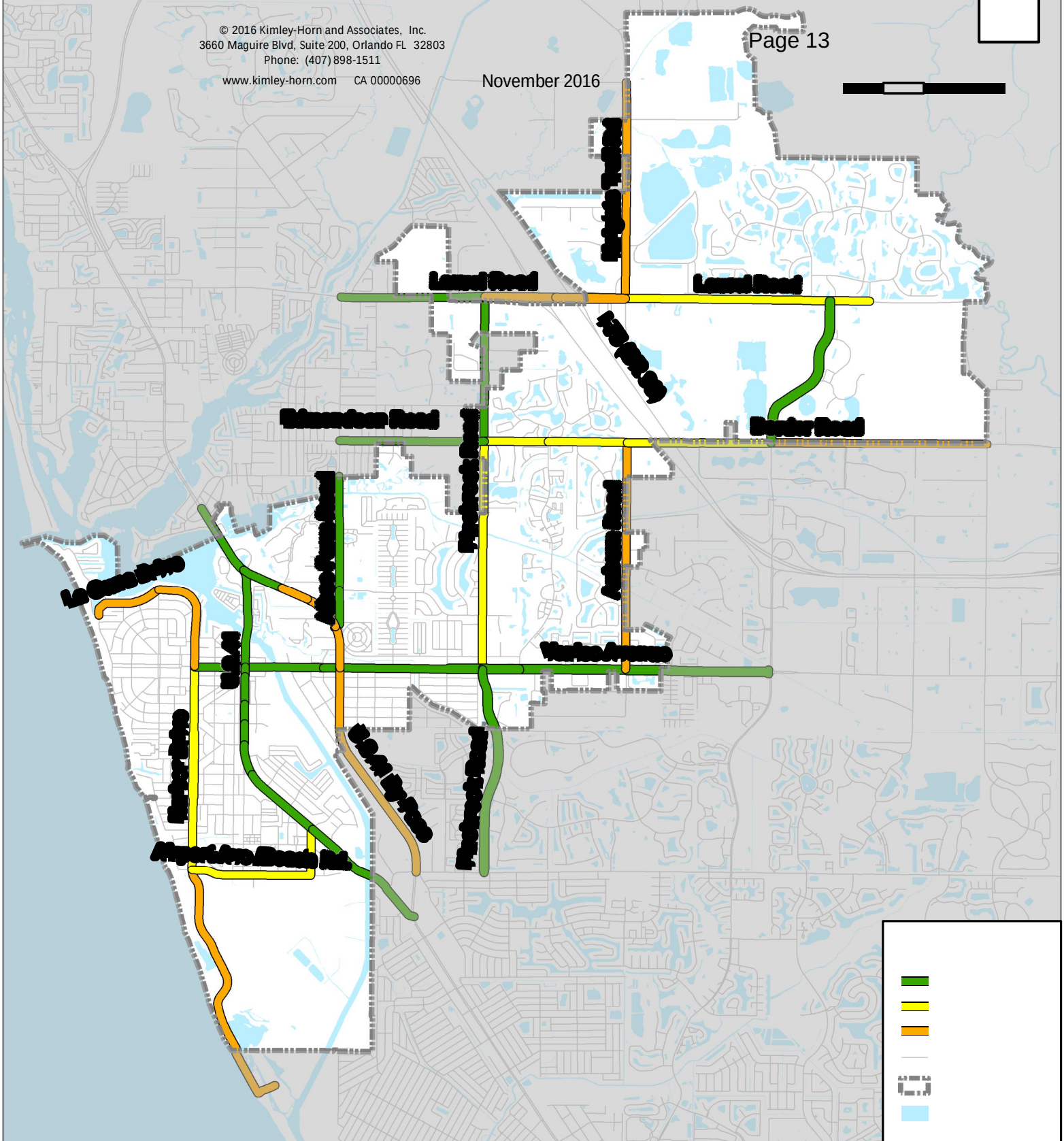

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Venice, FL
City on the Gulf

2.4 Bicycle Facilities

2.4.1 Bicycle Lanes, Paved Shoulders and Trails

Bicycle facilities consist of paved shoulders, bicycle lanes, sharrows (roads striped to indicate a shared lane environment for bicycles and automobiles), and trails.

2.4.2 Bicycle Level of Service

The City uses the criteria summarized in ***Table 8*** to establish the bicycle level of service for roadways.

Table 8: Bicycle Level of Service Thresholds

Functional Classification	Paved Shoulder/Bicycle Lane/Trail Coverage/Shared Lane (Sharrow)		
	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

* - LOS C can be achieved by providing equivalent bicycle facility parallel to subject roadway.

Currently, the City does not have a LOS Standard for bicycle facilities. As part of the City's update to the Transportation Element, the City intends to establish a LOS Standard of D for all bicycle facilities within the City.

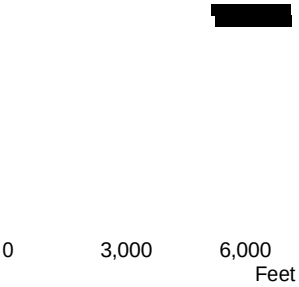
The existing levels of service for bicycle facilities within Venice are identified in ***Table 9*** and illustrated in ***Map 7***. Approximately 54 percent of the roadways evaluated (arterials, collectors and some locals) have a LOS C, seven percent are at LOS D and 39 percent are at LOS E. For the roads currently operating at LOS E, the City will identify proposed improvements to achieve LOS D by providing parallel routes, designating shared lanes, or designating bike routes. The segments which are at LOS E include:

- Edmondson Rd., from Pinebrook Rd. to Auburn Rd.
- Laurel Rd., from Pinebrook Rd. To Knights Trail Rd.
- Pinebrook Rd., from Edmondson Rd. to Venice Ave.
- US 41 By-Pass, from Bird Bay Dr. to Center Rd.
- US 41, from Venice Ave. to Palermo Pl.
- Venice Ave., from Harbor Dr. to Cherry St.

Table 9: 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.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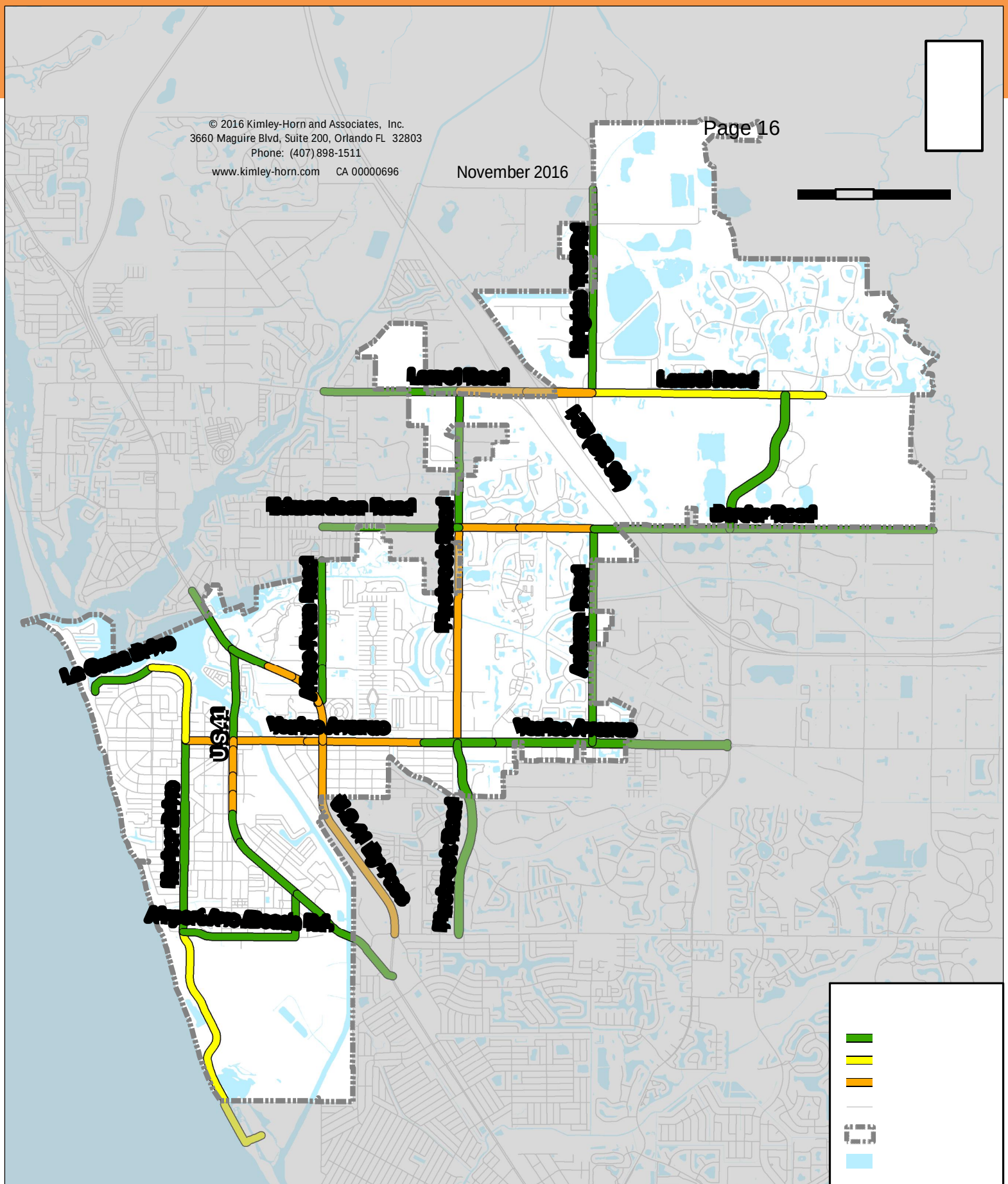


2.5 Transit Service

2.5.1 SCAT

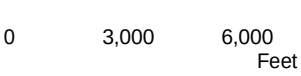
Sarasota County Area Transit (SCAT) currently serves Venice with six routs, including:

- 9 – Venice, US 41, North Port
- 13 – Venice
- 16 – Venice, Englewood
- 17 – Downtown, US 41, Venice
- 1713S – Downtown, US 41, North Port - Sunday
- 90X – SRQ Airport, Downtown, Venice, North Port

The routes are illustrated in ***Map 8*** and the hours of service and headways are summarized in ***Table 10***,

Table 10: 2016 Bus Service

Route	Monday - Saturday		Sunday	
	Hours	Headway	Hours	Headway
9 – Venice, US 41, North Port	6:30 am – 7:30 pm	1 hr.	None	N/A
13 – Venice	6:00 am – 7:00 pm	1 hr.	None	N/A
16 – Venice, Englewood	5:30 am – 7:00 pm	1 hr.	None	N/A
17 – Downtown, US 41, Venice	5:30 am – 7:00 pm	30 min.	None	N/A
1713S – Downtown, US 41, North Port	None	N/A	7:30 am – 7:30 pm	1 hr.
90X – SRQ Airport, Downtown, Venice, North Port	6:00 am NB 7:45 am SB 5:45 pm NB 7:45 pm SB	N/A	None	N/A



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- Route09
- Route100X
- Route13
- Route16
- Route17
- Route1713S
- Route80X
- Route90X
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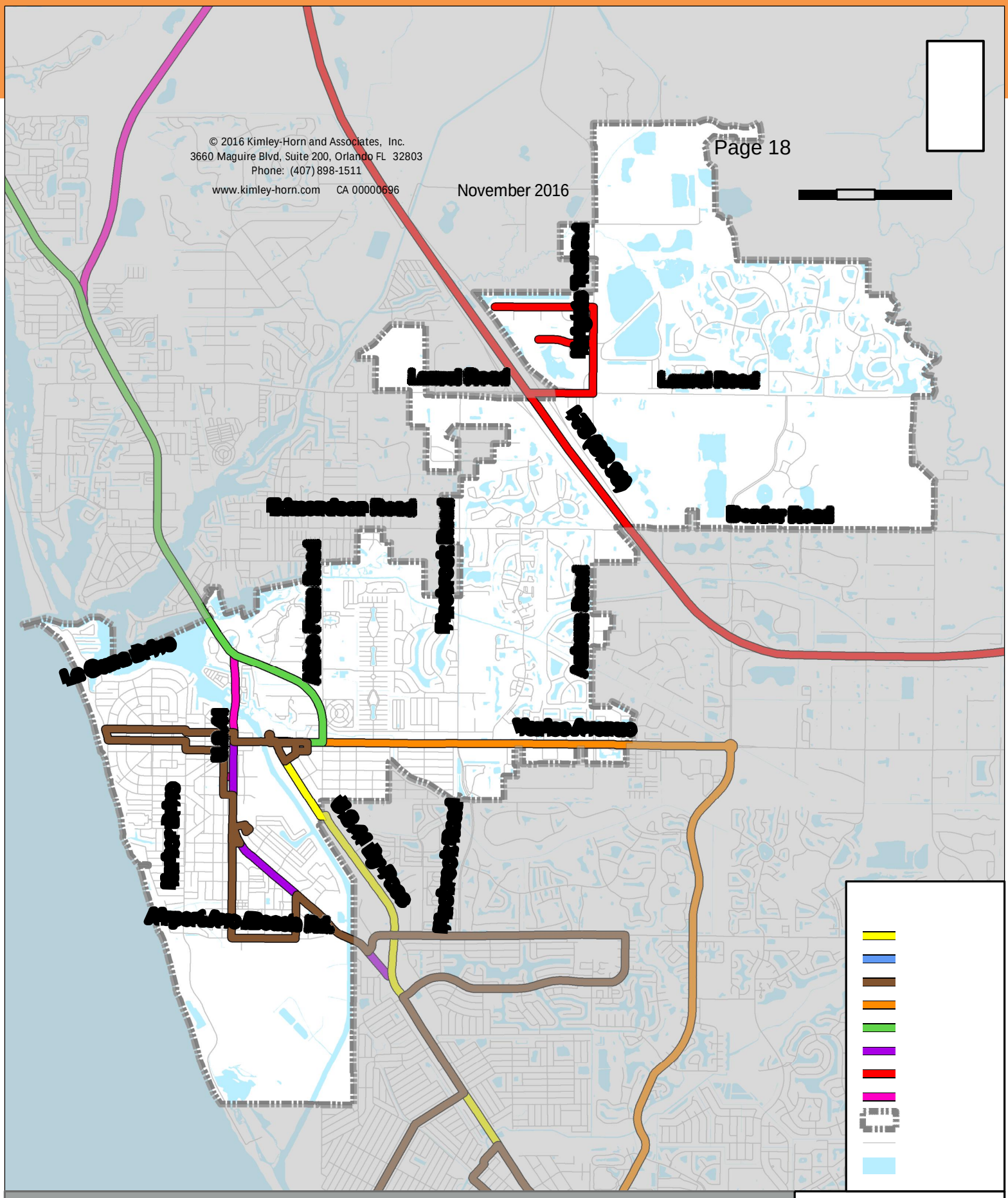

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Venice, FL
City on the Gulf

2.4.3 Transit Support

The City Future Land Use Element is consistent with, and supportive of, the transit service with higher land use densities and intensities located along transit routes. ***Map 9*** illustrates the Future Land Use Map land use categories within a quarter mile distance of transit routes.

In addition, the City supports the implementation of transit priority along transit routes to facilitate efficient transit service through the City.

2.4.4 Transit Level of Service

The City uses the criteria summarized in ***Table 11*** to establish the level of service for transit. It is based on the frequency of buses during the peak hour and the availability of sidewalks along the route to facilitate bus riders to travel between the bus stops and their final destination.

Table 11: 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

Source: FDOT 2013 Q/LOS Handbook

Currently, the City does not have a LOS Standard for transit service. As part of the City's update to the Transportation Element, the City intends to establish a LOS Standard of D for all transit service within the City.

The existing levels of service for transit routes within Venice are identified in ***Table 12*** and illustrated in ***Map 10***. All transit routes currently operate at transit LOS of E or better. Transit routes operating along roadway segments providing LOS D or better include:

- US 41 By-Pass, from US 41 to Bird Bay Dr.
- US 41, from Colonia Ln. to US 41 By-Pass
- US 41, from Venice Ave. to Palermo Pl.
- Venice Ave., from US 41 to Grove St.

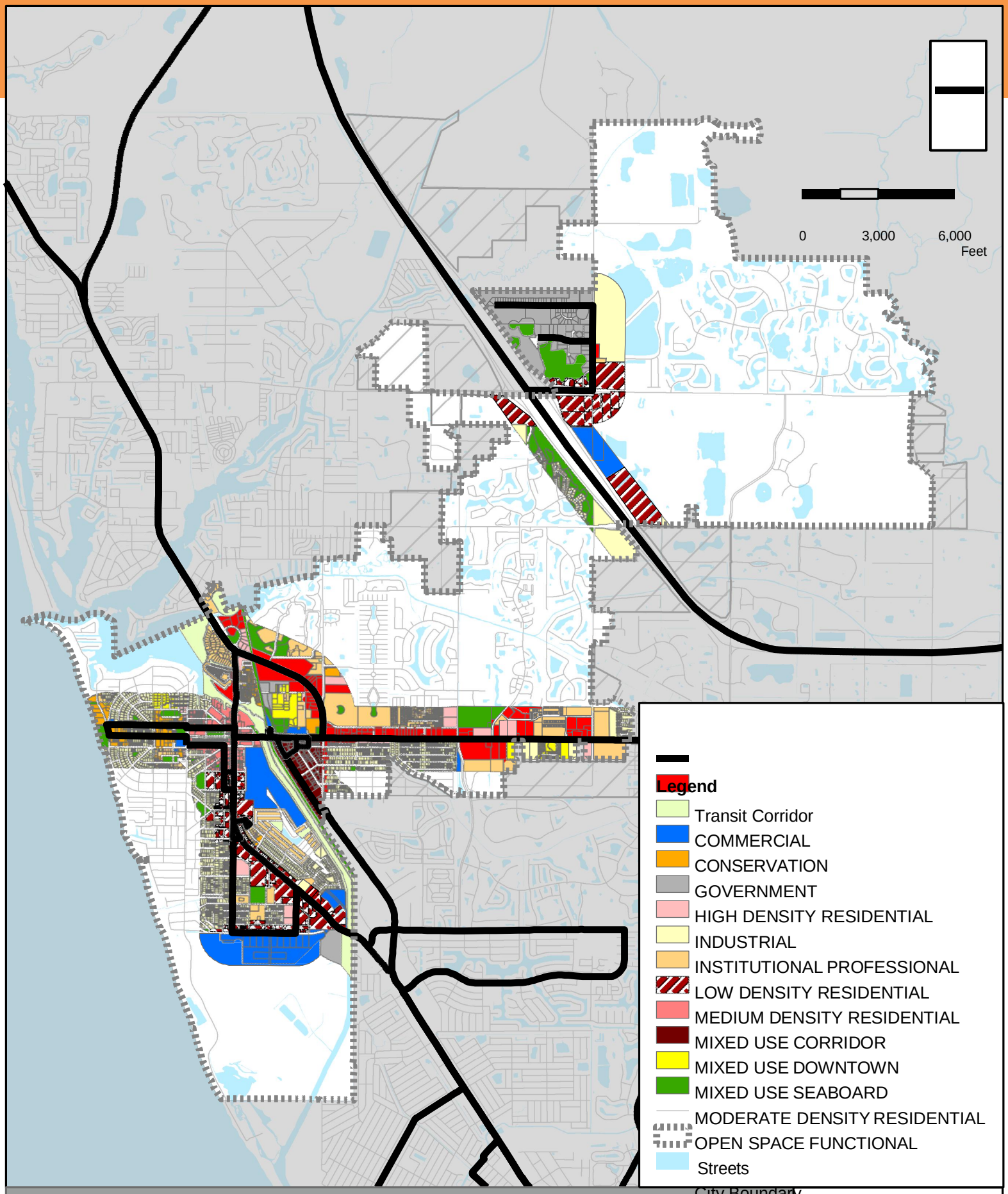

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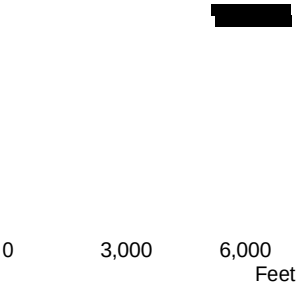
Table 12: 2016 Transit Level of Service

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.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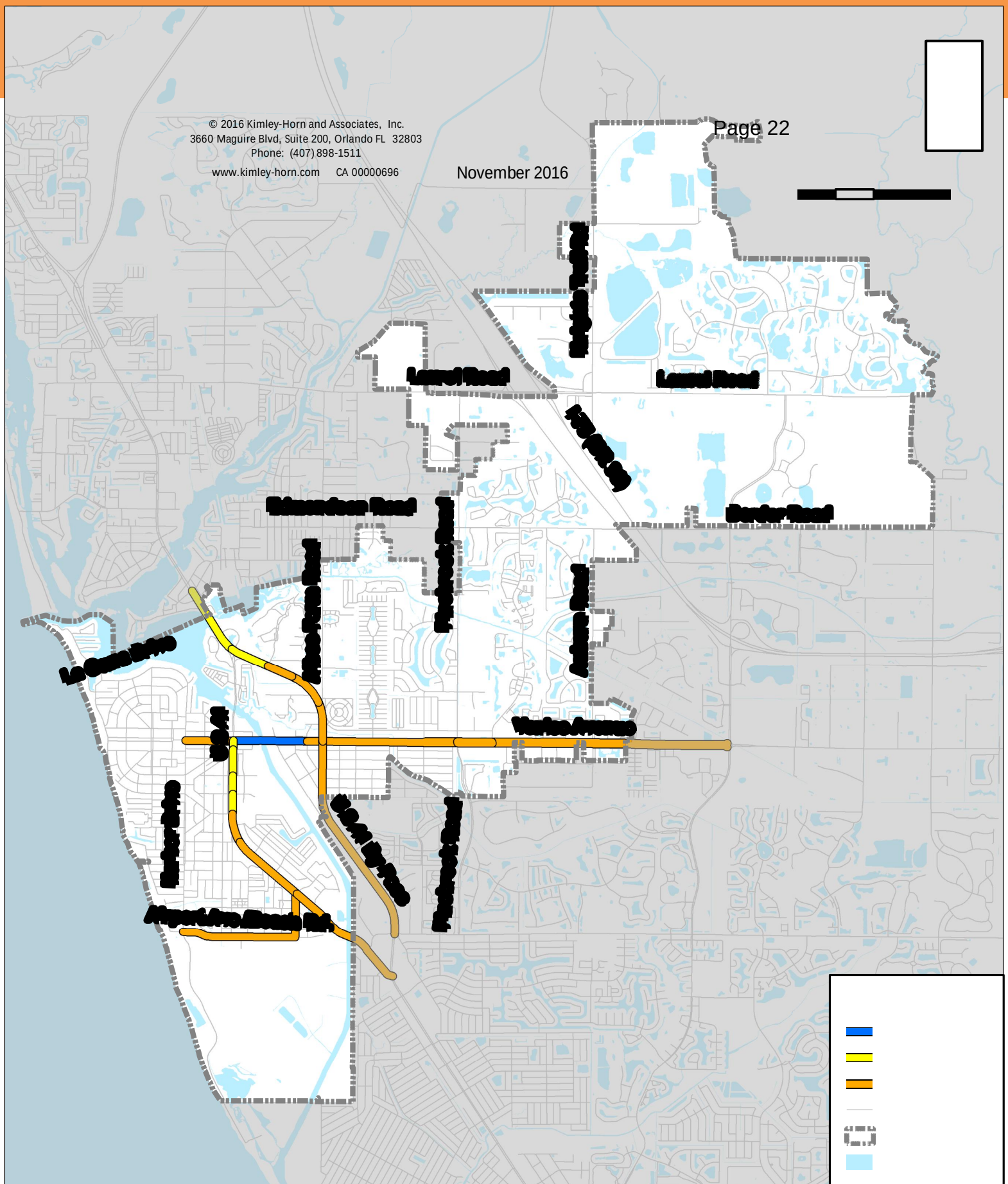

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City on the Gulf

3.1 Trends

3.2 Population

Based on projections provided, the 2015 resident population within the City of Venice was 22,325 and seasonal population was 5,043, for a total population of 27,371. The 2015 population for Sarasota County was 405,900 (see ***Table 13***). Since 1990, Venice has experienced an annual growth rate ranging from 0.6% to 3.9%. Over this same period, Sarasota County has experienced an annual growth rate ranging from 1.4% to 1.7%.

Table 13: Population Trends and Projections

Year	Venice			Sarasota County
	Resident	Seasonal	Total	Population
2030	27,020	6,026	33,046	509,800
2025	25,170	5,639	30,809	474,900
2020	23,777	5,350	29,127	440,300
2015	22,325	5,043	27,371	405,900
2010	22,176	n/a	n/a	379,448
2000	17,864	n/a	n/a	325,961
1990	16,922	n/a	n/a	277,776
1980	12,153	n/a	n/a	202,251

Note: U.S. Census Bureau Decennial Census (1980-2010). City of Venice Population Projections (assuming Sarasota County Population and Growth Projections) (2015-2030)

3.3 Historic Traffic Volumes

Historic traffic volumes were obtained from FDOT for roads within Venice. Approximately 33 percent of the segment traffic counts covered the period from 2000 to 2015 (16 years). These are most of the state roads within Venice. Most of the FDOT counts on non-state roads covered between 5 and 11 years and accounted for approximately 53 percent of the segments.

Table 14 summarized the annual growth rates calculated based on the FDOT historic traffic counts. There is a wide range in historic trends with many segments experiencing a flat or negative growth rate, while others show high (i.e., greater than 2 percent a year) growth rate.

Table 14: Historic Traffic Annual Growth Rates

Roadway	From	To	Historic Growth Rate	Years History	Model Annual Growth Rate	Growth Rate Used in Analysis
Airport Ave./Beach Rd.	Harbor Dr.	Avenida del Circo	-10.00%	5	0.73%	1.0%
Albee Farm Road	Colonia Ln	Lucaya Ave	n/a	n/a	2.53%	2.0%
Albee Farm Road	Lucaya Ave	U.S. 41	n/a	n/a	2.39%	2.0%
Auburn Road	Border Rd	Venice Ave	n/a	1	3.87%	2.0%
Avenida del Circo	Airport Ave	U.S. 41	n/a	n/a	0.73%	1.0%
Border Road *	Auburn Rd	Jacaranda Blvd	n/a	1	7.70%	2.0%
Border Road *	Jacaranda Blvd	Jackson Rd	-11.54%	5	n/a	1.0%
Edmondson Road *	Albee Farm Rd	Pinebrook Rd	n/a	1	6.56%	2.0%
Edmondson Road	Pinebrook Rd	Capri Isles Blvd	n/a	1	n/a	2.0%
Edmondson Road	Capri Isles Blvd	Auburn Rd	n/a	1	n/a	2.0%
Harbor Dr/Bayshore Dr	Park Blvd	Venice Ave	12.50%	5	n/a	2.0%
Harbor Drive	Venice Ave	Beach Rd	2.75%	8	0.67%	2.0%
Harbor Drive	Beach Rd	South of Beach Rd	5.10%	8	1.97%	2.0%
I-75 (SR 93) *	SR 681	Laurel Rd	0.97%	16	2.00%	1.5%
I-75 (SR 93) *	Laurel Rd	Jacaranda Blvd	1.17%	16	2.09%	1.6%
Jacaranda Boulevard	Laurel Rd	Border Rd	n/a	n/a	n/a	2.0%
Knights Trail Rd	Laurel Rd	Rustic Rd	n/a	1	n/a	2.0%
Laguna Drive	Tarpon Center Dr	Park Blvd	-1.79%	8	0.03%	1.0%
Laurel Road *	Albee Farm Rd	Pinebrook Rd	-0.71%	8	1.54%	1.0%
Laurel Road	Pinebrook Rd	I-75	-0.71%	8	3.24%	1.0%
Laurel Road	I-75	Knights Trail Rd	n/a	n/a	5.02%	2.0%
Laurel Road	Knights Trail Rd	Jacaranda Blvd	n/a	n/a	7.16%	2.0%
Pinebrook Road	Laurel Rd	Edmondson Rd	-2.67%	8	6.98%	2.0%
Pinebrook Road	Edmondson Rd	Venice Ave	-2.67%	8	3.50%	2.0%
Pinebrook Road *	Venice Ave	Center Rd	-0.96%	5	2.04%	2.0%
U.S.41 By-Pass (SR 45A)	US 41	Bird Bay Dr	-0.45%	11	n/a	1.5%
U.S.41 By-Pass (SR 45A)	Bird Bay Dr	TJ Maxx Ent.	-0.45%	11	n/a	1.5%
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	-0.45%	11	n/a	1.5%
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	-1.17%	16	1.51%	1.5%
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	-1.10%	16	1.67%	1.5%
U.S.41 (SR 45)	Colonia Ln	U.S. 41 By-Pass	-0.08%	16	n/a	1.0%
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	-0.34%	16	0.69%	1.0%
U.S.41 (SR 45)	Venice Ave	Miami Ave	2.58%	16	n/a	1.0%
U.S.41 (SR 45)	Miami Ave	Milan Ave	2.58%	16	n/a	1.0%
U.S.41 (SR 45)	Milan Ave	Turin St	2.58%	16	n/a	1.0%
U.S.41 (SR 45)	Turin St	Palermo Pl	2.58%	16	n/a	1.0%
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	2.58%	16	n/a	1.0%
U.S.41 (SR 45)	San Marco Dr	Avenido Del Circo	2.58%	16	n/a	1.0%
U.S.41 (SR 45)	Avenido Del Circo	U.S. 41 By-Pass	2.58%	16	-9.00%	1.0%
Venice Avenue	Harbor Drive	Bus. U.S. 41	3.62%	5	n/a	1.0%
Venice Avenue	Bus. U.S. 41	Grove St	-2.99%	5	2.30%	1.0%
Venice Avenue	Grove St	U.S. 41 By Pass	-2.99%	5	n/a	1.0%
Venice Avenue	U.S. 41 By-Pass	Cherry St.	-0.81%	8	2.60%	1.0%
Venice Avenue	Cherry St	Pinebrook Rd	-0.81%	8	n/a	1.0%
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	-0.81%	8	n/a	1.0%
Venice Avenue *	Auburn Rd	Jacaranda Blvd	-1.36%	8	3.52%	1.0%

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

3.4 Travel Demand Model Review

The travel demand model used by Sarasota/Manatee MPO to develop their Long Range Transportation Plan was reviewed for its accuracy in replicating 2010 conditions (the base year for the model). There was a very wide range in accuracy in replicating 2010 traffic counts, ranging from very accurate (within 5%), to well below (by 46%), to significantly higher (by 109%). This is actually very common performance for large urban models which are developed to evaluate regional needs. In an effort to capture the value of the model in projecting the impacts of future growth, without being affected by any inaccuracies in replicating existing conditions, growth rates were calculated based only on the growth in traffic on each roadway (i.e., the change in model traffic volumes between 2010 and 2030, compared to the model projected 2015 volume).

Table 14 summarizes the model growth rate for roads within Venice. While two segments showed negative growth, the majority of segments showed growth rates ranging from 0.0% to 2.6%.

3.5 Projected Growth Rates

After considering both the historic growth rates and the projected model growth rates, growth rates to be used in projecting future conditions were identified, as shown in ***Table 14***. Generally, rates ranged from 1.0% to 2.0%.

4.1 Future Conditions

4.2 Planned Improvements

4.2.1 Roadway Improvements

Based on a review of Sarasota/Manatee MPO's Cost Feasible Long Range Transportation Plan, no significant roadway improvements (i.e., road widenings) are planned within Venice, beyond the current improvements to US 41 By-Pass.

4.2.2 Pedestrian Improvements

The City has plans to fill the existing sidewalk gaps to achieve LOS D on all roadways by 2030.

4.2.3 Bicycle Improvements

The City plans to identify bike lanes, shared lanes, and bike routes to achieve LOS D on all facilities by 2030.

4.2.4 Transit Improvements

Based on the SCAT Transit Development Plan, Minor Update covering FY 2016-2025, there are several changes planned for transit routes serving Venice.

Changes include:

- 2017 – Venice Island Circulator Test Pilot with 60 minute headways
- 2017 – New service (Laurel/Knights) from Venice to Technology Drive and Express to North Port with 60 minute headways

- 2021 – New service (Jacaranda Boulevard North) from Venice to Jacaranda Business Park with 60 minute headways.
- 2023 – Reducing headways on Route 9 to 15-20 minutes
- 2023 – Reducing headways on Route 13 to 30 minutes
- 2013 – Reducing headways on Route 16 to 45 minutes
- 2023 – Reducing headways on Route 17 to 15-20 minutes
- 2024 – Provide Sunday service with 60 minute headways on routes 9 and 13
- 2025 – Improve to half daytime headways on all routes

4.3 2021 Conditions

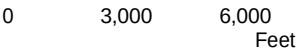
4.3.1 2021 Roadway Conditions

Year 2021 conditions were projected using the growth rates identified in ***Table 14***. The resulting roadway levels of service are summarized in ***Table 15*** and illustrated in ***Map 11***. All roadways are projected to operate at, or better than, LOS D.

Table 15: 2021 Roadway Level of Service

Roadway	From	To	No. Lanes	AADT	PHPD	Road LOS
Airport Ave./Beach Rd.	Harbor Dr.	Avenida del Circo	2	3,900	180	C
Albee Farm Road	Colonia Ln	Lucaya Ave	4	10,100	460	C
Albee Farm Road	Lucaya Ave	U.S. 41	4	9,300	430	C
Auburn Road	Border Rd	Venice Ave	2	3,900	180	C
Avenida del Circo	Airport Ave	U.S. 41	2	3,700	170	C
Border Road *	Auburn Rd	Jacaranda Blvd	2	3,000	150	C
Border Road *	Jacaranda Blvd	Jackson Rd	2	1,400	70	C
Edmondson Road *	Albee Farm Rd	Pinebrook Rd	2	3,600	190	C
Edmondson Road	Pinebrook Rd	Capri Isles Blvd	2	3,600	220	C
Edmondson Road	Capri Isles Blvd	Auburn Rd	2	3,600	220	C
Harbor Dr/Bayshore Dr	Park Blvd	Venice Ave	2	600	30	C
Harbor Drive	Venice Ave	Beach Rd	2	3,600	170	C
Harbor Drive	Beach Rd	South of Beach Rd	2	4,300	200	C
I-75 (SR 93) *	SR 681	Laurel Rd	6	85,600	4,660	D
I-75 (SR 93) *	Laurel Rd	Jacaranda Blvd	6	89,300	4,860	D
Jacaranda Boulevard	Laurel Rd	Border Rd	2	2,400	110	C
Knights Trail Rd	Laurel Rd	Rustic Rd	2	7,700	460	C
Laguna Drive	Tarpon Center Dr	Park Blvd	2	700	30	C
Laurel Road *	Albee Farm Rd	Pinebrook Rd	4	15,300	700	C
Laurel Road	Pinebrook Rd	I-75	4	15,300	700	C
Laurel Road	I-75	Knights Trail Rd	4	17,000	780	C
Laurel Road	Knights Trail Rd	Jacaranda Blvd	2	17,000	780	D
Pinebrook Road	Laurel Rd	Edmondson Rd	4	6,900	320	C
Pinebrook Road	Edmondson Rd	Venice Ave	2	6,900	320	D
Pinebrook Road *	Venice Ave	Center Rd	2	8,400	390	D
U.S.41 By-Pass (SR 45A)	US 41	Bird Bay Dr	6	35,400	1,620	C
U.S.41 By-Pass (SR 45A)	Bird Bay Dr	TJ Maxx Ent.	6	35,400	1,620	C
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	6*	35,400	1,620	C
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	6*	42,000	1,930	C
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	6*	43,100	1,980	C
U.S.41 (SR 45)	Colonia Ln	U.S. 41 By-Pass	6	47,200	2,170	C
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	4	15,900	730	C
U.S.41 (SR 45)	Venice Ave	Miami Ave	4	26,500	1,220	D
U.S.41 (SR 45)	Miami Ave	Milan Ave	4	26,500	1,220	D
U.S.41 (SR 45)	Milan Ave	Turin St	4	26,500	1,220	D
U.S.41 (SR 45)	Turin St	Palermo Pl	4	26,500	1,220	D
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	4	26,500	1,220	D
U.S.41 (SR 45)	San Marco Dr	Avenido Del Circo	4	26,500	1,220	C
U.S.41 (SR 45)	Avenido Del Circo	U.S. 41 By-Pass	4	26,500	1,220	C
Venice Avenue	Harbor Drive	Bus. U.S. 41	4	9,300	430	C
Venice Avenue	Bus. U.S. 41	Grove St	4	15,100	690	D
Venice Avenue	Grove St	U.S. 41 By Pass	4	15,100	690	C
Venice Avenue	U.S. 41 By-Pass	Cherry St.	4	20,400	940	D
Venice Avenue	Cherry St	Pinebrook Rd	4	20,400	940	D
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	4	20,400	940	D
Venice Avenue *	Auburn Rd	Jacaranda Blvd	4	16,300	750	C

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



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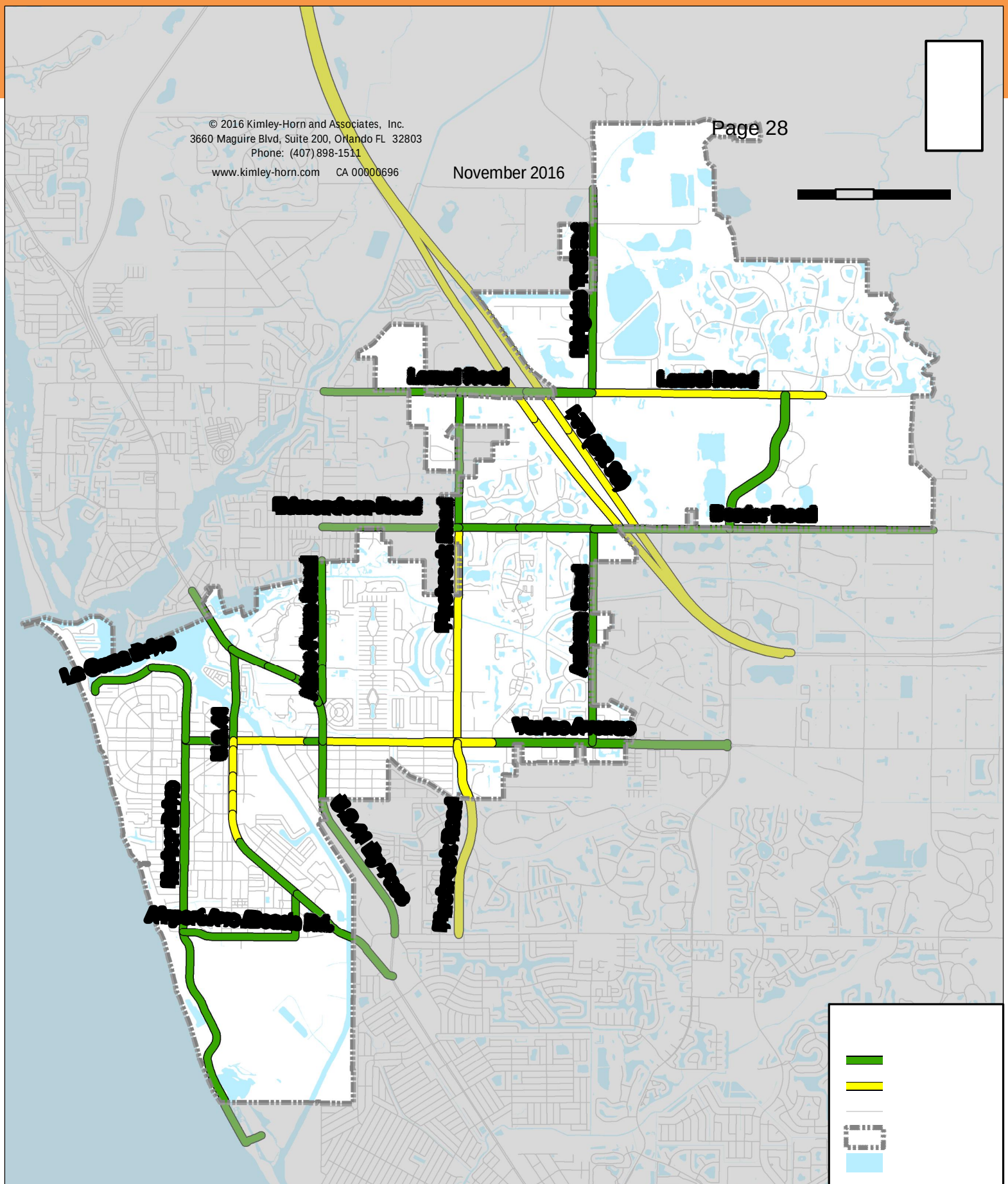

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4.3.2 2021 Pedestrian Conditions

The City has identified $532,000 in its Capital Improvement Program for Sidewalk Replacement/Connectivity which is expected to be sufficient to construct almost 3.5 miles of sidewalk. The projected 2021 levels of service for pedestrian facilities within Venice are identified in ***Table 16*** and illustrated in ***Map 12***. In 2021, approximately 66 percent of the roadways evaluated (arterials, collectors and some locals) have a LOS C, 25 percent are at LOS D and nine percent are at LOS E. The segments which are expected to be at LOS E include:

- Border Rd., from Jacaranda Blvd. to Jackson Rd.
- Harbor Dr., from Beach Rd. south
- Laurel Rd., from Pinebrook Rd. to Knights Trail Rd.

4.3.3 2021 Bicycle Conditions

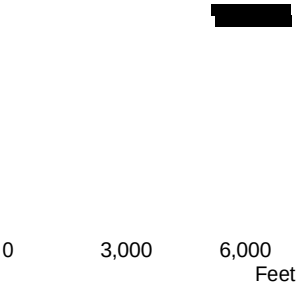
The projected 2021 levels of service for bicycle facilities within Venice are identified in ***Table 17*** and illustrated in ***Map 13***. Approximately 55 percent of the roadways evaluated (arterials, collectors and some locals) have a LOS C, seven percent are at LOS D and 38 percent are at LOS E. For the roads currently operating at LOS E, the City will identify proposed improvements to achieve LOS D by providing parallel routes, designating shared lanes, or designating bike routes. The segments which are at LOS E include:

- Edmondson Rd., from Pinebrook Rd. to Auburn Rd.
- Laurel Rd., from Pinebrook Rd. To Knights Trail Rd.
- Pinebrook Rd., from Edmondson Rd. to Venice Ave.
- US 41 By-Pass, from Bird Bay to Center Rd.
- US 41, from Venice Ave. to Palermo Pl.
- Venice Ave., from Harbor Dr. to Cherry St.

Table 16: 2021 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	D**
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	D**
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	D**
Laguna Drive	Tarpon Center Dr	Park Blvd	Major Collector	D**
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	C
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	Principal Arterial	C
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	Principal Arterial	C
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	Principal Arterial	C
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.
** - Designates an improvement since 2016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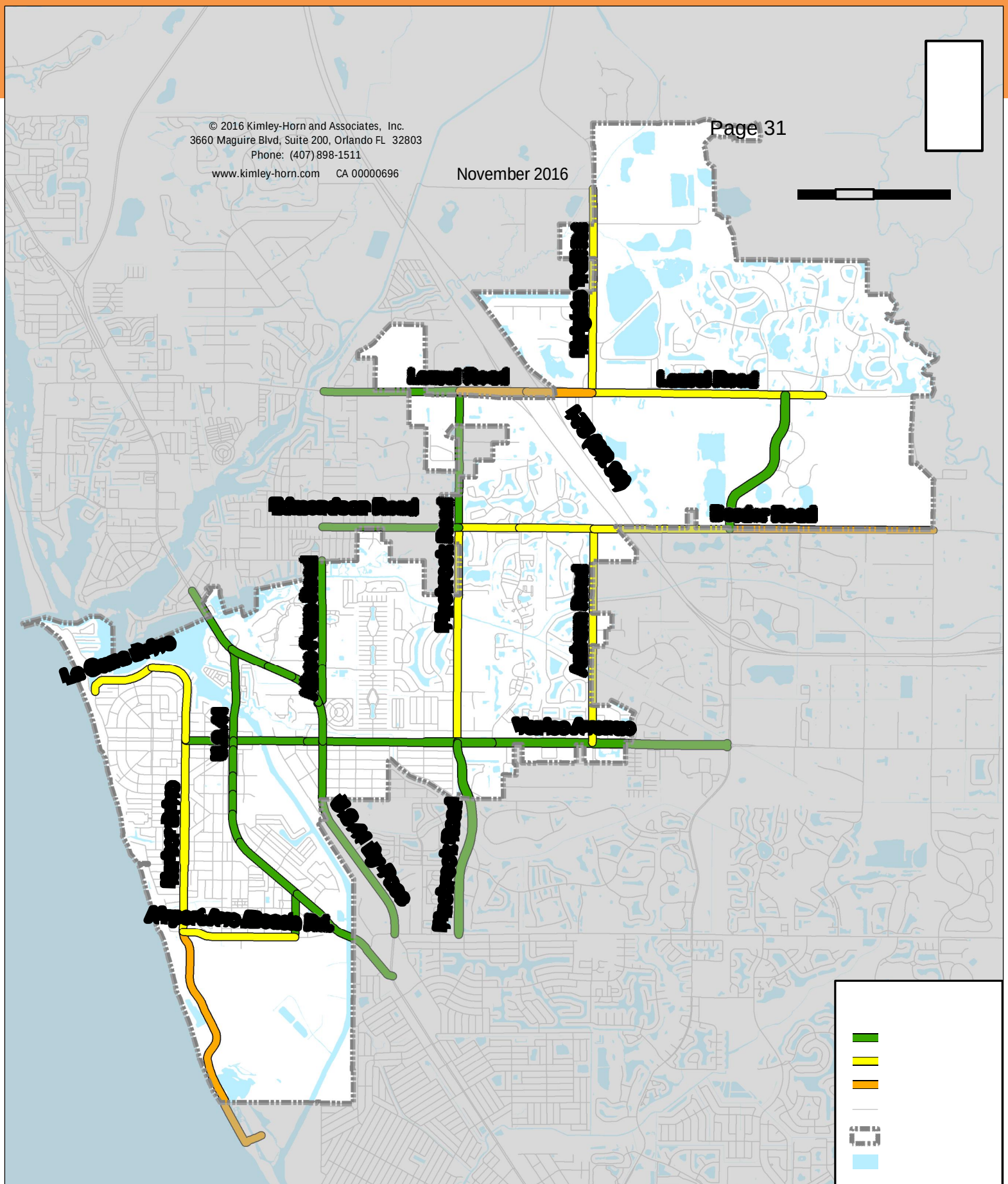
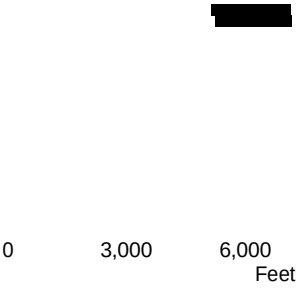


Table 17: 2021 Bicycle Level of Service

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.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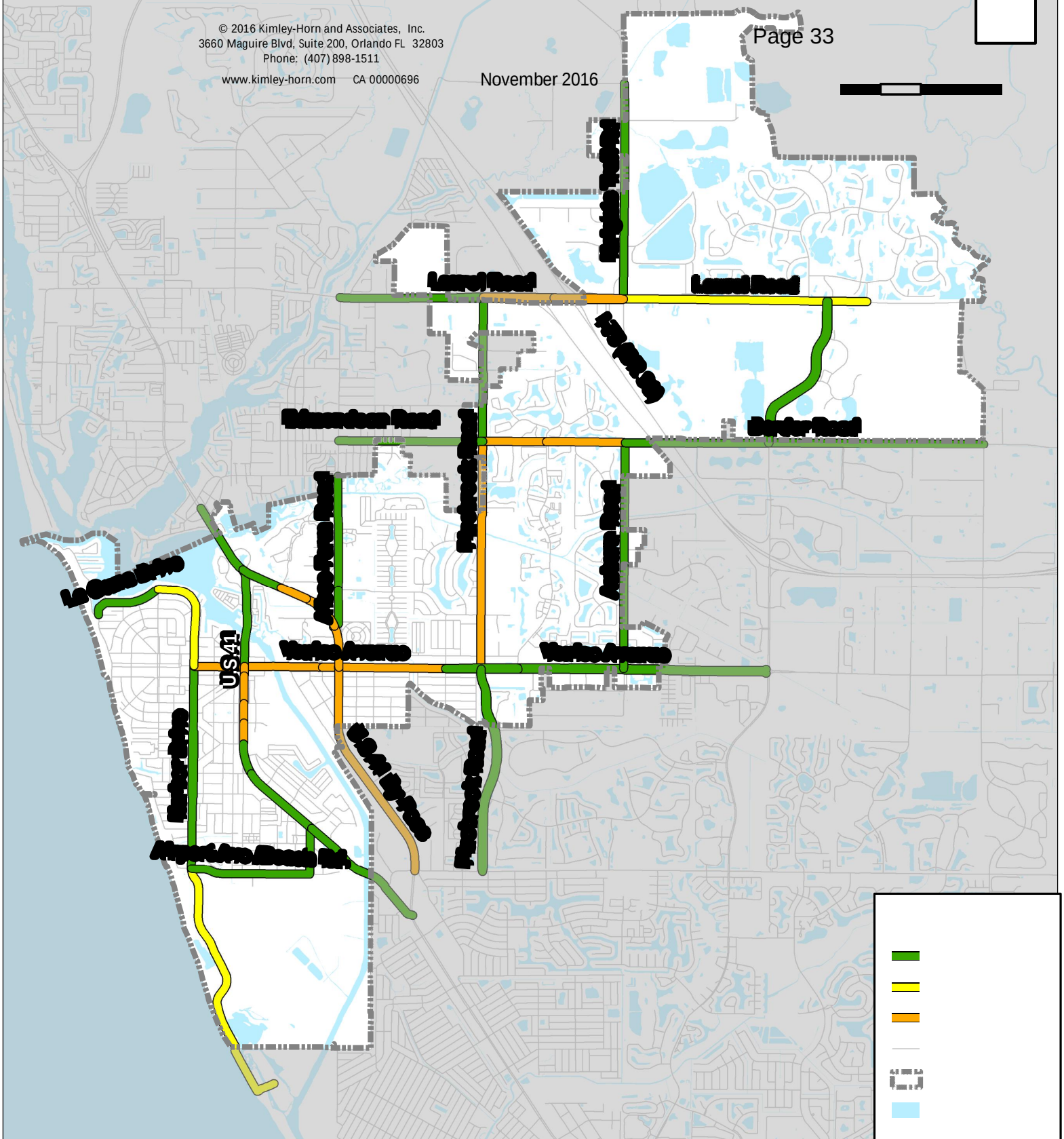


4.3.4 2021 Transit Conditions

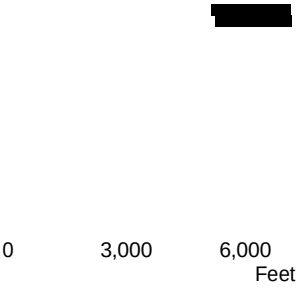
The projected 2021 LOS for transit routes within Venice are identified in ***Table 18*** and illustrated in ***Map 14***. As previously identified, SCAT plans to implement new bus service which will improve the LOS on the following roadway segments:

- Avenida del Circo, from Airport Ave. to US 41
- US 41, from Colonia Ln. to US 41 By-Pass
- US 41, from Venice Ave. to San Marco Dr.
- Venice Ave., from Harbor Dr. to US 41
- Venice Ave., from US 41 By-Pass to Jacaranda Blvd.

Table 18: 2021 Bus 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	D
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	C
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	E
U.S.41 (SR 45)	Venice Ave	Miami Ave	C
U.S.41 (SR 45)	Miami Ave	Milan Ave	C
U.S.41 (SR 45)	Milan Ave	Turin St	C
U.S.41 (SR 45)	Turin St	Palermo Pl	C
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	D
U.S.41 (SR 45)	San Marco Dr	Avenido Del Circo	E
U.S.41 (SR 45)	Avenido Del Circo	U.S. 41 By-Pass	E
Venice Avenue	Harbor Drive	Bus. U.S. 41	D
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.	D
Venice Avenue	Cherry St	Pinebrook Rd	D
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	D
Venice Avenue *	Auburn Rd	Jacaranda Blvd	D

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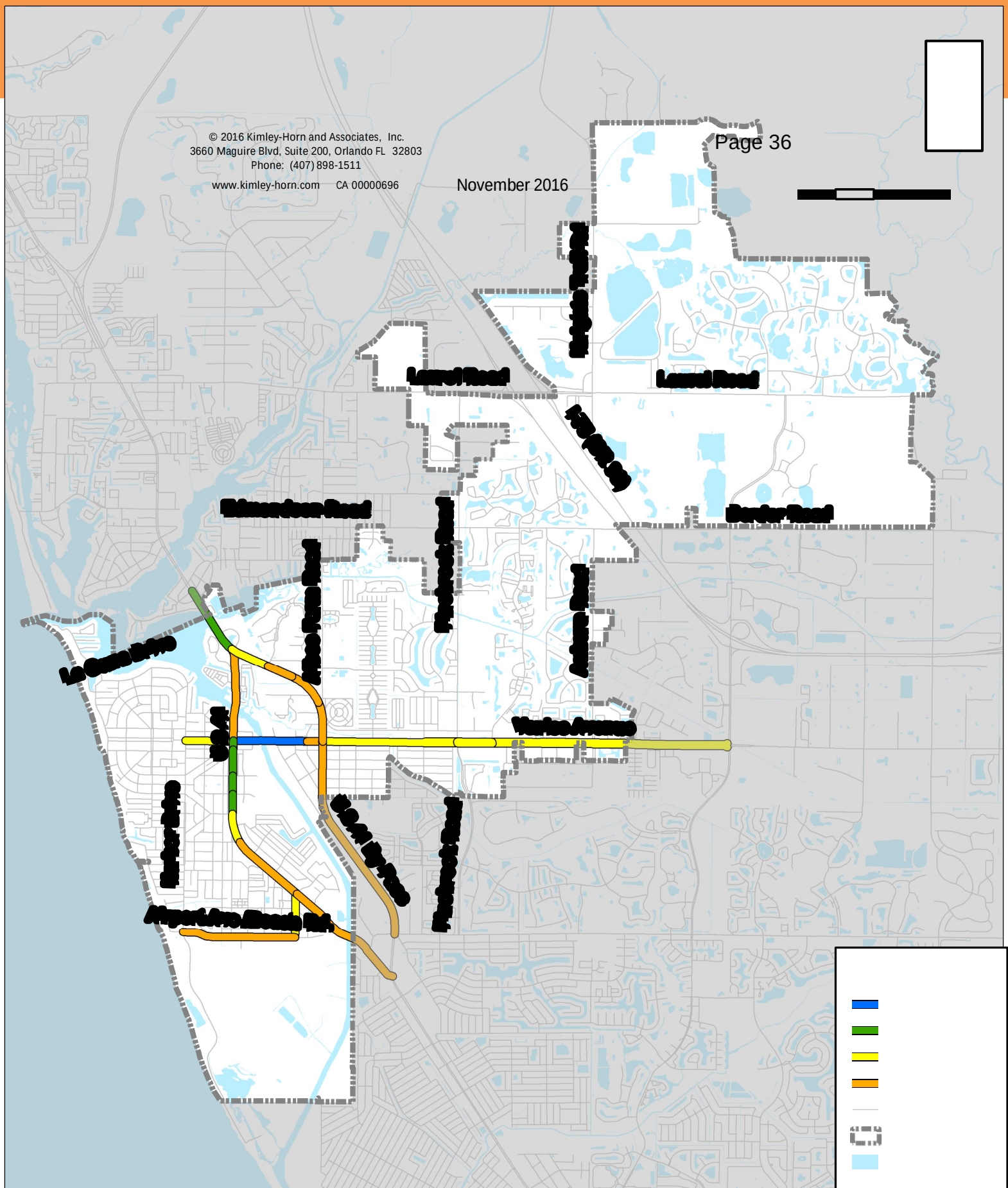

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Venice, FL
City on the Gulf

4.4 2030 Conditions

4.4.1 2030 Roadway Conditions and City's Plans

Year 2030 conditions were projected using the growth rates identified in ***Table 14***. The resulting roadway levels of service are summarized in ***Table 19*** and illustrated in ***Map 15***. All roadways are projected to operate at, or better than, LOS D, except for the following:

- Laurel Rd., from Knights Trail Rd. to Jacaranda Blvd., which will operate at LOS F.

4.4.2 2030 Pedestrian Conditions

The City is anticipated to fund sidewalk improvements at $100,000 per year, which will allow improvements sufficient to bring all levels of service up to D. The projected 2030 levels of service for pedestrian facilities within Venice are identified in ***Table 20*** and illustrated in ***Map 16***. In 2030, approximately 66 percent of the roadways evaluated (arterials, collectors and some locals) operate at LOS C and 34 percent are at LOS D.

4.4.3 2030 Bicycle Conditions

The projected 2030 LOS for bicycle facilities within Venice are identified in ***Table 21*** and illustrated in ***Map 17***. Approximately 55 percent of the roadways evaluated (arterials, collectors and some locals) have a LOS C, seven percent are at LOS D and 38 percent are at LOS E. For the roads currently operating at LOS E, the City will identify proposed improvements to achieve LOS D by providing parallel routes, designating shared lanes, or designating bike routes. The segments which are at LOS E include:

- Edmondson Rd., from Pinebrook Rd. to Auburn Rd.
- Laurel Rd., from Pinebrook Rd. To Knights Trail Rd.
- Pinebrook Rd., from Edmondson Rd. to Venice Ave.
- US 41 By-Pass, from Bird Bay Dr. to Center Rd.
- US 41, from Venice Ave. to Palermo Pl.
- Venice Ave., from Harbor Dr. to Cherry St.

4.4.4 2025 Transit Conditions

The projected 2025 LOS for transit routes within Venice are identified in ***Table 22*** and illustrated in ***Map 18***. The SCAT TDP horizon is 2025; therefore, 2030 conditions cannot be projected. As previously identified, SCAT plans to implement new bus service which will improve the LOS on the following roadway segments:

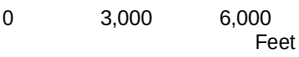
- Airport Ave./Beach Rd., from Harbor Dr. to Avenida del Circo
- Avenida del Circo, from Airport Ave. to US 41

- Harbor Dr., from Venice Ave. to South of Beach Rd.
- Laurel Rd., from Albee Farm Rd. to Knights Trail Rd.
- US 41 By-Pass, from US 41 (north) to Center Rd.
- US 41, from Colonia Ln. to US 41 By-Pass
- US 41, from Venice Ave. to San Marco Dr.
- US 41, from Avenido Del Circo to US 41 By-Pass
- Venice Ave., from Harbor Dr. to US 41

Table 19: 2030 Roadway Level of Service

Roadway	From	To	No. Lanes	AADT	PHPD	Road LOS
Airport Ave./Beach Rd.	Harbor Dr.	Avenida del Circo	2	4,300	200	C
Albee Farm Road	Colonia Ln	Lucaya Ave	4	11,700	540	C
Albee Farm Road	Lucaya Ave	U.S. 41	4	10,800	500	C
Auburn Road	Border Rd	Venice Ave	2	4,600	210	C
Avenida del Circo	Airport Ave	U.S. 41	2	4,000	180	C
Border Road *	Auburn Rd	Jacaranda Blvd	2	3,500	170	C
Border Road *	Jacaranda Blvd	Jackson Rd	2	1,600	80	C
Edmondson Road *	Albee Farm Rd	Pinebrook Rd	2	4,200	230	C
Edmondson Road	Pinebrook Rd	Capri Isles Blvd	2	4,200	250	C
Edmondson Road	Capri Isles Blvd	Auburn Rd	2	4,200	250	C
Harbor Dr/Bayshore Dr	Park Blvd	Venice Ave	2	700	30	C
Harbor Drive	Venice Ave	Beach Rd	2	4,200	190	C
Harbor Drive	Beach Rd	South of Beach Rd	2	4,900	220	C
I-75 (SR 93)*	SR 681	Laurel Rd	6	96,200	5,230	D
I-75 (SR 93)*	Laurel Rd	Jacaranda Blvd	6	101,100	5,500	D
Jacaranda Boulevard	Laurel Rd	Border Rd	2	2,800	130	C
Knights Trail Rd	Laurel Rd	Rustic Rd	2	9,000	540	C
Laguna Drive	Tarpon Center Dr	Park Blvd	2	700	30	C
Laurel Road *	Albee Farm Rd	Pinebrook Rd	4	16,600	760	C
Laurel Road	Pinebrook Rd	I-75	4	16,600	760	C
Laurel Road	I-75	Knights Trail Rd	4	19,700	900	C
Laurel Road	Knights Trail Rd	Jacaranda Blvd	2	19,700	900	F
Pinebrook Road	Laurel Rd	Edmondson Rd	4	8,100	370	C
Pinebrook Road	Edmondson Rd	Venice Ave	2	8,100	370	D
Pinebrook Road *	Venice Ave	Center Rd	2	9,800	450	D
U.S.41 By-Pass (SR 45A)	US 41	Bird Bay Dr	6	39,800	1,830	C
U.S.41 By-Pass (SR 45A)	Bird Bay Dr	TJ Maxx Ent.	6	39,800	1,830	C
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	6	39,800	1,830	C
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	6	47,200	2,170	C
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	6	48,400	2,220	C
U.S.41 (SR 45)	Colonia Ln	U.S. 41 By-Pass	6	51,200	2,350	C
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	4	17,300	790	D
U.S.41 (SR 45)	Venice Ave	Miami Ave	4	28,800	1,320	D
U.S.41 (SR 45)	Miami Ave	Milan Ave	4	28,800	1,320	D
U.S.41 (SR 45)	Milan Ave	Turin St	4	28,800	1,320	D
U.S.41 (SR 45)	Turin St	Palermo Pl	4	28,800	1,320	D
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	4	28,800	1,320	D
U.S.41 (SR 45)	San Marco Dr	Avenido Del Circo	4	28,800	1,320	C
U.S.41 (SR 45)	Avenido Del Circo	U.S. 41 By-Pass	4	28,800	1,320	C
Venice Avenue	Harbor Drive	Bus. U.S. 41	4	10,100	460	C
Venice Avenue	Bus. U.S. 41	Grove St	4	16,300	750	D
Venice Avenue	Grove St	U.S. 41 By Pass	4	16,300	750	D
Venice Avenue	U.S. 41 By-Pass	Cherry St.	4	22,100	1,010	D
Venice Avenue	Cherry St	Pinebrook Rd	4	22,100	1,010	D
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	4	22,100	1,010	D
Venice Avenue*	Auburn Rd	Jacaranda Blvd	4	17,700	810	C

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



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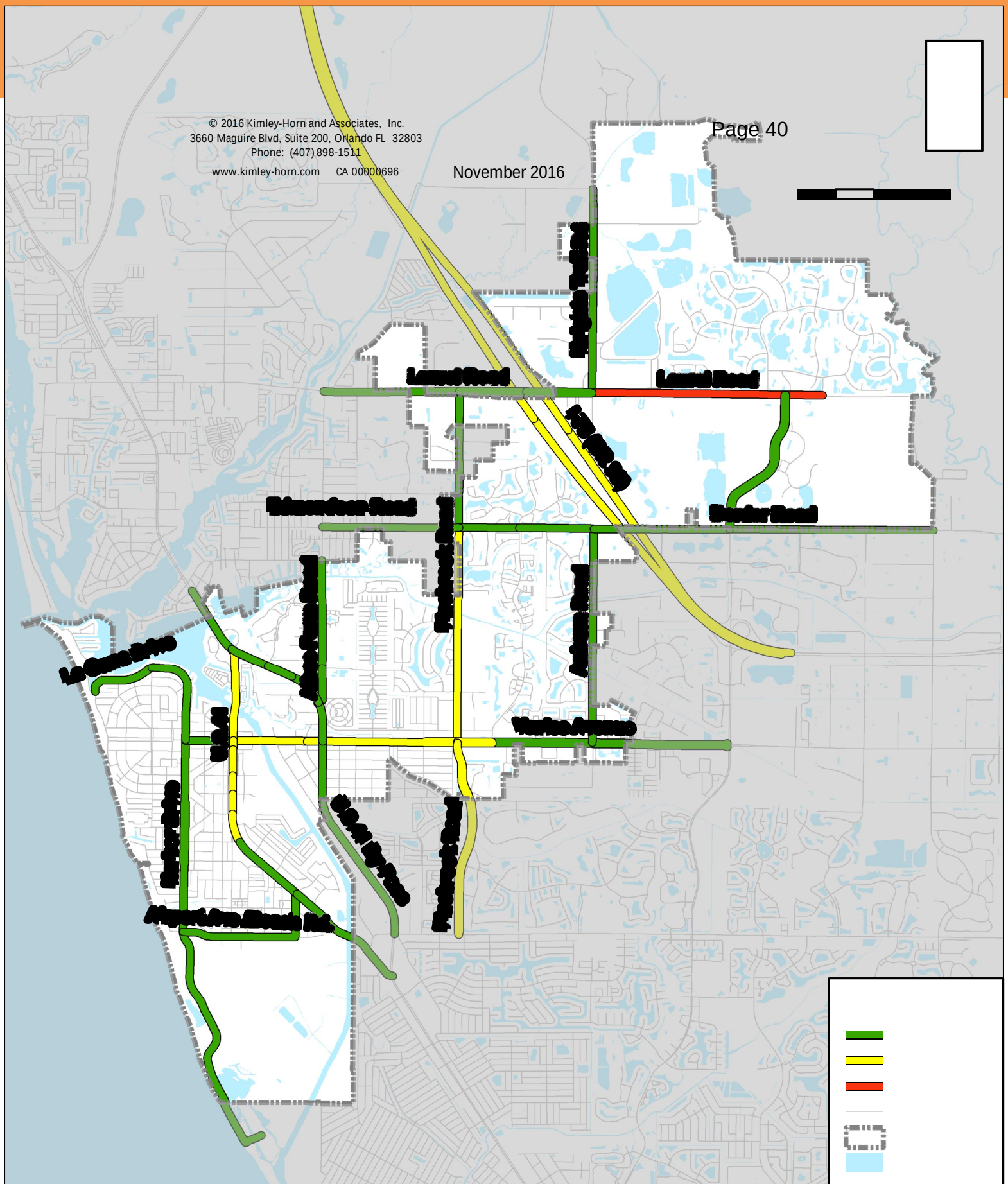

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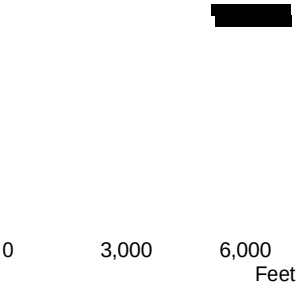
Venice, FL
City on the Gulf

Table 20: 2030 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	D
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	D**
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	D
Harbor Drive	Venice Ave	Beach Rd	Major Collector	D
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	D
Laguna Drive	Tarpon Center Dr	Park Blvd	Major Collector	D
Laurel Road *	Albee Farm Rd	Pinebrook Rd	Minor Arterial	C
Laurel Road	Pinebrook Rd	I-75	Minor Arterial	D**
Laurel Road	I-75	Knights Trail Rd	Minor Arterial	D**
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	C
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	Principal Arterial	C
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	Principal Arterial	C
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	Principal Arterial	C
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.

** - Designates an improvement since 2021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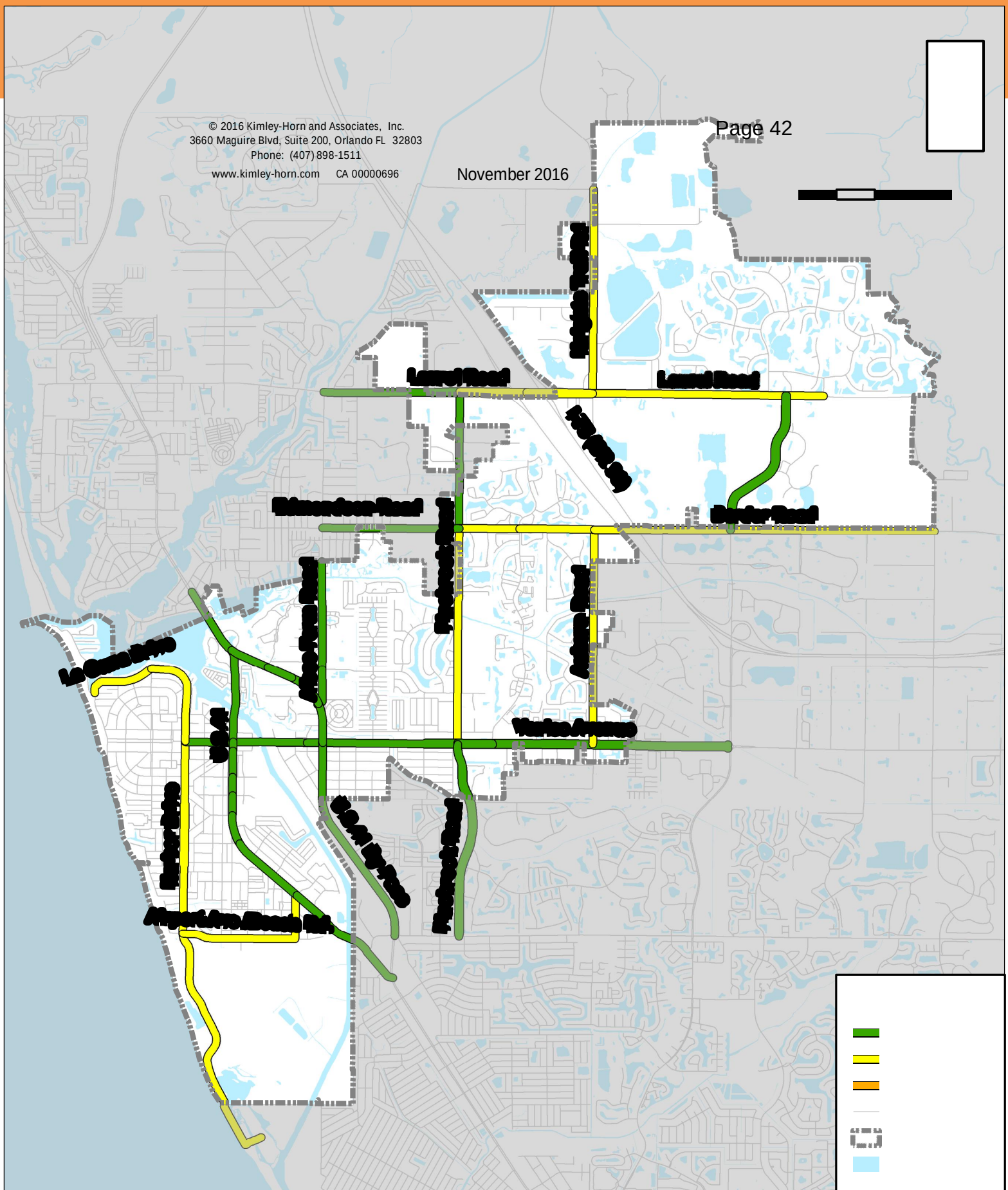

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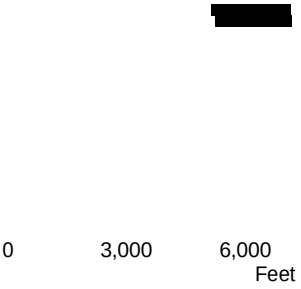
City on the Gulf

Table 21: 2030 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.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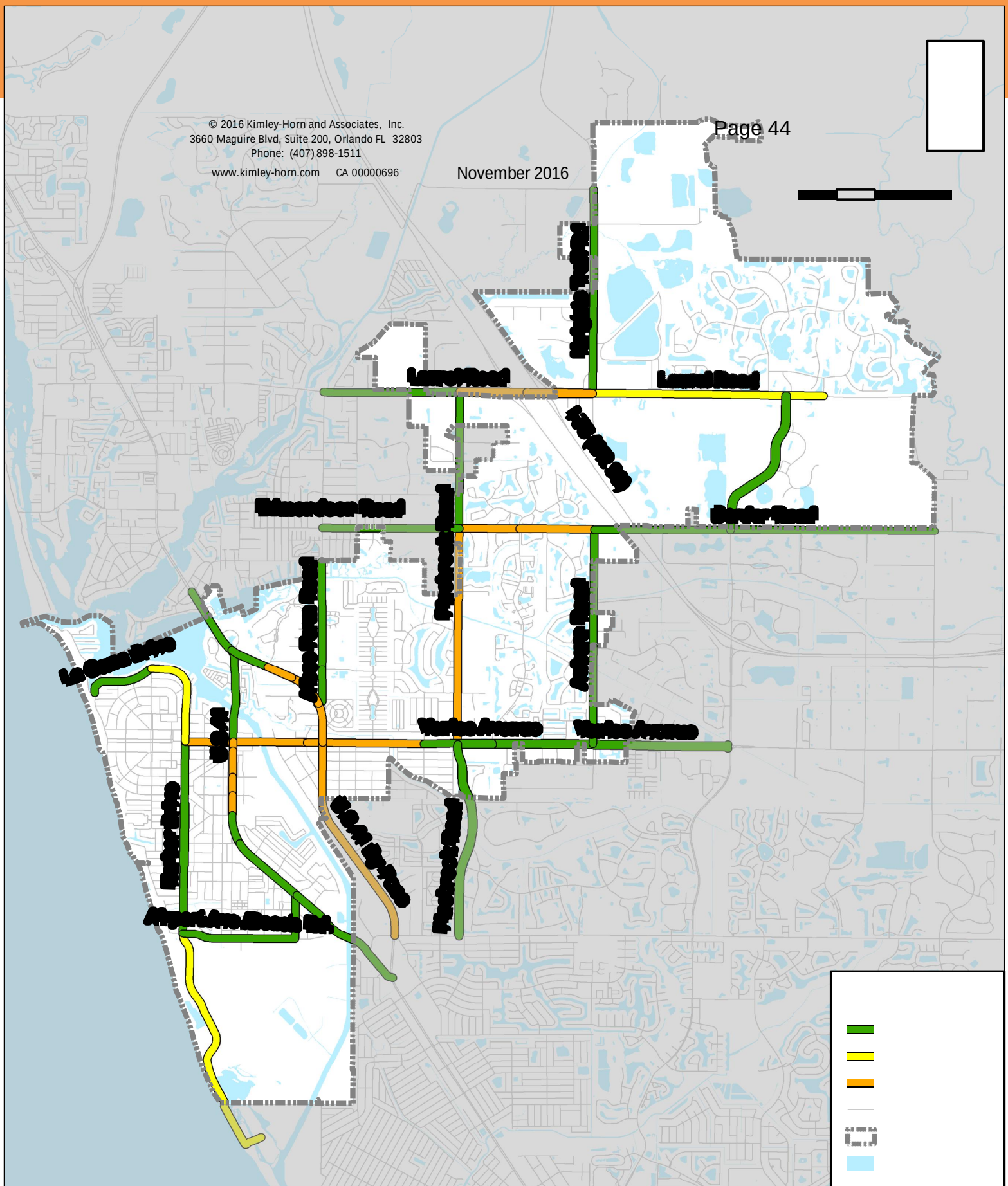

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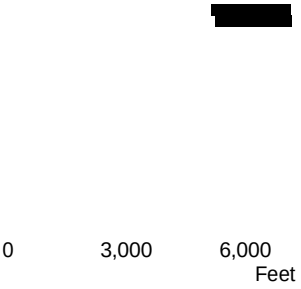
Table 22: 2030 Bus Level of Service

Roadway	From	To	Bus LOS
Airport Ave./Beach Rd.	Harbor Dr.	Avenida del Circo	D
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	C
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	C
Harbor Drive	Beach Rd	South of Beach Rd	C
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	E
Laurel Road	Pinebrook Rd	I-75	C
Laurel Road	I-75	Knights Trail Rd	C
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	B
U.S.41 By-Pass (SR 45A)	Bird Bay Dr	TJ Maxx Ent.	C
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	C
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	C
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	C
U.S.41 (SR 45)	Colonia Ln	U.S. 41 By-Pass	B
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	E
U.S.41 (SR 45)	Venice Ave	Miami Ave	B
U.S.41 (SR 45)	Miami Ave	Milan Ave	B
U.S.41 (SR 45)	Milan Ave	Turin St	B
U.S.41 (SR 45)	Turin St	Palermo Pl	B
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	C
U.S.41 (SR 45)	San Marco Dr	Avenido Del Circo	E
U.S.41 (SR 45)	Avenido Del Circo	U.S. 41 By-Pass	D
Venice Avenue	Harbor Drive	Bus. U.S. 41	C
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.	D
Venice Avenue	Cherry St	Pinebrook Rd	D
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	D
Venice Avenue*	Auburn Rd	Jacaranda Blvd	D

Note: * - A portion of the segment is outside the city limits.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Streets
City Boundary
Water Bodies

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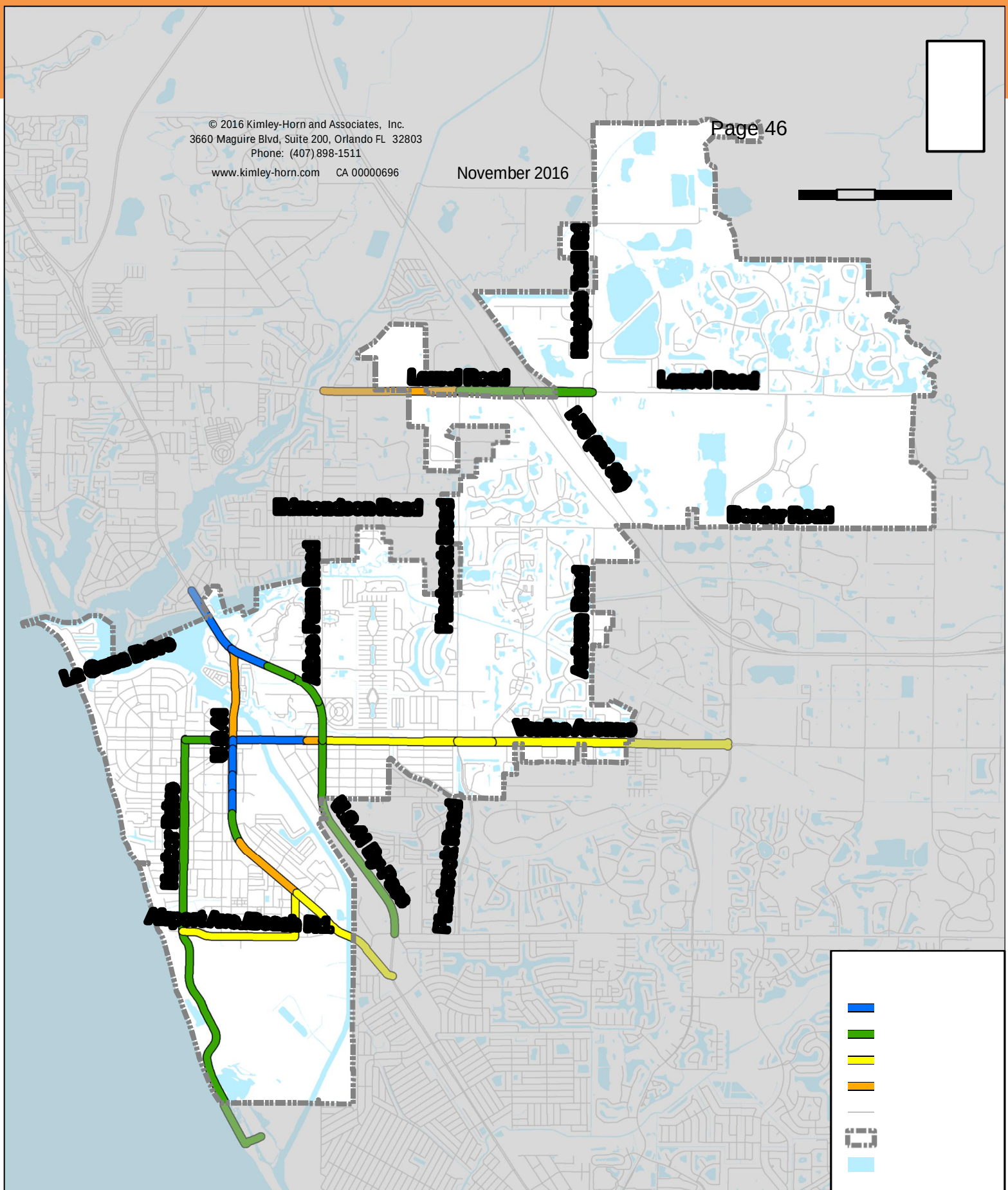
November 2016



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DIA–109

Venice, FL
City on the Gulf

OPEN SPACE ELEMENT - CONSERVATION

The City of Venice's coastal areas have been shaped by many of the same pressures placed on coastal areas throughout Florida – the economic motivation to turn aquatic ecosystems into developable land and the need to improve navigable waterways. For example, the City of Venice was bisected by the Gulf Intracoastal (ICW) Waterway in 1967. Additionally, Venice's coastal and waterway shorelines are constantly changing due to longshore currents and tidal actions associated with manmade activities and forces of nature.

The estuaries of northern Venice are comprised of three interconnected shallow bays: Lyons Bay, Dona Bay, and Roberts Bay. These bays are separated from the Gulf of Mexico by barrier islands. The salinity in these bays experienced an anthropogenic increase in the early 1900s from the construction of the Venice Inlet and jetty resulting in increased exchange of tidal waters from the Gulf of Mexico (Florida Sea Grant Program, *A Historical Geography of Southwest Florida Waterways, Volume 1: Anna Maria Sound to Lemon Bay* , "Altering Land and Water for Coastal Development: Venice, Florida)

Due to the nature of the Conservation Analysis, portions of the previous DIA have been retained and incorporated herein.

It is in these areas that freshwater mixes with the saline bays through discharge from Shakett Creek and Curry Creek. Prior to development, these creeks were fed by freshwater drainage from north Sarasota County and from the Myakka River. As urbanization has increased, anthropogenic activities such as ditching and channeling have affected the rate and quality of freshwater discharge coming into the bays. Tidal exchange has also been affected by the construction of bridges, seawalls, and other impediments. As a result, the bays now contain more suspended solids and silt, contributing to algae and slowing the growth of sea grasses.

In the 1960s and 1970s the Venice area experienced the majority of its conversion from natural shoreline (mangroves and beaches) to concrete seawalls. In addition to seawall construction, many of the shallow estuarine areas were dredged for fill dirt for waterfront parcels. This activity changed and even destroyed much of the aquatic ecosystem of this area and the surrounding bays. According to the Florida Sea Grant Program, more than 80 percent of the waterfront in the Venice area has changed within the past century as a result of development. [3]

Shaped by John Nolen's 1926 General Plan for the City of Venice, the City was designed to embrace its coastal environment. Nolen's plan integrated the City's neighborhoods, activity centers, schools, streets, public facilities, and parks with its coastal environment. Due to the dredging of the ICW and modern development patterns, the City's landscape has changed significantly since 1926. Much of the original land use patterns illustrated within John Nolen's 1926 General Plan for the City of Venice was constructed by the Brotherhood of Locomotive Engineers thereby creating the coastal environmental framework seen today.

The Open Space Element - Conservation recognizes the importance of protecting the marine environment for all species and marine life to ensure that a balance between humans and nature is maintained. To accomplish this goal, achievement standards must be established for the community's marine environment. Such standards would identify the current health of marine ecosystems and establish goals for improvement.

Recommendations that have been incorporated into the Open Space Element strategies include:

- Ensure public and private water areas provide public accessibility to the community's marine

resources

- Provide public access to water front areas either through public beaches, parks, and conservation areas or through private spaces such as outdoor seating areas, courtyards, and mixed-use development areas
- Support marine resources and facilities Protect the natural marine habitat
- Identify ways to improve the health of the marine ecosystem and, specifically, diminish the impacts caused by red tide

As noted in the previous DIA, The City of Venice Land Development Code currently includes two environmental zoning districts, "OUC" (Open Use Conservation) and the "MP" (Marine Park) districts.

The OUC district is intended to preserve and protect the open spaces, park lands (where not otherwise zoned "GU": Government Use), wilderness areas, marsh lands, water sheds, water recharge areas, scenic areas, and beaches. Another purpose of this zoning district is to conserve fish and wildlife areas. This district is also responsible for the protection of life and property in areas subject to flooding.

The MP district is intended to protect and preserve submerged lands within the city. All designated waters, including, but not limited to all boat basins, bays, bayous, canals, lakes, rivers, streams, waterways, Gulf of Mexico, as well as all publicly and privately owned submerged lands extending from the mean high water line or bulkhead line are included in this district.

The Land Development Code also includes the gulf-front setback section, which creates a building setback line congruent to the 1978 coastal construction control line as depicted on the official zoning atlas, or a distance of 150 feet from the mean high-water line, whichever is greater. The purpose of this setback line is to protect the properties located along the Gulf of Mexico from erosion, flooding, and other direct impacts from the waters of the Gulf. This section of the code has a provision which prohibits development of any kind seaward of the gulf- front setback line.

Venice's coastal location is one of the community's primary economic stimuli as it attracts tourists, seasonal residents, and retirees to the community. One of the key economic sectors in the City is tourism followed by home construction/development, health care, and senior living services. Future land uses support the conservation of natural assets, the access and enjoyment of the City's waterfront (marina, water parks, etc.), seasonal and permanent residential uses within the Coastal Planning Area while adhering to the adopted State Statutes.

Waterfront property is a valuable commodity in the Venice area. Venice area realtors indicate that waterfront residential properties have values that are at a minimum 50 percent higher than non-waterfront properties. This desirability has led to a diverse residential housing stock in coastal areas including mobile homes, multi-family, condominiums, and large single family homes.

Venice includes a number of commercial and industrial areas that are adjacent to the City's waterfronts. The land uses within these areas include a wide variety of intensity and also present opportunities for redevelopment. Waterfront Areas – Seaboard (Gateway Neighborhood). Venice will continue to pursue and enhance the livability of its waterfront areas as the City evaluates how to redevelop properties along the ICW including opportunities for public-private partnerships. Redevelopment within the Gateway Neighborhood and in a limited scale, the Island Neighborhood will include the enhancement Seaboard Mixed use area which is intended to promote a mix of uses, retail, office, industrial and residential within this critical area of the City. The City recognizes that this area is underutilized by its existing industrial and commercial use, and based on its network of streets; and limitations in stormwater management. As such, a key focus of the southern portion of the Gateway is to redevelop as a mixed-use area with a variety of public

and privates uses.

These redevelopment activities are intended to:

- Encourage the preservation of working waterfronts
- Maintain appropriate public access to the City's water resources Promote commercial
- and recreational uses
- Mitigate potential impacts to historic resources
- Protect community character
- Provide adequate infrastructure (potable water, sewer, transportation, etc.)

As noted by the Florida Department of Economic Opportunity (DEO), the Coastal High Hazard Area is an area particularly vulnerable to the effects of coastal flooding from tropical storm events and is defined by section 163.3178(2)(h)9, Florida Statutes, 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. Section 163.3177(6)6., Florida Statutes, requires that local governments limit public expenditures that subsidize development in Coastal High Hazard Areas. Section 163.3177(6)(a)10.a., Florida Statutes, requires that local governments designate Coastal High Hazard Areas on their future land use map series. The Statutes further note in Section 163.3178(1), Florida Statutes, that local governments restrict development activities where such activities would damage or destroy coastal resources and that such plans protect human life and limit public expenditures in areas that are subject to destruction by natural disasters.

As required by the Statutes, the City has incorporated the definitions of Coastal Planning and the CHHA into the Land Use and Open Space Strategies. In addition, the following maps have been created identifying the CHHA and the future land use designations impacted by the CHHA. The following tables provides a comparison of the previously adopted CHHA Map and the recent CHHA Map including acres and parcels impacted. This information is based specifically on parcel data. The table provided on page 4 indicates the Future Land Use designations (proposed as part of the 2017 Comprehensive Plan) and respective acreages encompassed by the CHHA including roads/right-of-way and other areas not included as a parcel.

Table: CHHA boundaries comparison Old: New (2008) and Number of Parcels

	Total # of Parcels Clipped	Residential Parcels Clipped	Non Residential Parcels Clipped	Residential Parcels Acres Clipped	Non Residential Parcels Acres Clipped	
CHHA OLD	305	235	70	122.0	287.8	
CHHA NEW	738	602	136	143.8	324.4	
DIFFERENCE	433	367	66	21.8	36.6	

Table: CHHA boundaries comparison Old: New (2008) and Acres (per parcel data)

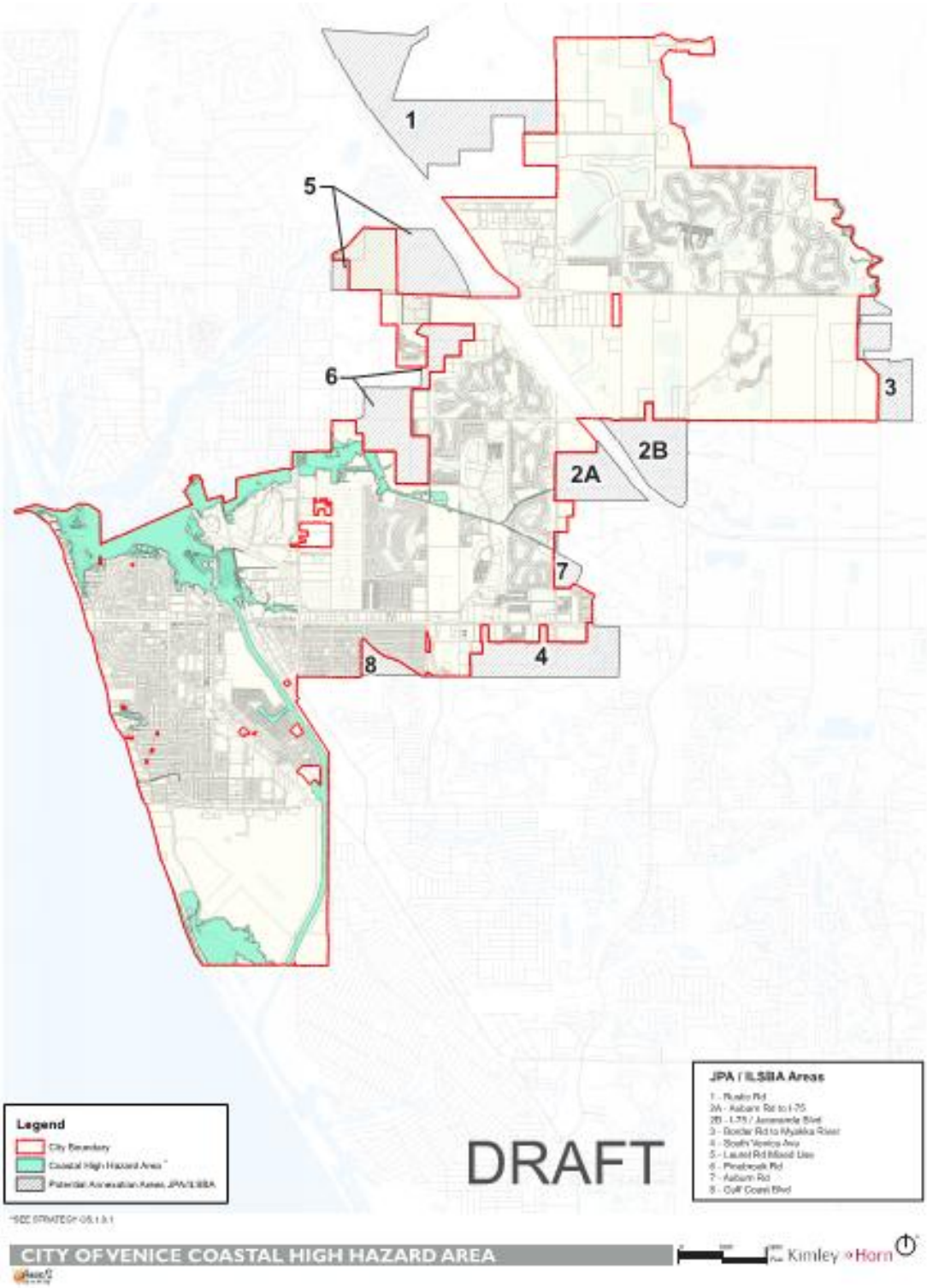
	Residential Parcels Acres Total	Non Residential Parcels Acres Total	Units
CHHA OLD	416.9	721.9	3,254
CHHA NEW	509.5	1148.8	3,994
DIFFERENCE	92.6	426.9	740

Table: CHHA boundaries and acreages per new (proposed Future Land Use designations (includes ROW/non-parcel areas)

New CHHA FLU Designations

FLU Designation	Total Acres
COMMERCIAL	48.82
CONSERVATION	547.37
GOVERNMENT	8.38
HIGH DENSITY RESIDENTIAL	72.18
INDUSTRIAL	12.85
INSTITUTIONAL PROFESSIONAL	3.33
LOW DENSITY RESIDENTIAL	141.24
MEDIUM DENSITY RESIDENTIAL	26.60
MIXED USE CORRIDOR	70.15
MIXED USE DOWNTOWN	11.17
MIXED USE RESIDENTIAL	158.09
MODERATE DENSITY RESIDENTIAL	226.22
OPEN SPACE FUNCTIONAL	469.76
TOTAL	1796.2

Note: the difference in acreage between the FLU designations and the comparison tables is due to (based on) right-of-way and other areas not designated as a parcel.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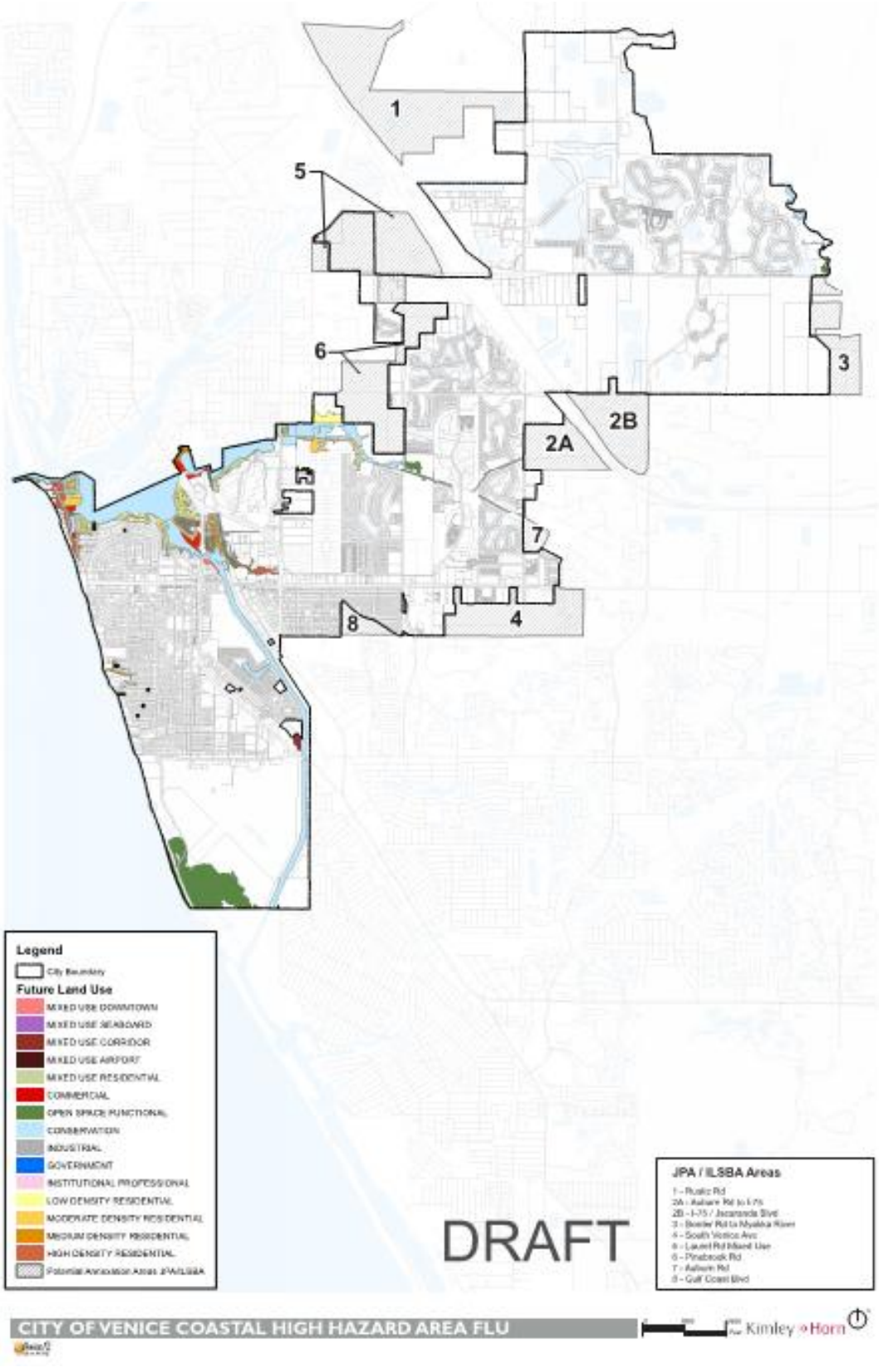
Legend
City Boundary
Coastal High Hazard Area *
Potential Annexation Areas JPA/ILSBA
JPA / ILSBA Areas
DRAFT
CITY OF VENICE COASTAL HIGH HAZARD AREA
Kimley»Horn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2B
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Legend
City Boundary
Future Land Use
MIXED USE DOWNTOWN
MIXED USE SEABOARD
MIXED USE CORRIDOR
MIXED USE AIRPORT
MIXED USE RESIDENTIAL
COMMERCIAL
OPEN SPACE FUNCTIONAL
CONSERVATION
INDUSTRIAL
GOVERNMENT
INSTITUTIONAL PROFESSIONAL
LOW DENSITY RESIDENTIAL
MODERATE DENSITY RESIDENTIAL
MEDIUM DENSITY RESIDENTIAL
HIGH DENSITY RESIDENTIAL
DRAFT
JPA / ILSBA Areas
CITY OF VENICE COASTAL HIGH HAZARD AREA FLU
Kimley»Horn

To minimize redundancy in information, analysis and information regarding the coastal planning including the CHHA is provided in the Land Use Element.

The Open Space Element has included updated Strategies that seeks to minimize public utility infrastructure and limit public liability by discouraging new development activities in the coastal high hazard area. In an effort to minimize public and private liability in the CHHA, the Comprehensive Plan includes strategies to discourage development and prohibit increases in density and intensity. Strategy language is provided in both the Land Use and Open Space Elements under Coastal High Hazard.

Since the mid-1980s, the State of Florida's Local Government Comprehensive Planning and Land Development Regulation Act has required all coastal communities to develop a Post- Disaster Redevelopment Plan (PDRP). The intent of a PDRP is to address all hurricane disaster recovery issues in a plan before a disaster occurs so that the community is prepared to deliver emergency services.

In 1994, the City developed a study entitled *Creating a Hurricane Tolerant Community* (HTC). The HTC 1) reviewed the geography of the community as it relates to hurricane impacts, 2) offered solutions to address potential disaster problems before a hurricane occurs, and 3) found a need for strengthened communication and education efforts. Successful implementation of the HTC recommendations could reduce damage and prevent catastrophic hurricane damage to the community. In 1994, the HTC was approved by the State as the City's PDRP. In addition to the HTC, Venice also maintains an Emergency Management Plan, which is updated yearly.

The City coordinates its disaster management practices with Sarasota County Emergency Management under the Local Mitigation Strategy (LMS). The purpose of the LMS is to coordinate with participating jurisdictions to identify and prioritize projects and initiatives that are mitigating in nature. A mitigation project is defined as having elements that reduce the natural hazard impact to the community. Sarasota County and each municipality within the County (Cities of North Port, Longboat Key, Venice and Town of Longboat Key) have approved the plan. The Federal Emergency Management Agency (FEMA) subsequently approved the plan on August 8, 2004 which remains effective through February 24, 2010 with annual updates. The City also coordinates efforts with the Southwest Florida Regional Planning Council.

Since 1991, the City of Venice participates in the Community Rating System (CRS) program for National Flood Insurance Program (NFIP). The goals of the CRS are to reduce flood losses, to facilitate accurate insurance rating, and to promote the awareness of flood insurance. The CRS has been developed to provide incentives for communities to go beyond the minimum floodplain management requirements to develop extra measures to provide protection from flooding.

Another effort to better manage emergency response within the City is the establishment of the Code RED® Emergency Telephone Calling System, which provides a high-speed telephone communication for emergency notifications. The system employs an internet mapping capability for geographic targeting of calls, coupled with a high speed telephone calling system capable of delivering customized pre-recorded emergency messages directly to homes and businesses at the rate of up to 60,000 calls per hour.

Venice's natural environments were incorporated into the design plan for the City. Nolen viewed these areas as community assets and sought to ensure that the community's built environment supported them. In Nolen's book "New Towns for Old" he explained his philosophy regarding the protection of such areas, *"A glance at the plan will show the large amount of open area retained… The retention of this has been an important feature of the work… The terrace is steep, but, cultivated with native shrubs, forms a striking feature in the village scene."* This commitment to incorporating the City's natural areas and open spaces continues today as the City has sought to preserve, protect,

and promote its waterfront natural areas and open spaces. These areas include Curry Creek Preserve and Myakka River Park which were added to the park system in the last several years.

Venice's coastal resources encompass over four miles of shoreline along the Gulf of Mexico and the adjacent bays They include a variety of developed and natural areas, with the developed areas located in the northern section and the natural areas located to the south. The coastal area has four primary functions:

- Shoreline protection from severe weather events Habitat for
- marine life
- Public space supporting Venice's character and quality of life
- Economic generator contributing to the City's tourism and retirement economy

The beach and dune area buffer the City from the Gulf of Mexico. This area is important because it helps ensure the City is protected from coastal erosion, storm surges, and other tidal actions. Unlike other Sarasota County mainland areas, Venice does not have barrier islands. As a result, Venice is directly exposed to the Gulf of Mexico.

The beach area changes in surface area due to longshore currents that displace the sand along the shore. From 1883 to 1974 the shoreline from Venice Inlet to Red Lake eroded between 150 and 350 feet. The problem along the shore is aggravated by Casey's Pass (the Venice Jetty), which was built in conjunction with the ICW. The jetty acts as a littoral barrier to the natural north- south longshore currents. The result is that Venice's shoreline is left vulnerable to the Gulf's currents and tidal actions.

In 1984, the U.S. Army Corp of Engineers published the "Beach Erosion and Hurricane Protection Study." This Report concluded, *"a substantial portion of the recorded erosion south of Venice Inlet can be attributed to the Inlet itself and, therefore, Federal mitigation may be required for the erosion caused by the Federal navigation project."* As a result of this report the Corp established a fifty year Local Cooperative Agreement (LCA) with the City of Venice. The LCA called for beach nourishments to be completed approximately once every 10 years. From 1994 through 1996, the City of Venice conducted two beach nourishment projects placing 1,914,000 cubic yards of sand on City beaches. In 2005, the City completed the first of five beach re-nourishment enhancements (placement of 900,000 cubic yards of sand) that are scheduled to take place over the next 50 years in accordance with the original 1994 re- nourishment plan. The 10-million-dollar project was funded by the city, state and federal governments.

In order to mitigate environmental impacts to offshore hardbottom habitat associated with the beach re-nourishment projects, the City has developed a habitat replacement plan. This plan calls for the construction of three replacement limestone reefs. The reefs will be placed in 12 to 14 feet of water. Multiple reefs, totaling 7.3 acres, are more preferable to a single reef because they will distribute the benefits along the project length and more closely mimic pre-project conditions. Once installed, the City will continue to monitor marine activity along the reef.

Venice's Gulf waters provide a healthy marine habitat for a variety of species. This aquatic ecosystem includes the Gulf of Mexico and its tributaries, Gulf floor, mangroves, seagrass beds, reefs, and marine animals, fish, and other sea creatures. This active ecosystem provides habitat for a number of species including dolphins, sea turtles (that nest on Venice's beaches), manatees, pelicans, sharks, sand dollars, sea urchins, scallops, mollusks, crabs, shrimp, and a variety of other species.

The City is committed to ensuring that this ecosystem remains healthy and vibrant. In 1997 an artificial reef was created 2.65 miles south of the Venice Inlet. This reef covers approximately 1.8 acres and consists of concrete construction materials. A second effort is underway through which additional reefs will be created.

Blooms of *Karenia brevis* or Red Tide, a single-celled organism, have become more frequent along the Gulf coast in recent years. These blooms cause respiratory irritation in humans and the neurotoxins released by the algae suffocate fish and other marine species causing dramatic fish kills along Gulf beaches. These conditions result in a number of economic and ecological impacts to the City including impacts to tourism and the quality and safety of the City's water resources. Coordination with regional partners such as Mote Marine Laboratory and the efficient clean-up of post-bloom fish kills are critical to the health and safety of Venice's beaches as Red Tide becomes a frequent occurrence.

Roberts Bay and Dona Bay are two of three large bays located at the north of Venice's city limits. Access to these bays is provided by the Venice Inlet and the ICW. Sarasota County is in the process of developing the Dona Bay Watershed Management Plan for this area in conjunction with regional partners such as Mote Marine and the Southwest Florida Water Management District.

Major hydrologic alterations to these watersheds have resulted in lowered salinities and increased sediment and nutrient loads. The ecosystems that are supported by these waters have been significantly impacted by these changes, including loss of seagrass, oysters, benthic species, and fish resulting from turbidity and anoxic conditions. Most of these changes have been caused by anthropogenic drainage activities including ditching and channeling the creeks of the watershed: Curry Creek, Hatchett Creek, and Cow Pen Slough. Moreover, seawalls have replaced much of the natural mangrove coastline along these bays and have contributed to the degradation of the ecosystems.

Water quality within the Dona and Roberts Bay Watersheds is generally good, but significant ditching within the watershed has significantly altered the volume and timing of flows to Dona Bay and Roberts Bay causing impacts to the biological communities within the estuaries. [5] The wide shift in salinities from the rainy season to the dry season decreases the ability for a stable biological community to develop within these watersheds.

The Dona Bay Watershed Management Plan's objective is to re-balance the amount and quality of water entering the bays in order to reflect pre-drainage conditions. The City benefits from the aesthetic, recreational, and ecological value of these bays. In order to protect this value for future generations, the City must coordinate with these efforts through the Comprehensive Plan and other regulations.

[4] Sarasota County Drainage Basins Water Quality Assessment. According to EPA's new Integrated Water Quality Assessment process, *good (meets designated use).* All surface waters within the watershed are supporting their use classification with no evidence of non-point source problems.

The ICW was constructed in 1967 to provide safe boating and access to Gulf harbors. The Venice Inlet and Jetty, formerly known as Casey's Pass, was first dredged around 1925 and the jetty was completed in 1938. Both of these waterways provide access to Roberts Bay and Dona Bay and to points north and south, such as the City of Sarasota and Charlotte Harbor.

Water quality and non-point source pollution is an ongoing concern for the Intracoastal Waterway and its adjacent bays. Runoff from residential, commercial, and industrial uses along the waterway and its tributaries affect the salinity and quality of its waters. Sarasota County is currently in the process of developing a watershed management plan for the bays to the north of the ICW.

Curry Creek and Hatchett Creek flow east/west between the ICW and the Myakka River. A large portion of Curry Creek is currently protected by the Sarasota County Environmentally Sensitive Lands Protection Program (ESLPP). Eighty acres of land surrounding the most sensitive portion of Curry Creek have been acquired through the ESLPP, which includes habitat for gopher tortoises and Florida scrub jays. The protected site is located northwest of the City's Wellfield Park and connects to Roberts Bay to the west. The remainder of the creek is channeled and eventually connects to the Myakka River to the east.

Hatchett Creek is located in a more urban setting and is a major collector of stormwater. The creek sits within the 100-year floodplain near the intersection of Venice Avenue and U.S. 41 (Venice Bypass). Hatchett Creek connects with the ICW. The creek contains some wetland characteristics but has low environmental quality due to invasive non-native species and runoff pollutants.

According to the Sarasota County Drainage Basins Water Quality Assessment, Curry Creek exhibits several opportunities: erosion, sedimentation, siltation, and oxygen depletion; however, the assessment rated the water quality as 'good'. Hatchett Creek also exhibits some concerns: erosion, sedimentation, siltation, oxygen depletion, and habitat alteration (i.e., declining seagrass acreage). The assessment also rated the water quality of Hatchet Creek as 'good'.

The Myakka River flows north to south and passes through the easternmost portion of the City. The Myakka River was designated as a Wild and Scenic River (Section 258.501, Florida Statute 1993) in 1985 and is considered environmentally sensitive with ecological, fish and wildlife, and recreational values that are unique to the State of Florida. The Myakka Wild and Scenic River Management Plan was adopted in 1990, the River Rule (62D-15, F.A.C.) was adopted in 1991, and a Memorandum of Agreement (MOA) with Sarasota County, the Department of Environmental Protection, and the Department of Community Affairs was signed in 1998. A MOA with the cities of North Port and Venice is in process and will be developed in conjunction with the Comprehensive Plans for these communities.

According to the Wild and Scenic River designation, governments adjacent to the Myakka River shall manage the Myakka River Wild and Scenic Protection Zone under their existing authorities including comprehensive planning, the regulation of land development activities, and other necessary or appropriate ordinances. This management should be in conformance with Section 258.501, the management plan, and agreements adopted by the Florida Department of Environmental Protection and the Department of Community Affairs with the cities and counties pursuant to this section.

The Myakka River is threatened by land use changes in the watershed, changes in hydrology, water quality degradation, and invasive non-native species of plants and fish. In terms of pollutants, there is an increasing concern regarding agricultural runoff and oxygen depletion. The Water Quality Assessment – "Sarasota County Drainage

Basins" rated the water quality as poor.

Protection of the Myakka River corridor will require land acquisition, regulation, and coordination with the Myakka Wild and Scenic River Management Plan and the Sarasota County Manatee Protection Plan. Currently, the City is represented on the Myakka River Management Coordinating Council, which is comprised of representatives from regional agencies and local governments. The Myakka River Management Coordinating Council provides interagency and intergovernmental coordination in the management of the river.

The City has acquired park property adjacent to the Myakka River. This park will provide passive recreation on the river and will include a small kayak/canoe launch. The Joint Planning & Interlocal Service Boundary Agreement (JPA/ILSBA) between the City of Venice and Sarasota County identifies additional protections for the river including: designating additional conservation lands, prohibiting motorized boats, and requiring the Sarasota County Manatee Protection Plan to be applied to the JPA/ILSBA areas.

Comprehensive Plan Update Planning Framework

The City's process included an extensive public visioning process, identification of local critical issues, and the determination of areas of opportunity to be addressed in the Comprehensive Plan update. These opportunities are summarized as follows:

Opportunity 1: Ensure that the developed areas along Venice's coastal and waterway shorelines are used in an optimal capacity and identify areas for redevelopment.

opportunity 2: Commit to sustainable forms of development which enhance developed coastal and waterway areas while protecting natural environments.

Opportunity 3: Maintain marine services and resources necessary for a water-based community.

Opportunity 4: Continue to identify and address natural marine occurrences (such as red tide and beach erosion) that may have a negative impact on the coastal and waterway environment.

The Comprehensive Plan planning framework addressed the opportunities identified through the public review process including workshops and hearings before the Planning Commission. Based on this, strategies were developed which

1) creates standards for the safe development of coastal and waterfront areas,
2) ensures all community members have access to the City's marine resources and protects the native marine habitats for native species, and
3) foster regional coordination of marine environments and water-oriented development areas.

Specifically, the City has developed Strategies within both the Land Use and Open Space Elements supporting the following:

- Promote Venice's coastal and waterfront areas by establishing standards for improving their use, access, and character.

- Minimize the impact of natural hazards to the community by directing people from developing within coastal high hazard areas.

- Preserve, expand, and protect marine resources for both people and natural communities. The marine resources in Venice include Gulf of Mexico, Roberts and Dona Bays, Intracoastal Waterway, Myakka Rivers, Curry and Hatchett Creeks, and their tributaries.

  The planning framework appreciates that the City's marine resources are important to both people and natural species. In doing so the plan establishes strategies that promote the use and protection of its marine resources for all communities who use it. These strategies recognize there needs to be a balance between public demands on marine resources and natural species dependency of a healthy marine ecosystem. This balance is achievable

by: 1) improving the health of impaired water bodies, 2) maintaining and acquiring conservation areas, 3) preventing boats from discharging in City waterways, 4) prohibiting landfill and dredging activities, and 5) implementing the Manatee Protection Plan.

- Coordinate with intergovernmental partners to improve coastal and waterfront development areas and protect water-oriented resources.

  The City of Venice must work with its regional partners if it is to successful addressing its coastal and waterway management issues. This planning framework addresses this reality by establishing strategies which foster regional coordination on all marine related issues including

  1. compliance of all local, regional, state, and federal laws,
  2. coordination of boating resources and needs,
  3. protection of marine ecosystems and aquatic environments, and
  4. funding of water-based programs and initiatives. Through the coordinated efforts of all local, regional, state, and federal partner entities, the City will be able to ensure the health and vitality of its marine resources and environments.

HOUSING ELEMENT

The Housing Element is designed to promote the development of housing options that meet the diverse needs of the City of Venice. The City is committed to providing an array of housing alternatives and choices to various income levels. The intent is to establish a variety of housing types and price ranges to meet the demand for current and anticipated future residents. Housing alternatives for young adults, working families, empty nesters, recent retirees, and senior adults.

Affordable Housing choices is a concern for the City as it will become more difficult to find, attract, and retain a reliable workforce. The City, along with its regional partners, including Sarasota County, must actively seek ways to provide diverse housing options to meet the needs of a diverse population.

The provision of safe and attainable housing has been one of the major goals for all levels of government in Florida. The State of Florida established the Florida Housing Act of 1972 which includes: *"…decent, safe, and sanitary housing and suitable living environment for all citizens of Florida at a price they can afford…"* Housing is a significant issue to the City because it determines the make-up and character of our community. The type of housing (types and rates) as well as the development style and character of the City's neighborhoods will be a continuing item of concern and discussion for the City and its residents.

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. Development in recent years has gravitated northeast capitalizing on proximity to the I-75 corridor, connecting Venice to Sarasota and Tampa to the north and Fort Myers to the south.

As has been an continuing trend, the attainable (affordable) housing and rental housing stock in Venice is becoming increasingly limited. There are a number of reasons for this lack of housing stock, including market forces and development pressures. Yet, as the desirability of the City has increased, part of these properties have been converted to private condominiums. The privatization of these rental units has exacerbated a problem caused by the lack of apartments in other areas of the community, as the newer developed areas are dominated by single-family suburban neighborhoods.

Previously, the 2006 Evaluation and Appraisal Report (EAR) found that the City must address the needs for community housing options. This was reinforced during the 2010 Comprehensive Plan update and again is a key issue with the 2017 Comprehensive Plan. Community Housing is defined as housing options that address the diverse need of a multi-generational, mixed income population. Consistent with previous findings, a lack of community housing options have been identified as preventing or limiting Venice's workforce and fixed-income seniors from living in the City.

Based on discussions with the City, employers within the City, the Foundation and Sarasota County, affordable (attainable) community housing is identified as a regional issue and need.

The Housing Element continues to recommend a coordinated regional response that addressed the area's long-term affordable community housing needs.

Strategy actions identified / needed include:

- Provide a variety of home ownership rental options
- Ensure a proper mix of single family and multi-family options
- Utilize the Mixed-use areas to increase the diversity of housing options
- Develop incentives and regulations, ideally within the Land Development Code, that will increase the supply of community housing and protect the City's neighborhoods
- Develop affordable housing opportunities (i.e.; community land trusts, low-interest loans, down payment assistance)

.Housing

As noted in the Housing Element, 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. Providing an analysis of the City's housing is a difficult task considering the continual changes in the housing market and the availability of data that reflects the current housing market conditions. Generally, the data regarding housing market conditions and affordability lag behind the current conditions. Consequently, this analysis uses the best available data from the following sources: United States Census 2010, American Community Survey (2010-2014), University of Florida (Shimberg Center for Housing Studies), Sarasota County Property Appraiser Office, Venice Area Board of Realtors, and Sarasota Association of Realtors (Monthly Statistics). The completion of the next U.S. census in 2020 will provide updated information and validation of future projections.

Venice Market Analysis

The City commissioned a Market Analysis that studied not only the economic indicators and market trends but also identified housing conditions within the City and the region. This analysis is provided in the Market Analysis as follows:

- 4. Demographic Profile
  - 4.2 Households
  - 4.3 Median Household Income
- 5. Residential Profile
  - Housing Unit Overview
  - For-Sale Residential
  - Rental Residential
- 9. Demand Projections
  - 9.3 Residential Demand

Portions of the Market Analysis have been excerpted and provided below for review and information.

Housing Types

As shown in *Table 1*, the City of Venice had an estimated 18,208 housing units in 2015, an increase of 25.3% from 2000. During the same time period, the Sarasota MSA added over 100,000 housing units, reaching approximately 421,218 in 2015. This equates to a 31.4% growth rate over the last 15 years. Venice housing units made up 4.3% of the Sarasota MSA total.

Table 1: Comparison of Housing Unit Trends, 2000-2015

				2000-2015 Δ		
Geography	**2000**	**2010**	**2015**	**#**	**%**	**CAGR**
City of Venice	14,533	17,328	18,208	3,675	25.3%	1.5%
Sarasota County	182,467	228,413	237,014	54,547	29.9%	1.8%
Sarasota MSA	320,595	401,103	421,218	100,623	31.4%	1.8%
Venice % MSA	**4.5%**	**4.3%**	**4.3%**	**3.7%**		

Source: ESRI; US Census; Kimley-Horn

The median year of completion for housing stock in the City of Venice was 1979, compared to 1984 for the Sarasota MSA (

Table 2). More than 60% of the City of Venice housing units were completed between 1960 and 1980, a result of development on or near the Island. The 19.1% share of housing units completed since 2000 have largely been concentrated in northeastern Venice. Housing completions in Venice have slowed following the Recession; only 1.1% of the inventory has been completed since 2010. Comparatively, the decade with the highest concentration of completions in the larger region was the 1970s.

Table 2: Comparison of Housing Stock by Year Built, 2013

Year Built	**City of Venice**	**Sarasota MSA**
1939 or earlier	1.5%	1.5%
1940-1949	1.0%	1.5%
1950-1959	6.9%	7.2%
1960-1969	13.8%	10.4%
1970-1979	29.7%	21.9%
1980-1989	19.2%	20.7%
1990-1999	8.7%	15.2%
2000-2009	18.0%	21.0%
2010 or later	1.1%	0.5%
Total	**99.9%**	**99.9%**
Median Year	**1979**	**1984**

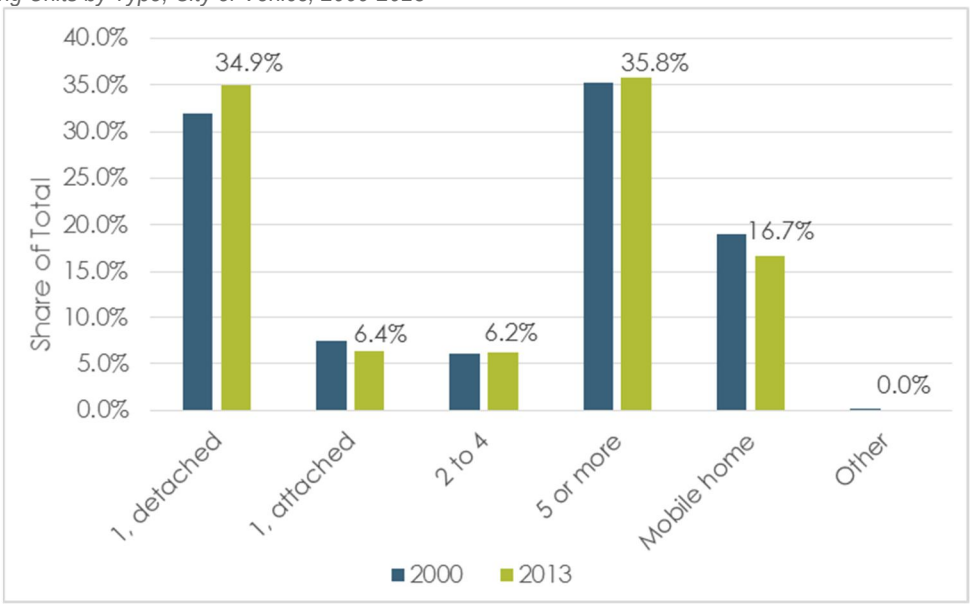
Source: ESRI; US Census; Kimley-Horn

Housing Units by Type

As shown in

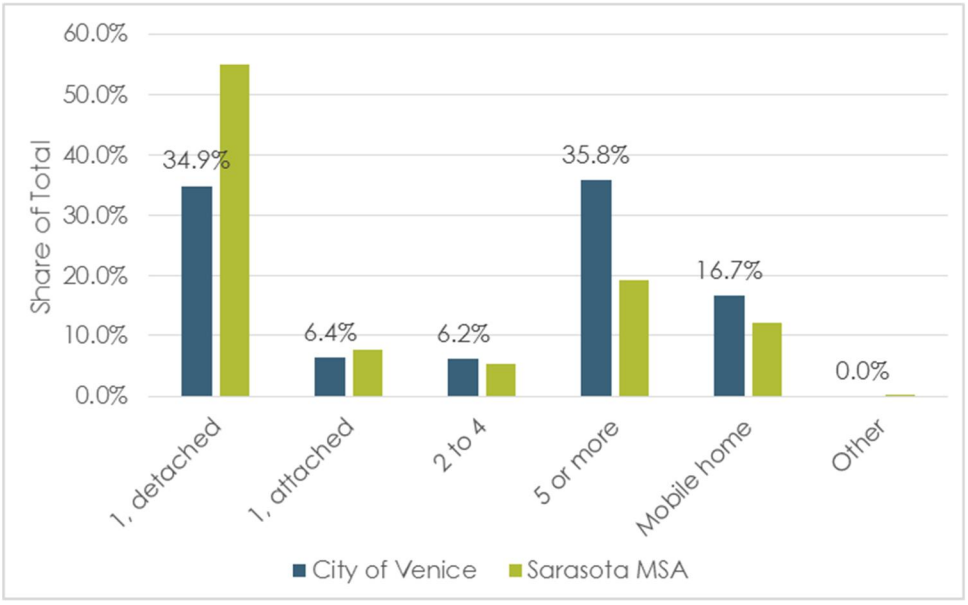
Graph 1, the share of single-family detached housing in the City of Venice experienced a slight increase between 2000 and 2013, from 32.0% to 34.9%. Larger multi-family developments, with five or more units, comprised the highest concentration of housing units by type at 35.8%. The share of mobile homes in Venice decreased from 19.0% in 2000 to 16.7% in 2013.

Graph 1: Housing Units by Type, City of Venice, 2000-2013



The Sarasota MSA had a significantly higher share of single-family detached housing stock than Venice, comprising 55.1% of the total (*Graph 2*). Conversely, the city of Venice had higher shares of multi-family product containing five or more units and mobile homes than the MSA.

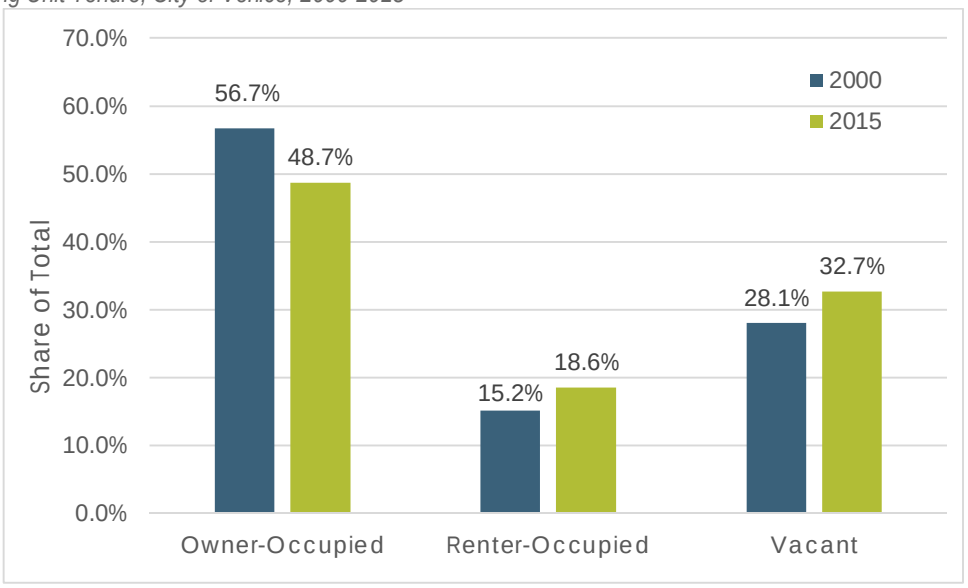
Graph 2: Comparison of Housing Units by Type, 2013



Housing Tenure

Consistent with national and state-wide trends, the share of owner-occupied units declined from 56.7% in 2000 to 48.7% in 2015 (*Graph 3*). Largely a result of the 2007-2009 Recession, the share of renter-occupied units and vacant units increased during the same time period.

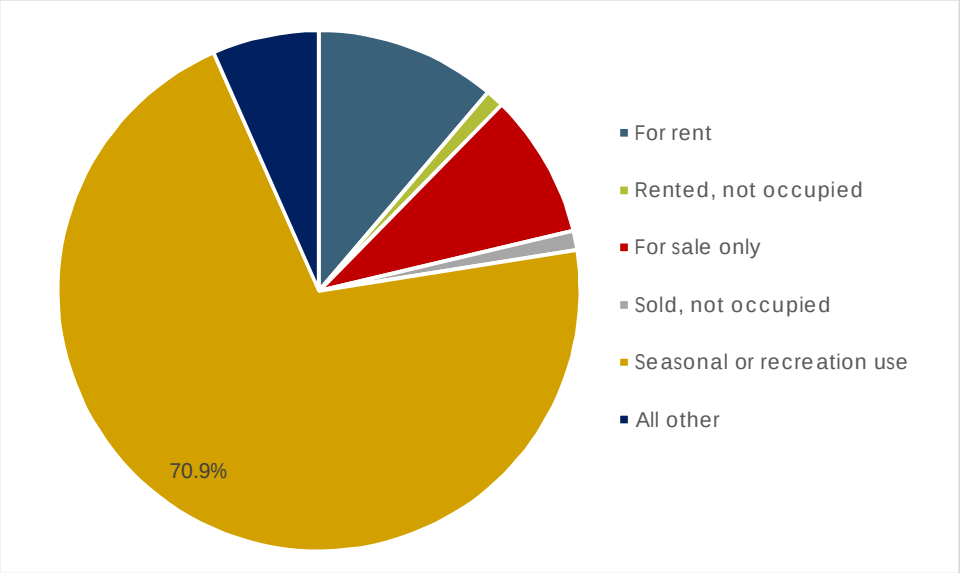
Graph 3: Housing Unit Tenure, City of Venice, 2000-2015



It should be noted that the share of vacant housing units in 2015 was notably higher than the national average of 11.6%, driven by seasonal households that reside in Venice for only a portion of the year. Of the estimated 18,208

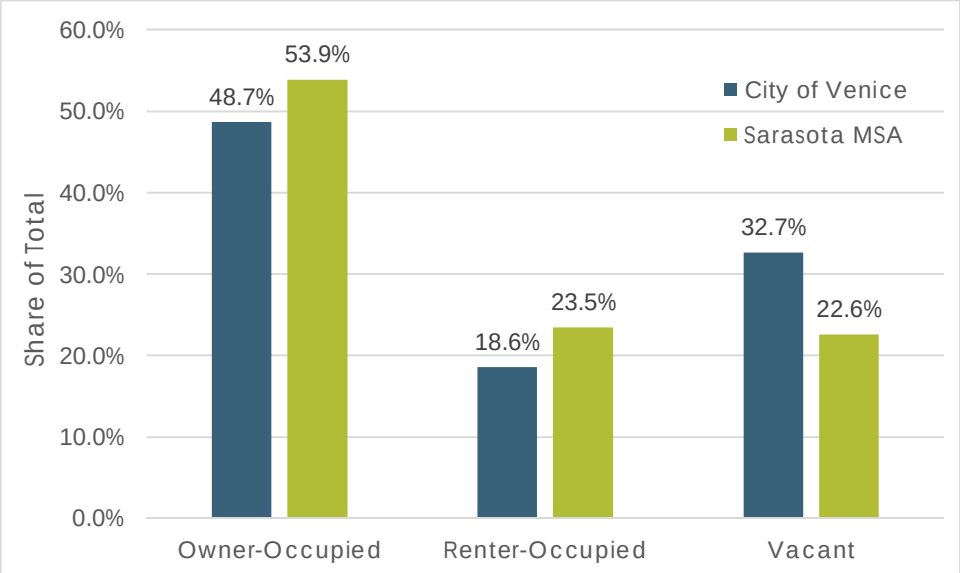
housing units in the City of Venice, nearly 6,000 are vacant. More than 70% of all vacant housing units in the City of Venice are related to seasonal or recreational use (*Graph 4*). Less than 20% of the inventory is considered available and on the market (for rent and sold and for sale only categories).

Graph 4: Share of Vacant Housing Units by Occupancy, City of Venice, 2014



As shown in
Graph 5, the 48.7% share of owner-occupied housing units in Venice was slightly less than 53.9% for the Sarasota MSA. However, the City of Venice's 23.5% share of renter-occupied units was higher than 18.6% in the MSA. The 32.7% share of vacant units in Venice was higher than 22.6% for the Sarasota MSA, a result of a more significant concentration of seasonal households.

Graph 5: Comparison of Housing Unit Tenure, 2015



For-Sale Residential - Owner-Occupied Housing Unit Overview

Owner-occupied housing units comprise nearly one-half of the total inventory in the City of Venice. This section presents detail on owner-occupied market performance, including multiple listing service (MLS) trends for the Sarasota MSA and Sarasota County.

Table 3 shows median values of owner-occupied housing units in the City of Venice compared to the Sarasota MSA. The median value of owner-occupied units in Venice is slightly higher than the MSA, $175,500 and $170,900, respectively. Approximately 27.6% of the owner-occupied units have a median housing value between $100,000 and $200,000, representing the largest concentration in Venice. Owner-occupied housing units valued between $100,000 and $200,000 make up 32.0% in the Sarasota MSA. For both geographies, housing units less than $200,000 make up more than half of the inventory.

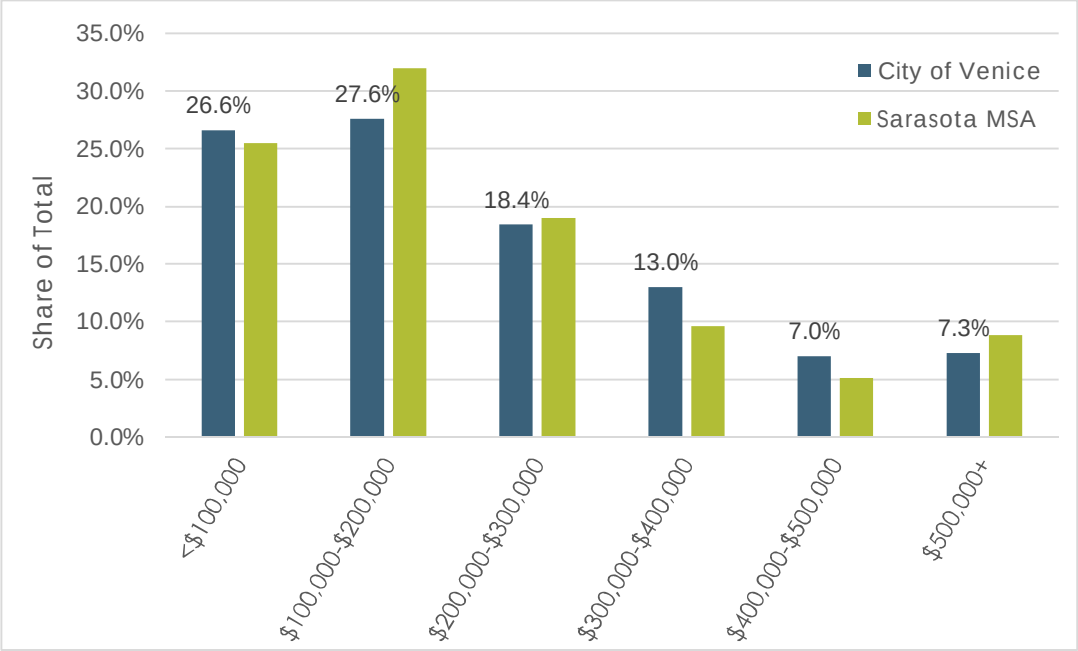
Table 3: Comparison of Owner-Occupied Housing Values, 2013

Owner-Occupied Housing Value	City of Venice	Sarasota MSA
<$100,000	26.6%	25.5%
$100,000-$200,000	27.6%	32.0%
$200,000-$300,000	18.4%	19.0%
$300,000-$400,000	13.0%	9.6%
$400,000-$500,000	7.0%	5.1%
$500,000+	7.3%	8.8%
Total	**99.9%**	**100.0%**
Median Value	**$175,500**	**$170,900**

Source: ESRI; US Census; Kimley-Horn

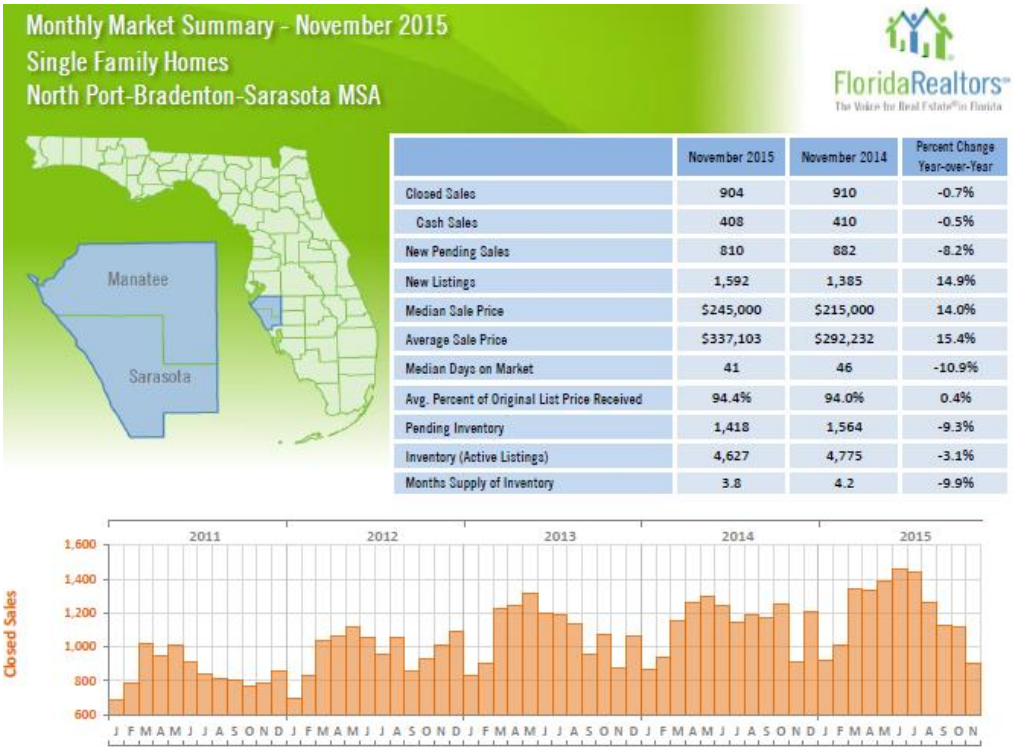
City of Venice has a comparable distribution of median home values when compared to the larger Sarasota MSA (*Graph 6*). The most notable variations are Venice's lower share of owner-occupied housing units valued from $100,000 to $200,000 and higher share of units between $300,000 and $400,000.

Graph 6: Comparison of Owner Occupied Housing Values, 2013



Sarasota MSA For-Sale Overview

According to the Realtor Association of Sarasota and Manatee, the region was on pace to have the highest number of closings ever tracked in 2015. In 2014, the two-county area recorded nearly 19,400 for-sale residential closings. As of November 2015, the region reached 19,020 closings. Averaging more than 1,000 closings per month earlier in 2015, the region was expected to easily exceed the 19,400 measure from 2014. Additionally, the median sales price increased 13.9% in a 12-month period, from $215,000 in November 2014 to $245,000 in November 2015.

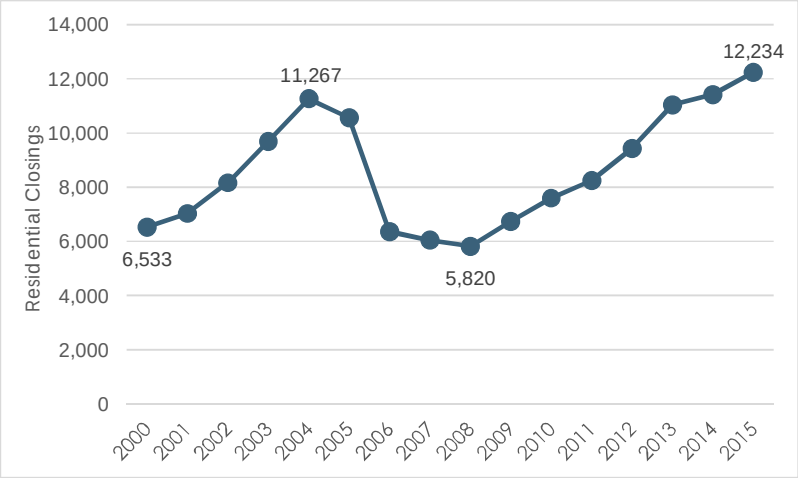


	November 2015	November 2014	Percent Change Year-over-Year
Closed Sales	904	910	-0.7%
Cash Sales	408	410	-0.5%
New Pending Sales	810	882	-8.2%
New Listings	1,592	1,385	14.9%
Median Sale Price	$245,000	$215,000	14.0%
Average Sale Price	$337,103	$292,232	15.4%
Median Days on Market	41	46	-10.9%
Avg. Percent of Original List Price Received	94.4%	94.0%	0.4%
Pending Inventory	1,418	1,564	-9.3%
Inventory (Active Listings)	4,627	4,775	-3.1%
Months Supply of Inventory	3.8	4.2	-9.9%

Sarasota County For-Sale OVERVIEW
Residential Closings

Detailed residential closing and median price data for Sarasota County, including the City of Venice, was provided by the Realtor Association of Sarasota and Manatee. As shown in *Graph 7*, there were an estimated 12,234 residential closings in 2015 based on November to November data. Similar to the two-county Sarasota MSA, this marks the largest number of closings in a 12-month period on record. The number of annual closings more than doubled from 5,820 in 2008, representing the annual period most heavily reflecting the impacts of the 2007-2009 Recession.

Graph 7: Annual For-Sale Residential Closings, Sarasota County, 2000-2015



Between November 2011 and November 2015, there were more than 52,000 residential closings in Sarasota County (*Table 4*). Single-family detached units comprised 68.7% of the five-year total. Attached closings, including both townhouses and condominiums, made up the remaining 31.3%. Closings increased every 12-month annual period, from 8,248 units in 2011 to over 12,200 units in 2015. Overall, the closings recorded in 2015 made up 23.4% of the five-year total.

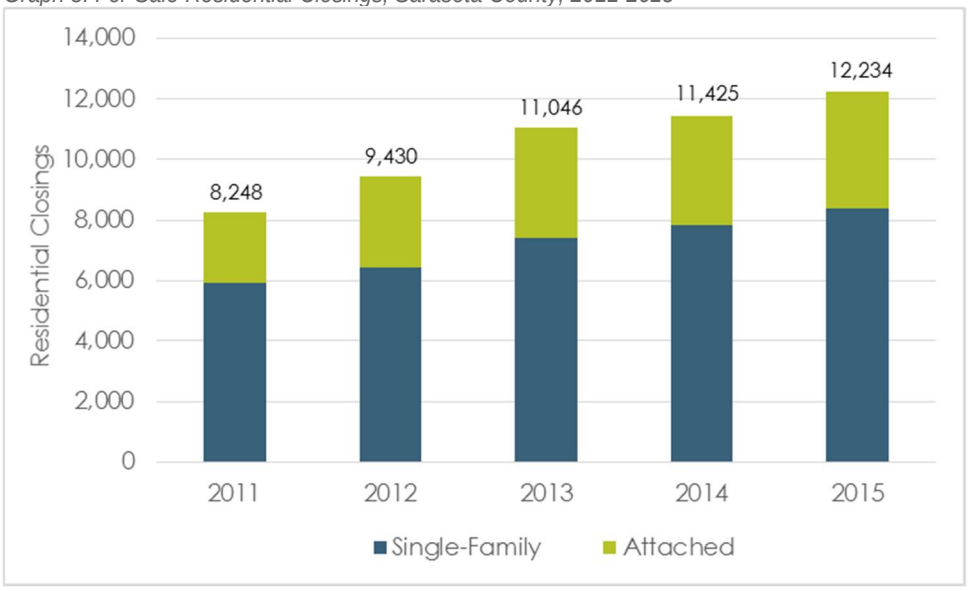
Table 4: For-Sale Residential Closings, Sarasota County, 2011-2015

Year	Single-Family	Attached	Total	Share of Total
2011	5,951	2,297	8,248	15.7%
2012	6,437	2,993	9,430	18.0%
2013	7,401	3,645	11,046	21.1%
2014	7,831	3,594	11,425	21.8%
2015	8,369	3,865	12,234	23.4%
Total	**35,989**	**16,394**	**52,383**	**100.0%**
Ann. Avg.	**7,198**	**3,279**	**10,477**	

Note: November to November data.
Note: Attached includes townhouses and condominiums.
Source: Realtor Association of Sarasota and Manatee

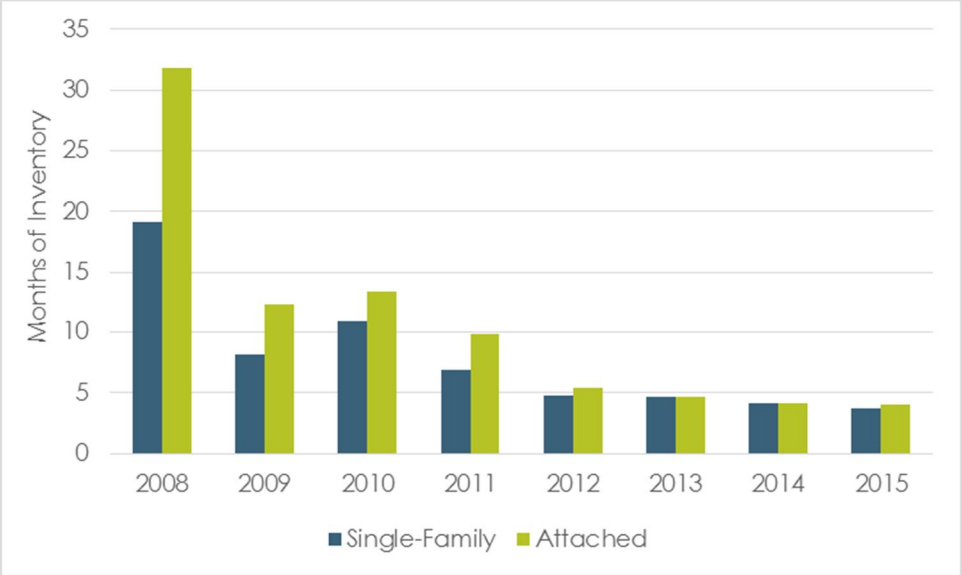
As demonstrated in *Graph 8*, the number of for-sale residential closings increased in every 12-month period between 2011 and 2015. Single-family detached closings have historically comprised more than two-thirds of the total closings. However, it should be noted that the share of single-family detached closings has decreased over the last five years, from 72.2% in 2011 to 68.4% in 2015. This indicates increased demand for a variety of for-sale residential product, including townhouses and condominiums.

Graph 8: For-Sale Residential Closings, Sarasota County, 2011-2015



Graph 9 demonstrates the months of remaining inventory in Sarasota County. This is an indicator of the state and health of residential product, namely whether it represents a 'buyers' or 'sellers' market. Typically, the benchmark for a balanced market is approximately 5.5 months. Higher numbers indicate a buyers' market, while lower numbers a sellers' market. Both single-family detached and attached product have measured below the 5.5-month equilibrium threshold since 2012. Representing a sellers' market, this is likely to put upward pressure on median housing prices.

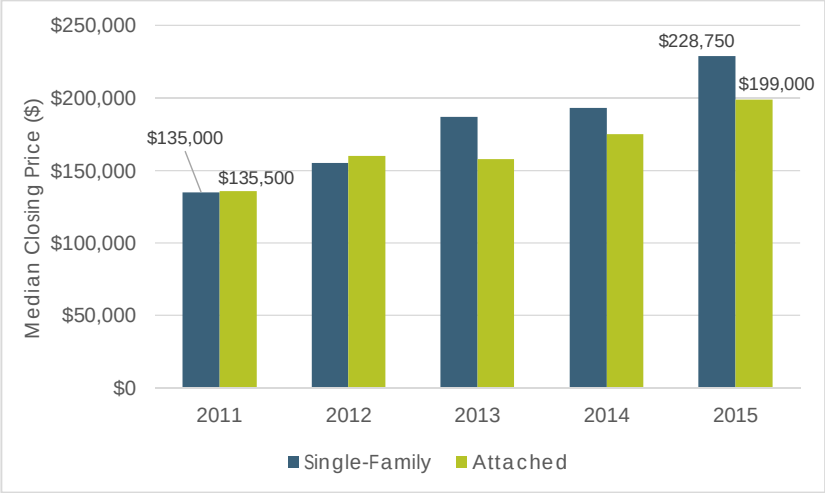
Graph 9: Months of For-Sale Inventory, Sarasota County, 2008-2015



Median Closing Price

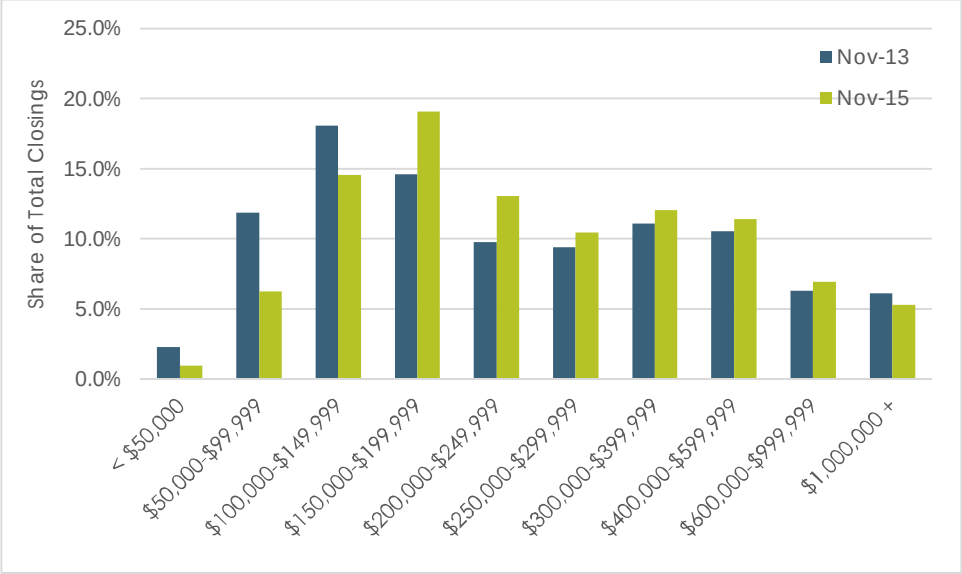
As of November 2015, the median closing prices for single-family detached and attached product was $228,750 and $199,000, respectively (*Graph 10*). For-sale single-family detached units demonstrated the greatest increase of 69.4%, up from $135,000 in 2011. Attached units, including townhouses and condominiums, experienced a 46.8% increase from $135,500 in November 2011 to $199,000 in November 2015.

Graph 10: Median Closing Price Trends, Sarasota County, 2011-2015



Graph 11 compares the share of closings in November by price range for 2013 and 2015. In November 2013, the largest concentration of closings was in the $100,000 to $149,999 price range, representing 18.1% of the total. Upward momentum in median closing price, caused the largest concentration of closings to shift to the $150,000 to $199,999 price range two years later. In general, the shares of closings at lower price points have fallen, while higher price points have increased.

Graph 11: Share of For-Sale Units by Closing Price Range, Sarasota County, 2013-2015



Rental Residential - Renter-Occupied Unit Overview

Renter-occupied housing units comprise 18.6% of the total in Venice. Consistent with national trends, the renter-

occupied share increased between 2000 and 2015, due in part to impacts from the 2007-2009 Recession and shifting demographic preferences.

Approximately 60% of the renter-occupied housing units in Venice offer average contract rents of less than $1,000 monthly (
Table 5). Comparatively, 65.7% of the renter units in the Sarasota MSA are in that same price range. Overall, Venice and the Sarasota MSA have a similar distribution of rental units by monthly contract rent, resulting in comparable median averages of $838 and $836, respectively.

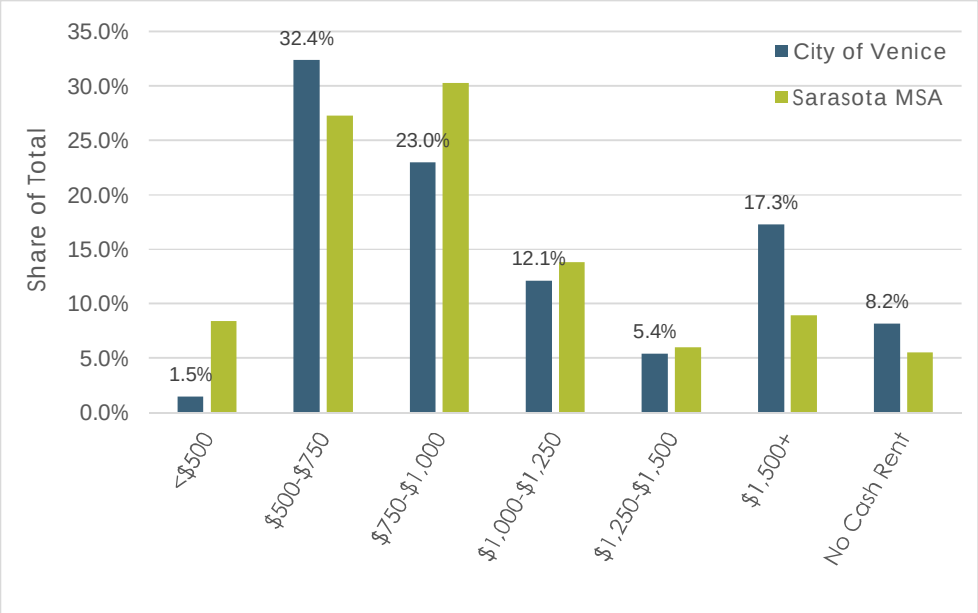
Table 5: Comparison of Renter-Occupied Contract Rent Values, 2013

Renter-Occupied Contract Rent	City of Venice	Sarasota MSA
<$500	1.5%	8.4%
$500-$750	32.4%	27.3%
$750-$1,000	23.0%	30.3%
$1,000-$1,250	12.1%	13.8%
$1,250-$1,500	5.4%	6.0%
$1,500+	17.3%	8.9%
No Cash Rent	8.2%	5.5%
Total	**99.9%**	**100.2%**
Median Rent	**$838**	**$836**

Source: ESRI; US Census; Kimley-Horn

The largest concentration of contract lease rates in renter-occupied housing units in the City of Venice is between $500 and $750 per month, comprising 32.4% of the total. In the MSA, rentals between $750 and $1,000 per month make up the largest share at 30.3%. However, it should be noted that the City of Venice has comparably higher concentrations of renter-occupied units with contract rents at $1,500 per month or greater. This highlights a common theme in stakeholder feedback of a need for housing units that are affordable to a variety of household incomes.

Graph 12: Comparison of Renter-Occupied Contract Rent Values, 2013



Comparable Rental Communities

Table 6 shows five multifamily communities that were identified to better understand the competitive for-rent market in and near the City of Venice. Two of the communities, Woodmere and Advenir at Monterrey, are located in unincorporated Sarasota County. The five communities contain a total of 824 units, ranging in size from 272 units at Woodmeer to 52 units at Citadel Apartments. The average 869-square-foot unit leases for $1,067 per month, or $1.23 per square foot. Communities have high shares of one- and two-bedroom units, with a heavy target on smaller-sized Baby Boomer and active retiree households.

Table 6: Competitive Apartment Communities, City of Venice, 2015

Community	Location	Jurisdiction	Year Open	Total Units	Avg. Sq.Ft.	Avg. Rent	Rent/ Sq.Ft.
Woodmere Apartments	3900 Woodmere Park Blvd	Sarasota County	1996	272	1,001	$1,070	$1.07
Advenir at Monterrey	1001 Center Road	Sarasota County	1987	243	765	$1,211	$1.58
The Venetian at Capri Isles	1050 Capri Isles Blvd	Venice	1983	180	942	$983	$1.04
Clubside Apartments	1020 Capri Isles Blvd	Venice	1986	77	648	$864	$1.33
Citadel Apartments of Venice	125 Airport Ave East	Venice	1973	52	737	$965	$1.31
Total/Avg.				**824**	**869**	**$1,067**	**$1.23**

Source: Kimley-Horn

The for-rent apartment product in Venice is primarily comprised of older apartment communities. Of the apartments studied, the newest product is Woodmere Apartments, built in 1996. However, both Citadel and Advenir at Monterrey have recently been remodeled (Citadel remodeled in 2011 and Advenir remodeled in 2014) to offer updated features and amenities. Of the five communities, four are located east of US-41 on the mainland. Only Citadel located on the Island, immediately north of the airport.

Woodmere, The Venetian, Advenir, and Citadel are similar in terms of features and amenities offered to residents, which is reflected in their monthly premiums. Some of the features offered among these apartments are private lakes and bike trails, business and fitness centers, as well as screened in patios and balconies in units. Among the recently

renovated apartments, Citadel offers the most updated apartment units, featuring stainless steel appliances and granite countertops and Advenir offers two swimming pools and access to four lakes with nature trails.

Vacancy among the apartment communities is extremely low, with a combined 0.5% vacancy rate, equating to only four available units (*Table 7*). The industry-standard rule of thumb for vacancy representing a healthy market in equilibrium (where renters have options to move in and out of communities) is typically 7%. Clubside Apartments has the highest vacancy with a 2.6% vacancy and two units vacant. The Venetian and Citadel communities have no availability.

Table 7: Competitive Apartment Community Vacancy, City of Venice, 2015

Community	Location	Year Open	Total Units	Vac. Units	Vac. Rate
Woodmere Apartments	3900 Woodmere Park Blvd	1996	272	1	0.4%
Advenir at Monterrey	1001 Center Road	1987	243	1	0.4%
The Venetian at Capri Isles	1050 Capri Isles Blvd	1983	180	0	0.0%
Clubside Apartments	1020 Capri Isles Blvd	1986	77	2	2.6%
Citadel Apartments of Venice	125 Airport Ave East	1973	52	0	0.0%
Total/Avg.			**824**	**4**	**0.5%**

Source: Kimley-Horn

Senior Living For-Rent

This section of the report covers for-rent senior living options in the City of Venice. Venetian Walk and The Venetian Gardens are senior apartments highlighted in this report that offer independent living. Given the demographics in the area, demand for these communities will continue in the future. Additionally, there are several assisted living communities in Venice that are not covered in this report but represent an important aspect when considering a continuum of care and residents wishing to age in place.

Venetian Walk are senior-targeted apartments located at 201 Grove Street North that replaced Grove Terrace public housing. The apartments were built in 2014 by the Venice Housing Authority and Norstar Primerica for $10.3 million. This development represents an effort by the Venice Housing Authority to increase the supply of affordable senior housing. The first two phases of the Venetian Walk are complete and offer 61 apartment units, with 25 units reserved for public housing. Venetian Walk offers one- and two- bedroom units, with lease rates ranging from $617 to $734 per month. The apartment community offers a community dining room, media room, billiards room, library, and exercise room. Exterior features include a picnic pavilion overlooking Hatchett Creek, along with a shuffleboard court and access to walking trails in Ruscelletto Park.

The Venetian Gardens are senior apartments located at 1450 Venice East Boulevard. Venetian Gardens offers similar community amenities to Venetian Walk, which include an activity room, billiards lounge, computer room, fitness room, dining room, and library. The community also offers a swimming pool, walking paths, and patio and balconies in units. Units range in size from studio to two-bedroom. Studio premiums are an estimated $2,500. One bedrooms and two bedrooms range from $3,000 to $4,500 respectively. These premiums include three meals a day at the apartment facility, as well as cable, wifi, and shuttle services.

Age of the Housing Stock

The City of Venice was developed in 1926. Since that time, a significant amount of housing has been constructed. The housing stock is in relatively good condition. According to the 2014 American Community Survey, a total of 76

percent of the houses were built after 1970. Most of these dwelling units are in planned communities or multi-family buildings that tend to ensure good maintenance.

The Table below shows that the most active housing construction took place between 1970 and 1989, when 47 percent of the housing stock was constructed. This figure is comparable to the 44 percent constructed in Sarasota County during the same period.

Comparison Dwelling Units by Year of Construction Sarasota County & the City of Venice

Year Structure Built	Sarasota County		Venice	
	Units	%	Units	%
2010 or later	1,410	1%	196	1%
2000 to 2009	46,007	20%	3,284	19%
1990 to 1999	35,227	15%	1,487	9%
1980 to 1989	48,761	21%	3,023	18%
1970 to 1979	52,195	23%	4,968	29%
1960 to 1969	22,820	10%	2,396	14%
1950 to 1959	16,954	7.4	1,135	7%
1940 to 1949	2,994	1%	145	1%
1939 or earlier	2,955	1%	303	2%
Total	229,323	100%	16,901	100%

Source: U.S. Census Bureau, American Community Survey 2014.

Inventory of Substandard Housing Units

The Census Bureau defines *substandard housing units* as those units that either lack complete plumbing or are overcrowded. Complete plumbing refers to a unit that has hot and cold piped water, a flushable toilet, and a tub or shower available for the exclusive use of that unit's occupants. Overcrowded housing is defined as a unit with over 1.01 persons per room not including rooms such as kitchens, bathrooms, utility rooms, or unfinished attics or basements.

While the City has not conducted a housing survey to determine substandard housing structures, it does respond to complaints from the health department and citizens regarding violations of the 1994 Standard Housing Code (Southern Building Code Congress, Inc) adopted by the City. The Code defines a "dangerous structure" as one found to have he following defects:

- "One which is so damaged, decayed, dilapidated, unsanitary, unsafe, or vermin- infested that it creates a serious hazard to the health or safety of the occupants or the public.
- One which lacks illumination, ventilation, or sanitation facilities adequate to protect the health or safety of the occupants or the public."

In 1981, the City established the Venice Code Enforcement Board for the administration of code issues. The board has the authority to order the violator to pay a fine if violation continues past the compliance date.

The only estimate of substandard housing in the City is from the U. S. Census data which includes indicators of substandard housing such as lack of plumbing facilities, lack of complete kitchens, and overcrowding (defined by the U.S. Bureau of Census as 1.01 or more persons per room). Substandard housing in Venice from the year 1990 to 2014 is identified in the below table.

City of Venice: Substandard Housing Units 1990-2014

Housing Unit Condition	1990	2000	2010	2014
Lacking complete plumbing	0	33	0	23
Lacking complete kitchen	235	181	228	190
Lacking Central Heat	20	40	27	76
Overcrowded housing	12	72	85	8

Source: U.S. Census 1990-2010, American Community Survey 2014

According to the Shimberg Center for Housing Studies and Florida Housing Data Clearinghouse, the following analysis is based on the 2014 U.S. Census:

- 8 housing units (0.1 percent of all units) in Venice were overcrowded, compared to 1.2 percent in the County and 2.7 percent statewide.
- 76 units (0.7 percent) in Venice did not use home heating fuel, compared to 1.0 percent in the County and 1.6 percent statewide.
- 190 units (1.7 percent) in Venice lacked complete kitchen facilities, compared to a 1.3 percent in the County and 0.7 percent statewide.
- 23 units (0.2 percent) in Venice lacked complete plumbing facilities, compared to 0.2 percent in the County and 0.3 percent statewide.

Inventory of Subsidized Housing Developments

Three Venice area multi-family rental developments receive federal, state, and local government assistance to provide affordable housing units. The following table shows an inventory of the developments receiving assistant from these sources:

City of Venice:
Inventory of Federally, State, and Locally Assisted Rental Housing

Development Name	Street Address	Zip Code	Total Units	Assisted Units	Occupancy Status
Loveland Village	157 South Havana Rd	34292	60	26	Not available
Venetian Walk	201 Grove St. N.	34285	61	61	Ready for Occupancy
Villa San Marco	1030 Albee Farm Rd	34292	80	80	Ready for Occupancy
		Total	201	167	

Source: Shimberg Center for Housing Studies and Florida Housing Data Clearinghouse. University of Florida

Villa San Marco offers 80 units targeted to the elderly. It is funded under Section 202 Rental Assistance administered by the U.S. Department of Housing and Urban Development (HUD). This program provides interest-free capital advances to private, nonprofit sponsors for the financing of development, rehabilitation, or acquisition of supportive housing for very low- income elderly persons (at least 62 years of age). The program generally serves households at 0 - 50 percent of area median income. Section 202 also has a rental assistance component that limits the rent payments to 30 percent of income; in the Assisted Housing Inventory this is categorized as 'Rental Assistance/HUD'.

Manufactured or Mobile Home Parks

The term mobile home is defined in the 2006 Florida Statutes as a "residential structure, transportable in one or more sections, which is 8 body feet or more in width, over 35 body feet in length with the hitch, built on an integral chassis, designed to be used as a dwelling when connected to the required utilities, and not originally sold as a recreational vehicle, and includes the plumbing, heating, air-conditioning, and electrical systems contained therein." A mobile home park means a use of land in which lots or spaces are offered for rent or lease for the placement of mobile homes and in which the primary use of the park is residential.

City of Venice Zoning Code, Section 86-83 defines a "Residential Manufactured Home (RMH)" as a zoning district with low density. The City allows manufactured homes for dwelling purposes as long as they are within a "manufactured home park or manufactured home subdivision." The Code recognizes incompatibility between manufactured homes and conventional dwellings within the same area. An inventory of existing manufactured home parks within the City is provided below.

City of Venice: Manufactured Home Parks, 2014 (*includes those adjacent to or in close proximity to the City limits*)

Mobile Home Park	Units
Municipal	189
Bay Indies	1,309
Florida Pines Mobile Home Court	*114*
Sandalwood MHP	*11*
Venice Ranch MH Estates	213
Country Club Estates	11
Venice Isle Mobile Estates	*10*
Harbor Lights	2
Myakka MH Court	*73*
Ridgewood MHP	262
Total	2,194

Source: Florida Data Clearinghouse 2014

Inventory of Residential Group & Foster Care Homes

Residential group home means a dwelling unit licensed to serve clients of either the Department of Children and

Family Services or Agency for Health Care Administration, which provides a living environment for a number of unrelated residents who operate as the functional equivalent of a family. Such facilities include the necessary supervision and care by supportive staff needed to meet the physical, emotional, and social needs of the residents.

The Agency for Health Care Administration licenses all Assisted Living Facilities (ALF's) and nursing homes. While the City does not have any group homes for children, it does have a number of Assisted Living Facilities (ALFs) and nursing homes serving the City's predominantly elderly population.

In 1993, the City amended the zoning code to include a definition of a *community residential home (CRH)*. A CRH means a dwelling unit licensed to serve clients of the State Department of Health and Rehabilitative Services which provides a living environment for up to 14 unrelated residents who operate as the functional equivalent of a family, including such supervision and care by supportive staff as necessary to meet the physical, emotional and social needs of the residents. Community residential homes shall meet the standards and requirements of F.S. Ch. 419. A community residential home is not a nursing home. Harbor Inn of Venice is a CRH.

The City's Zoning Code allows assisted living facilities (rest homes, nursing homes, convalescent homes, and homes for the aged) only by special exception within the RMF, PUD, and OPI zoning districts.

The foster care homes in the City of Venice licensed by the Florida Department of Children & Families is indicated on the following Table. Based on available information, the local service provider responsible for administering the state's foster care system is YMCA's Safe Children Coalition. In addition to Sarasota County, the Coalition is responsible for licensing and monitoring foster care homes in four other counties in the region: Manatee, Pinellas, Pasco, and DeSoto.

City of Venice: Licensed Group Homes

Facility	Assisting Living Facilities	Adult Care Homes	Nursing Homes	Units	Location
BAY BREEZE HEALTH AND REHABILITATION			*	120	1026 ALBEE FARM RD
BELLA VITA VENICE	*			130	1420 EAST VENICE AVENUE
BROOKDALE VENICE ISLAND	*			60	1200 AVENIDA DEL CIRCO
FAMILY TRADITIONS LLC	*			6	352 LAKE ROAD
FRENCH BLOSSOMS TWO	*			6	1782 COCONUT DRIVE
GARDENS OF VENICE RETIREMENT RESIDENCE	*			50	2901 JACARANDA BLVD
GULF WINDS	*			50	2745 VENICE AVENUE EAST
HARBORCHASE OF VENICE	*			108	950 PINEBROOK RD
INN AT ASTON GARDENS AT PELICAN POINTE	*			50	9000 IBIS WAY
JACARANDA TRACE	*			63	3600 WILLIAM PENN WAY
MAGNOLIA GARDENS LLC	*			6	350 MAGNOLIA RD
MARY'S ON BAYSHORE	*			6	441 BAYSHORE DRIVE
MILLER LINDA		*		5	5040 VASSAR RD
PALMETTO COURT ALF OF VENICE INC.	*			9	513 MENENDEZ ST
PINEBROOK CENTER			*	120	1240 PINEBROOK ROAD
SUMMIT AT VENICE	*			90	200 NASSAU STREET NORTH
SUNSET LAKE HEALTH AND REHABILITATION			*	120	832 SUNSET LAKE BOULEVARD
VECCHIO FRANK & OFELIA		*		5	211 GINGER RD
VILLAGE ON THE ISLE	*			100	930 SOUTH TAMIAMI TRAIL
VILLAGE ON THE ISLE			*	60	910 TAMIAMI TRAIL SOUTH
Total	14	2	4	1,164	

Source: Florida Agency for Health Care Administration, January 2016

Between 2000 and 2008, the housing market experienced significant changes having a direct impact on housing values throughout the U.S. and the State of Florida. During the first five years housing values increased due to the high demand of homes. This demand was spurred by retirees (particularly Baby Boomers) who have been buying or building "dream" homes in vacation destinations like the City of Venice. In addition, real estate investment was a preferred choice due to the low interest rate and financing alternatives in the market. The "attractive loan instruments" created by the sub-prime loans such as "interest only loans", "adjustable rate loans"(ARM) and "piggy back loans" created the basis for the so called "housing bubble." This dynamic of increased demand and decrease in interest rates resulted in inflated home values.

With the economic downturn in 2008, thousands of homeowner's lost their jobs and consequently did not honor payment on those unaffordable loans. Furthermore, as a result, foreclosed homes increased and property values dropped considerably. Information obtained by Movoto shows home values trends for the City of Venice from 2011 to 2016 specifically median home values have increased from $192,000 to $289,900. According to RealtyTrac the median estimated value of a house in Venice for November 2014 was $180,000. According to RealtyTrac the City of Venice shows a foreclosure rate of 0.07 percent in comparison with 0.10 percent for Sarasota County, 0.14 percent of the State of Florida and 0.07 percent nationwide. The average foreclosure sales price was $105,291.
(http://flhousingdata.shimberg.ufl.edu/a/foreclosure?report=foreclosure_all&action=results&nid=1&go.x=1&go.y=11Bradenton-Sarasota-Venice).

Affordability

Cost burden is defined as the percentage of household income spent for mortgage costs or gross rent. According to HUD, housing is generally considered to be affordable if a household pays less than 30 percent of their income towards housing. Households spending more than 30 percent of income for housing costs are considered to be cost-burdened. Households spending more than 50 percent are considered to be severely cost-burdened.

In 2014, according to data obtained from Shimberg, 39.3 percent of the City's households are cost burdened, compared to 39.7 percent for Sarasota County. By comparison, 42.8 percent of the households statewide are cost-burdened. Severely cost-burned households for the City and County are 21.3% and 20.4%, respectively (see Table).

Households & Cost of Burden, 2014

Cost Burden	Percentage of Households	
	City of Venice	Sarasota County
<30%	61%	60%
30-50%	18%	19%
50+%	21%	21%
Total	100%	100%

Source: Shimberg Center for Housing Studies and Florida Housing Data Clearinghouse University of Florida

The following table shows homeowner/renter status cost burden. In Venice, there are a greater percentage of cost burdened rental households than cost burdened owner-occupied households. While 56 percent of rental households are cost burdened, only 34 percent of owner-occupied households are cost burdened.

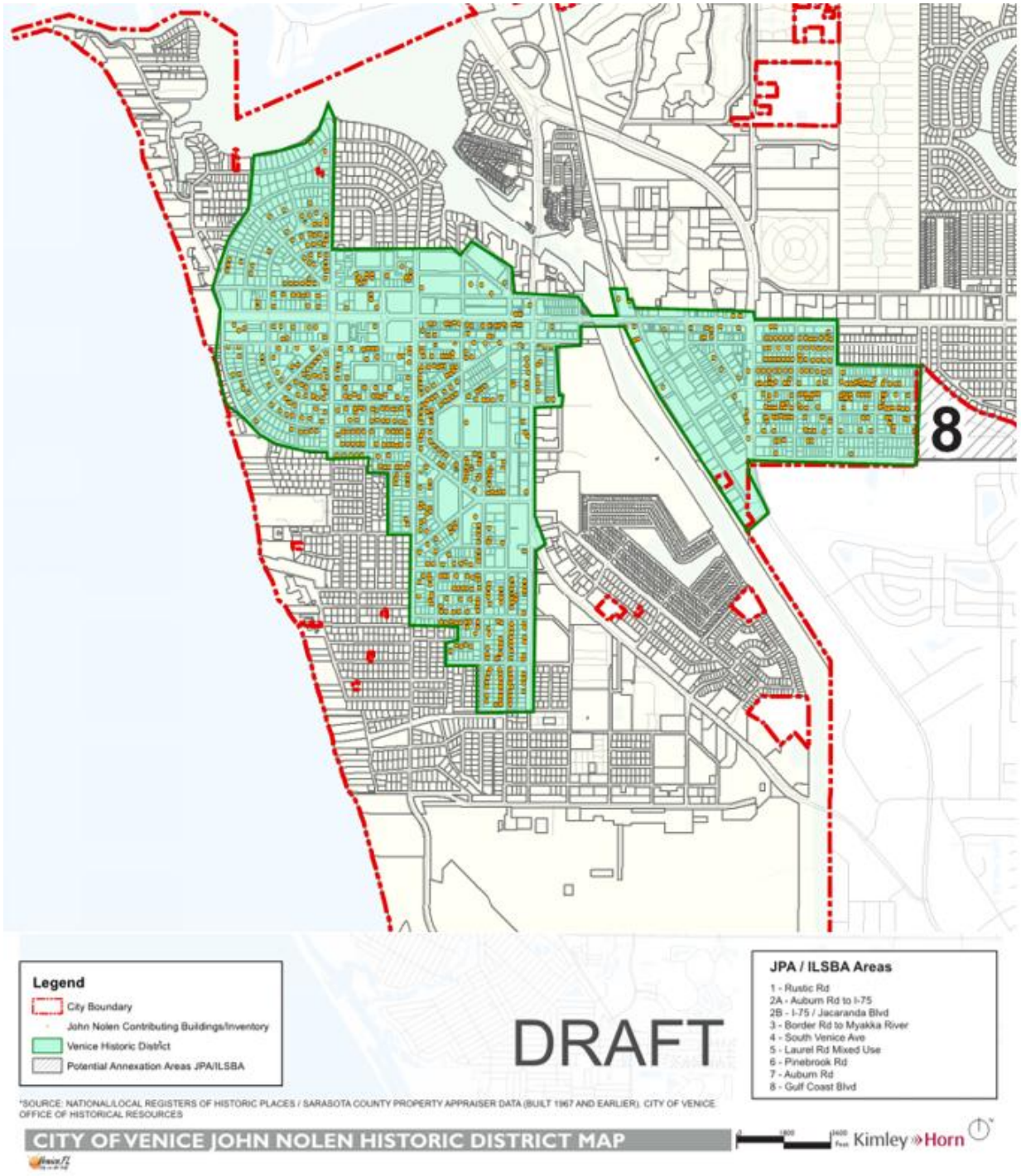
Households by Homeowner/Renter Status & Cost Burden, Venice, 2014

	Percentage of Households			
	City of Venice		Sarasota County	
Percentage of Income Paid in	Rent	Own	Rent	Own
0-30%	44	66	47	65
30-50%	26%	15	24	18
50% or more	30	19%	29	17%
Total	100%	100%	100%	100%

Source: Shimberg Center for Housing Studies and Florida Housing Data Clearinghouse University of Florida

Historically Significant Housing

A significant portion of the City's Island and a small portion of the mainland (Gateway and E. Venice Avenue Neighborhoods) was initially developed in accordance with the John Nolen's 1926 General Plan for the City of Venice. Under the Plan, the City was subject to architectural review and control which mandated Italian Renaissance Architecture for all structures. A significant number of these structures are still in existence and provide a distinctive theme and charm to the City. The following map identifies structures within the City greater than 50 years old (source: Sarasota County Property Appraiser).


8
Legend
City Boundary
John Nolen Contributing Buildings/Inventory
Venice Historic District
Potential Annexation Areas JPA/ILSBA
DRAFT
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
*SOURCE: NATIONAL/LOCAL REGISTERS OF HISTORIC PLACES / SARASOTA COUNTY PROPERTY APPRAISER DATA (BUILT 1967 AND EARLIER). CITY OF VENICE. OFFICE OF HISTORICAL RESOURCES
CITY OF VENICE JOHN NOLEN HISTORIC DISTRICT MAP
Kimley»Horn

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On July 28, 1987, the City amended the Code of Ordinances to create the Venice Historic Commission for the purpose of inventorying and developing resources for the preservation of historic structures. The commission is instrumental in furthering the public's awareness of the City's history. In 1991, the Venice City Council adopted a preservation ordinance which included the creation of the "Local Register of Resources." These efforts by the City have enhanced several of its historic neighborhoods.

Venice has both historical districts and structures. The locations of the districts and structures included on the National Register of Historic Places are:

- Armada Road multi-family District
- Blalock House
- Eagle Point Historic District
- Edgewood Historic District
- Hotel Venice
- House at 710 Armada Road South
- John Nolen Plan of Venice Historic District
- Johnson Schoocraft Building
- Levillain-Letton House
- Triangle Inn
- Valencia Hotel and Arcade
- Venezia Park Historic District
- Venice Depot
- Johnson Chapel Missionary Baptist Church

It is significant to note that the first structure placed on the National Register of Historic Places was the Venice Hotel. The Hotel was restored to its original appearance and converted to the Summerville at Venice (formerly Park Place), an Assisted Living Facility.

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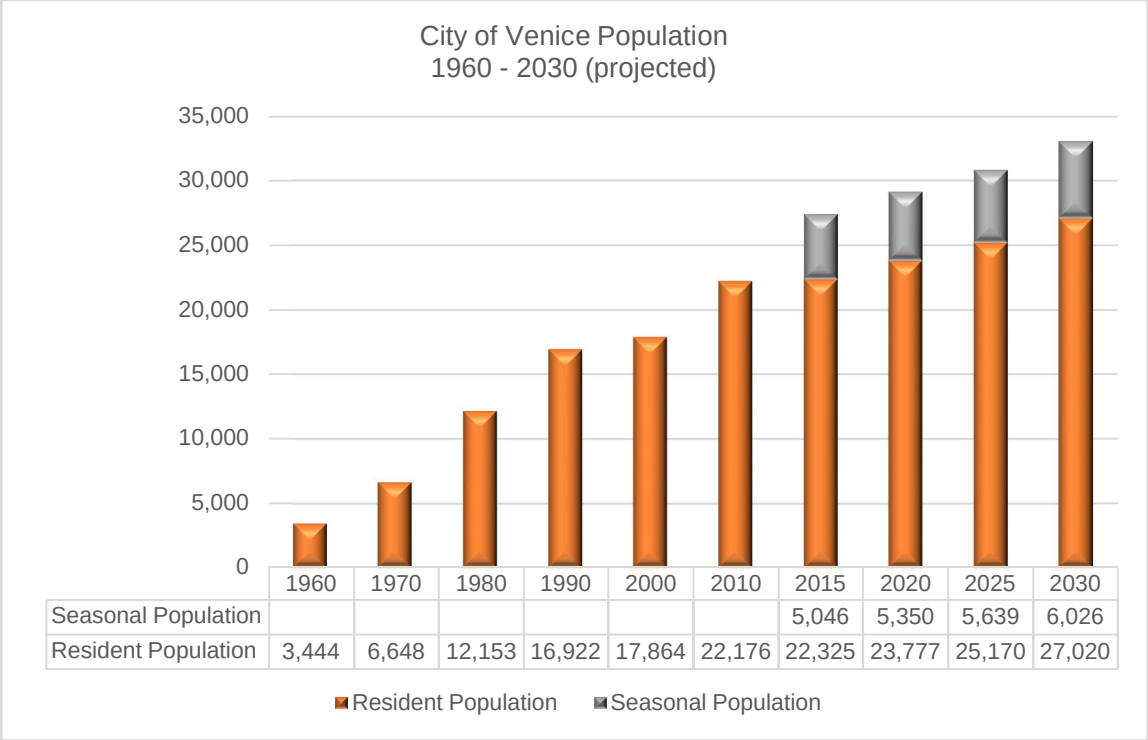
Population

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

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



	1960	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

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

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

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

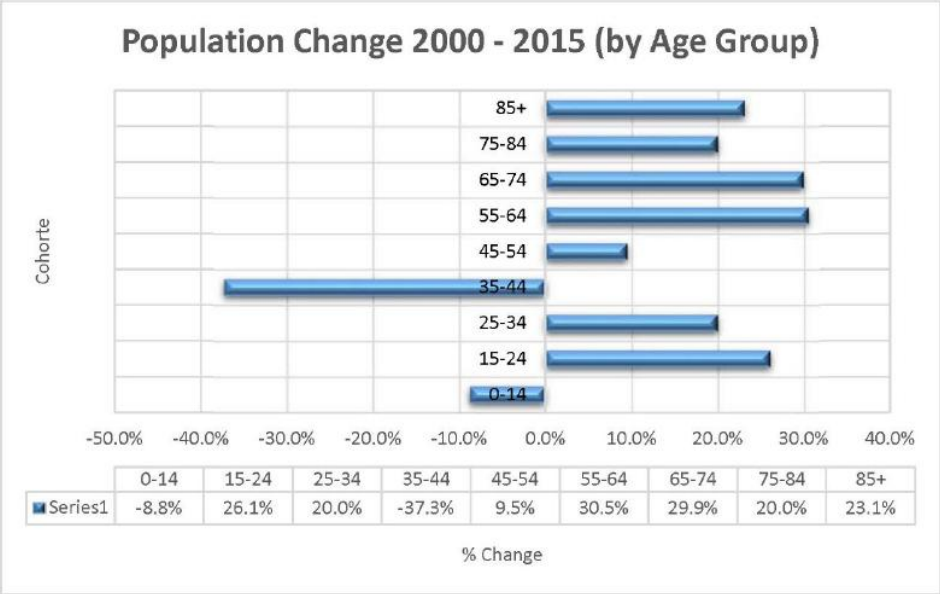


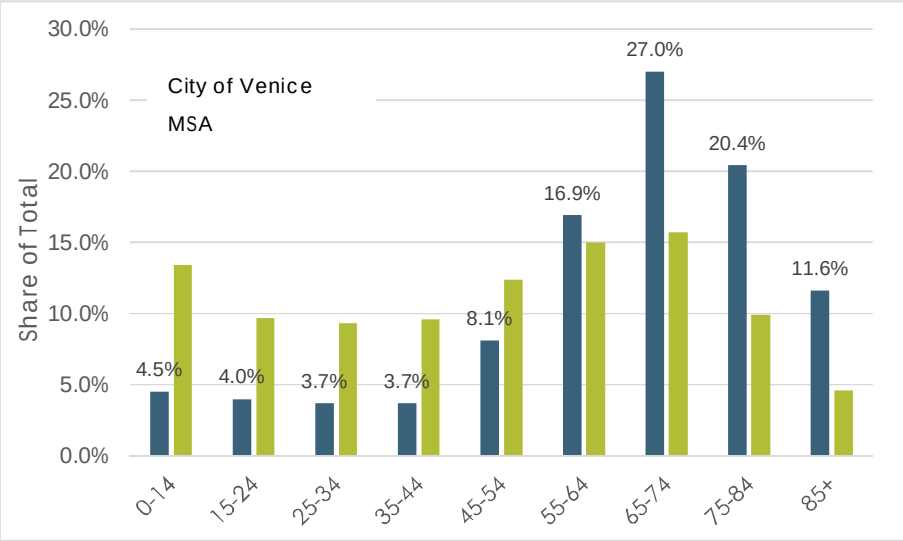
Table B-1: Population by Age Group, City of Venice, 2000-2015

				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-3 compares the share of the Venice population from each age cohort to the North Port-Bradenton-Sarasota MSA. The MSA has larger shares of all population cohorts less than 54 years. Conversely, Venice holds a larger share of residents 55+. Overall, more than three-quarters of the total population in Venice is over age 55. As a result, the median age in 2015 in the City of Venice was estimated at 68.4, compared to 51.4 for the North Port-Bradenton-North Port-Bradenton-Sarasota MSA.

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



Affordable Housing Needs

As a summary indicator of local affordable housing need, the Shimberg Center for Housing Studies provides the number of households that are low-income (incomes below 80% of area median) and severely cost-burdened (paying 50% or more for mortgage costs or rent). Table 1.47 shows this information adjusted to the number of households projected.

Table 1.47
Number of Severely Cost Burdened (50%+) Households with
Income Less than 80% AMI by Tenure

Tenure	2015	2020	2025	2030	2035	2040
Owner	1,453	1,536	1,623	1,704	1,749	1,796
Renter	788	842	886	929	953	974
Total	2,241	2,378	2,509	2,633	2,702	2,770

Source: University of Florida, Shimberg Center for Housing Studies, 2009 Note: Numbers obtained using percentages provided by Shimberg calculations and applied to household projections

Identified Areas for New Development

For details regarding potential development within the JPA/ILSBA please refer to the Appendix.

Areas Identified for Mixed Use Development

The City of Venice recognizes that in order to promote a walkable, livable community, it must encourage mixed-use, interconnectivity, and density within its Neighborhoods. This planning framework identifies where mixed-use, walkable densities should be promoted. In these areas, the following planning practices are encouraged:

- Mixed-uses with residential, commercial, office/professional, recreation, and civic uses integrated together.
- Densities up to identified in the respective Mixed Use designations. Additional density may be granted in certain land use designations subject to a density bonus (i.e., affordable housing bonus) requiring review and approval by City Council.
- Traditional neighborhood land patterns and building forms.
- Interconnected transportation alternatives including walking, biking, driving, and riding mass transit.

Together these planning practices will promote increased density and mixed-use in targeted development areas.

Provision of Attainable (Affordable) Housing Opportunities

The City of Venice is committed to meeting the diverse needs of the community by providing an array of housing opportunities. This commitment is demonstrated through the City's housing practices which promote the development of residential dwelling units for Venice's entry and service level workforce, working families, active adults, and fixed-income seniors. Specific practices that promote affordable housing opportunities in the City of Venice are described below:

Affordable Housing Density Bonus

Strategy HG 1.5.3 – Attainable Housing Density Bonus and Other Incentives provides the framework for the City's desire to support and encourage attainable housing for its residents within targeted areas of the City. Building off of the 2010 Comprehensive Plan language, the City amended this standard and is supporting housing within the Medium and High Density Residential designations along with the new Mixed Use designations – Downtown, Seaboard and Corridor. Table HG-2 identifies the maximum density bonus. The provision of affordable housing, in general, is not contingent upon the density bonus. While the density bonus is considered an incentive to the provision of affordable housing, the development of affordable housing units may be considered without the density bonus as prescribed by the Land Use and Housing Elements

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

This Strategy also identifies items that need to be further discussed as part of the subsequent Land Development Code process including but not limited to:

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

Residential Uses in Commercial and Industrial Areas

Based on review by the City, it was determined that the provision (allowance) for residential uses within the standard ("conventional") land use designations would be eliminated by the 2017 Comprehensive Plan. This was done to provide a clear, predictable understanding of land use and compatibility. However, the City did create and provide housing opportunities within the respective Mixed-use designations including the Downtown, Corridor, Seaboard and Residential areas. Only the Mixed Use Airport does not allow for or provide a housing component.

Mixed-Use Neighborhoods & Planning Areas

Venice, as originally planned by John Nolen, was a traditional mixed-use development. In addition to parks, shops, and businesses, the John Nolen sections of the City feature an array of housing options including multi-family rental apartments, private condominiums, town homes, senior housing, single-family homes, and residences located over stores and businesses. Additionally, these sections of the City provide its residents easy access to an array of parks and public spaces, walkable activity centers, sidewalks and other pedestrian amenities, and interconnected civic areas. This mixture of residences and uses fosters a truly walkable, integrated community which enables diverse population of community members to live, work, and play.

Federal, State, & Local Housing Programs

While the City is working to address its community housing needs with nonprofit organizations and other regional partners, there will be a need to continue working with government sponsored programs. The four main agencies within the state which specialize in funding for affordable community housing are:

- Florida Housing Finance Agency
- Rural Housing &Community Development Service
- Florida Department of Community Affairs
- Department of Housing & Urban Development

The following is a list of federal and state housing programs which address different affordable housing needs:

U.S. Department of Housing & Urban Development (HUD)

- Section 236. Provides a subsidy to reduce mortgage interest payments to provide rental housing for 0 to 80 percent area median income (AMI) households.

- Section 221(d)(3) and (4). Originally provided a below-market interest rate loan of 3 percent with FHA mortgage insurance. The (d)(3) component targets nonprofits, while the (d)(4) targets for-profits. Today the program provides new properties with credit enhancement to lower the overall cost of borrowing capital for the construction and rehab of multi-family rental housing by guaranteeing the payment of mortgages that secure Multifamily Mortgage Revenue Bonds.

- Section 223(f). Provides credit enhancement to lower the overall cost of borrowing capital for limited rehabilitation activity by insuring the lender against loss on mortgage defaults.

- Section 202. Offers interest-free capital advances to nonprofit sponsors to finance development of supportive elder rental housing; generally serves 0 – 50 percent AMI households.

- Section 811. Provides interest-free capital advances to nonprofit organizations for the development of rental housing for very low-income adults with disabilities; generally serves 0 to 30 percent AMI disabled households.

- Project Rental Assistance Contract (PRAC). Provides funds to cover the difference between operating costs for newer Section 202 and 811 properties and the tenants' contribution towards rent; takes place of older project-based Section 8.

- Project-Based Section 8. Provides rental subsidies directly to property owners for particular units for a contractually determined period of time; used in concert with Section 202, 221(d), 236 and 811 programs, supports existing units only.

- Public Housing. HUD initially funded full construction and operation of new public housing units, but currently funds only operating, maintenance and improvements costs of existing units; units are owned and managed by Public Housing Authorities; primarily serves 0 – 30 percent AMI households today.

- HOPE VI. Provides revitalization and/or demolition grants to aid in rehab or elimination of severely distressed public housing; promotes mixed income communities.

- Section 8 Housing Choice Vouchers. Provides rental assistance for families to lease units in the private market; the tenant pays 30 percent of his/her income and the voucher pays the landlord the difference up to a "Fair Market Rent" established by HUD; most tenants are in the 0 to 30 percent AMI range.

- Federal Housing Administration (FHA) Mortgage Insurance. FHA provides mortgage insurance through a number of programs, including its centerpiece program, Section 203 (b), and Title I which supports manufactured home purchases.

U.S. Department of Agriculture - Rural Development (RD)

- Section 515. Competitive loans awarded to developers to provide affordable multi-family rental housing for families, elders and people with disabilities. Typically serves 0 – 30 percent AMI households.

- Section 514/516. Provides loans and grants to buy, build, improve, or repair housing for farm workers. May also be used to construct daycare facilities or community rooms, purchase household furnishings and pay construction loan interest. Generally serves 0 – 30 percent AMI households.

- Section 521. Provides rental assistance to ensure that qualified elderly, disabled, and low-income residents of multi-family housing complexes financed by RD pay no more than 30 percent of their income for rent. Designed to serve 0 – 50 percent AMI households.

State Administered Programs

- Florida Homeownership Assistance Program (HAP). Down payment Assistance Loan Program—This helps individuals and families with low incomes purchase their own homes by providing $2,500 in 0 percent interest, non-amortizing, second mortgage loans for down payments and closing costs.

    - Permanent Loan Program. This provides 0 percent interest, non- amortizing, second mortgage loans covering 25 percent of the purchase price of a home. These loans assist qualified borrowers with down payment/closing costs and reduce the principal on their first mortgage.

    - Construction Loan Program. A nonprofit developer or sponsor is eligible to borrow the lesser of either the total funds available in an application cycle, or 33 percent of the cost of the project to construct or substantially rehabilitate a minimum of four homes. At least 30 percent of the units must be set aside for low-income borrowers and 30 percent for very low- income borrowers.

- Low Income Housing Tax Credit Program (9 percent and 4 percent). Provides a dollar-for-dollar tax credit over 10 year against federal tax liability in exchange for the acquisition and substantial rehabilitation or new construction of affordable rental housing units. Federal requirements are less restrictive, but Florida's program is competitive enough that virtually all units serve no more than 60 percent of AMI, with some units set aside at lower AMIs.

- State Apartment Incentive Loan (SAIL). Provides low-interest loans on a competitive basis to affordable housing developers to bridge the gap between the development's primary financing and the total cost of the development. The program especially targets homeless people, farm workers, and elders. While the state statute is less restrictive, Florida's program is competitive enough that most units serve no more than 60 percent of AMI, with a minimum of 20 – 40 percent of units set aside for those at 50 percent of AMI and lower.

- Multifamily Mortgage Revenue Bonds. Both taxable and tax-exempt bonds are issued to provide below-market rate loans for rental housing. Federal requirements are less restrictive, but Florida's program is competitive enough that most units serve no more than 60 percent of AMI.

- HOME Rental. Provides competitive, non-amortized, zero or low interest loans to developers for acquisition and/or new construction or rehabilitation of rental housing. This targets small developments in rural areas and also targets 20 percent of units at 50 percent of AMI, with balance no higher than 60 percent of AMI.

    - Elderly Home Community Loan Program. Uses a portion of SAIL Program funds to make small loans for life safety repairs to multi-family properties serving low income elders.

    - Affordable Housing Guarantee Program. A state credit enhancement program that lowers the overall cost of borrowing capital for the construction and rehab of multi-family rental housing by guaranteeing the payment of mortgages that secure Multifamily Mortgage Revenue Bonds. Partners with the HUD Section 542 Risk Sharing program in some cases, allowing each program to assume 50 percent of the risk of the mortgage.

    - Predevelopment Loan Program. Assists nonprofits and others with planning and financing

predevelopment costs for home-ownership or rental housing through loans and technical assistance. Generally serves households up to 80 percent of AMI.

Locally Administered Programs

- State Housing Initiatives Partnership (SHIP). State housing initiatives partnership SHIP is the first—and only—permanently funded, state housing program in the nation to provide funds directly to local governments to increase affordable housing opportunities. The program channels 69 percent of the documentary stamp tax revenues created by the Sadowski Act directly to counties and entitlement cities in Florida on a noncompetitive basis. Designed as an incentive for the formation of public-private partnerships for building, rehabilitating, and preserving affordable housing, the SHIP program provides a financial means to develop and implement housing programs that are locally designed. The program provides funds on a per capita basis from the Local Government Housing Trust Fund for implementation of local affordable housing programs to all 67 counties and 50 cities. Generally used for homeownership but can be used for rental housing; serves up to 120 percent of AMI households.

- Local Multifamily Mortgage Revenue Bonds. Bonds are issued by local governments to finance low interest rate mortgage loans to first-time homebuyers and to developers of affordable rental housing. Serves up to 115 percent of AMI households.

- Local HOME Investment Partnerships Program. Provides formula grants to entitlement communities to fund a wide range of activities that build, buy, and/or rehabilitate affordable housing for rent or homeownership. Serves up to 80 percent of AMI households.

- Local Community Development Block Grant (CDBG) Program. Provides eligible cities and counties with annual formula grants for use in revitalizing neighborhoods, expanding affordable housing and economic opportunities, and/or improving community facilities and services. Housing funds are primarily used to benefit home buyers and current home owners, but may be used for rental housing. Serves up to 120 percent of AMI households.

Comprehensive Plan Update Planning Framework

Planning Opportunities

The Comprehensive Plan planning framework addressed the opportunities identified through the public review process including workshops and hearings before the Planning Commission. Based on this, strategies were developed which are aimed at addressing the following:

Opportunity 1: Lack of diversified housing stock

Opportunity 2: Lack of housing which is affordable and accessible to the community's workforce and seniors

Opportunity 3: Lack of mixed-use developments in the Neighborhoods

Comprehensive Plan Update Framework

The Comprehensive Plan planning framework addressed the opportunities identified through the public review process including workshops and hearings before the Planning Commission. Based on this, strategies were developed which

1) facilitate the development of diverse housing opportunities,
2) support the City's diverse neighborhoods,
3) ensure there is an array of community housing alternatives, and 4) participate in the coordination of regional housing strategies.

Specifically, the planning framework establishes the following planning priorities:

- Facilitate the provision of housing opportunities based on market demands.
- Support the City's diverse Neighborhoods by implementing targeted strategies for Neighborhood development and planning.
- Address the community's employment demands, workforce needs, and senior livability concerns by ensuring that an array of housing alternatives is provided within the Venice community.
- Participate in coordination of regional housing strategies by coordinating with local, regional, state, and federal housing agencies and nonprofit organizations.

OPEN SPACE – FUNCTIONAL

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. The Open Space Element establishes strategies regarding the City's Functional and Conservation based open spaces.

The City of Venice recognizes that there is a need to ensure that open spaces, both functional and conservation, are balanced throughout the community and meet the needs of the community's diverse population. The following represent some of the most important challenges to be addressed in the development of planning directives:

- An appropriate and financially feasible level of service (LOS) must be set to guide the provision of functional open spaces for current and future generations.

- Venice's open spaces are vital in shaping the character of the community. The consideration of this issue involves a review of how public space and park resources are connected to neighborhoods, mixed-use areas, business districts, and community activity centers. The issue is addressed by determining how to utilize existing facilities and subsequently identify new needs and facilities.

- The development and maintenance of parks and public spaces involves cooperation with other local, regional, and state organizations. Ongoing and continued coordination, including Sarasota County, involves review of park access management, interlocal agreements, and park system connectivity.

The City of Venice features a variety of passive and active parks. The foundation for these facilities is established in the Nolen Plan. As noted in previous DIA and related documents, this plan focused on the City's orientation to existing water bodies and a grid-based street system. This plan utilized parks and public spaces to unite the City by providing the public with places to interact, relax, and play all within reasonable walking distance of all destination points.

The active management of the City's parks system began with the development of the Parks Development Plan in 1974. This plan led to the 1975 merger of the Recreation Advisory Board and Parks Board into the Parks and Recreation Advisory Board. The Board is responsible for advising the City about the development, use, and management of City parks and publicly owned recreational and open space areas.

Since then, the development and maintenance of the City's parks and recreation resources have been incorporated into the City's management and planning structure. The City's first comprehensive plan, adopted in 1979, included a Recreation and Open Space Element. This led to the creation of a budget category for parks and recreation areas. In 1989, an interlocal agreement between Sarasota County and the City of Venice was approved which obligated Sarasota County to provide assistance in the operation and maintenance of some City parks.

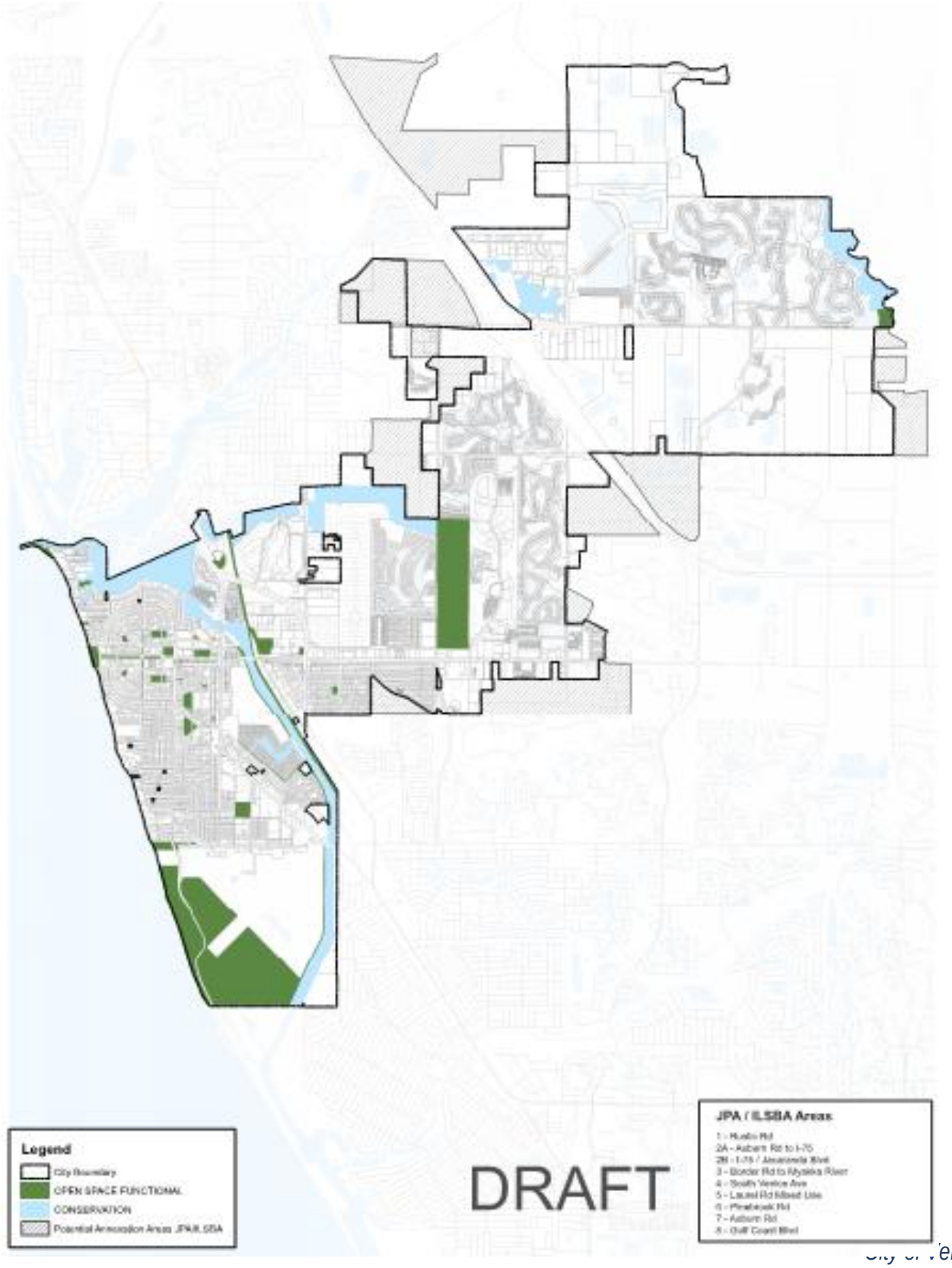
Based on previous Comprehensive Plan updates and the 2017 Update, open spaces are one of the most critical items

facing the City of Venice and its residents. While residents within the older established areas of the City have increased access to the Nolen Parks, residents in the eastern and northeastern portions of the City must travel outside of their respective Neighborhood to enjoy these facilities. However, this is not imply these areas are devoid of parks, to the contrary, two of the largest facilities are centrally located along Pinebrook Road (Pinebrook and Wellfield Parks). In addition, most of the newer neighborhoods have been developed with on-site recreational amenities including walking trails, golf courses, and active recreational components. Functional and Conservation areas may not only serve as recreational resources, they are often identified as community connectors, integrating neighborhoods and civic resources together.

The Comprehensive Plan planning framework for the City's Open Spaces focuses on:

- Integrating public spaces throughout the community
- Recognizing the value of public spaces to Venice's character
- Providing access to park and recreational areas through Venice
- Establishing development standards that address the disparity of park access in the community
- Maintaining the park service standards consistent with the City's recently completed Parks Master Plan (incorporated herein by reference)

The following Map identifies the City's Open Space – Functional and Conservation.



OPEN SPACE - FUNCTIONAL

FUNCTIONAL OPEN SPACE

The City's Code of Ordinances classifies the City's park and public spaces into two categories: designated or dedicated parks.

Dedicated Parks

Parks "to be used and developed exclusively for the enjoyment by the general public as public parks, including but not limited to such uses as playgrounds, play fields, quiet landscape areas, cultural activity areas, waterfront activity areas, or any appropriate combinations thereof." Dedicated parks include Brohard Park (including South Brohard Beach, Brohard Paw Park, and Venice Fishing Pier), Service Club Park, Centennial Park, East Gate Park, Graser Park, Higel Marine Park, Prentiss French Park, Mundy Park, John Nolen Park, Sawgrass Park, West Blalock Park, Venezia Park, Venice Myakka River Park, and Venice Municipal Beach Park.

Designated Parks

Parks, "not intended to preclude the City from permitting such nonconflicting public functions in the public use areas and parks that are necessary to the public health, safety, and welfare such as providing easements for sewer, water, electricity, and other utility lines and related minor structures and systems essential to serving the public." Designated parks include Blalock Park, Chauncy Howard Park, Chuck Reiter Park, City Hall Park, Dr. Fred Albee Park, Fountain Park, Hecksher Park, Heritage Park, Humphis Park, Marina Park and Boat Ramp, Michael Biehl Park, Ponce de Leon Park, Service Club Park, Patriots Park, Venetian Waterway Park, and Wellfield Park.

Designated parks provide a higher level of functionality in terms of public services than dedicated parks, but limit the allowable uses of the property. Dedicated parks, on the other hand, are more versatile in terms of development options. The ratio and distribution of designated parks to dedicated parks in the City of Venice is relatively balanced throughout the City. The Parks Master Plan provides an identification and inventory of public and private parks and recreational facilities available within the City. This Plan also identifies the different levels of parks and generalized service areas and facilities.

An inventory and map of the City's existing Parks (Functional Open Spaces) are provided below and are included in the Parks Master Plan as Figure 1.8 and 1.9.

Figure 1.8 City of Venice Parks Inventory

Park Name	Acres	Park Type	Facilities																								Owner	Maintenance Responsibility
			Baseball/Softball	Basketball	Benches	Bike Racks	Boardwalk	Boat Ramp	Clock	Concession Building	Croquet	Drinking Fountain	Football/MP Fields	Fountain	Gazebo/Pavillion	Grills	Lighting	Picnic Shelter	Picnic Tables	Playground	Restrooms	Showers	Shuffleboard	Soccer/MP Field	Statues	Tennis Court	Walks/Trails	Volleyball		
Armada Barcelona & Madrid	1.07	Neighborhood Pocket Park																									Venice	Venice
Brohard Park	6.7	Beach Access			Y		Y									Y	Y	Y	Y		Y	Y					1	Venice	Sarasota*
Centennial Park	.4	Urban Open Space			Y				Y						Y	Y	Y	Y	Y		Y							Venice	Venice
Chauncy Howard Park	0.70	Beach Access				Y	Y								Y	Y	Y	Y	Y			Y						Venice	Sarasota*
Chuck Reiter Park	9.15	Sports Complex	4							Y		Y				Y	Y	Y	Y	1	Y							Venice	Sarasota*
City Hall Park	3.00	Urban Open Space			Y							Y					Y	Y	Y									Venice	Venice
Curry Creek Preserve	80.00	Preserve						1																			1.6	Sarasota	Sarasota
Dr. Fred Albee	0.50	Urban Open Space			Y														Y						Y		0.1	Venice	Venice
East Blalock Park (VCC, etc.)**	10.25	Urban Open Space			Y													Y										Venice	Sarasota
East Gate Park	0.50	Neighborhood			Y	Y						Y					Y	Y	Y	1								Venice	Venice
Fountain Park	0.01	Urban Open Space												Y			Y											Venice	Venice
Genicola, Castillo & Armada	1.02	Neighborhood Pocket Park																										Venice	Venice
Grasser Park	0.90	Beach Access			Y									Y														Venice	Venice
Harbour, Ponce De Leon & Pedro	0.40	Neighborhood Pocket Park																										Venice	Venice
Heckscher Park	3.20	Community		1														Y	Y	Y	1	Y		18				Venice	Sarasota*
Herbage Park	4.00	Urban Open Space			Y													Y	Y	Y	1	Y				6		Venice	Venice
Higel Marine	2.75	Boat Access			Y			1								Y	Y	Y	Y		Y						0.5	Venice	Sarasota*
Humphries (South Jetty) Park	2.00	Beach Access			Y											Y	Y	Y	Y		Y							Venice	Venice
John Nolen Park	3.00	Neighborhood			Y							Y				Y	Y	Y	Y	1	Y	Y			Y		0.2	Venice	Venice
Legacy Park	10.00	Boat Access			Y	Y						Y				Y	Y	Y	Y		Y						0.5	Venice	Sarasota*
Legacy Trail	3.00	Resource-Based																									11	Sarasota	Sarasota
Marina Park	18.00	Boat Access						1								Y	Y	Y	Y		Y							WCIND	Sarasota*
Maxine Barritt Park	0.31	Beach Access														Y	Y	Y	Y		Y	Y					0.7	Venice	Sarasota*
Michael Biehl Park***	1.50	Urban Open Space			Y									Y				Y	Y	1	Y	Y						Venice	GCCF
Murdy Park	1.1	Neighborhood	1	1	Y														Y	1	Y							Venice	Venice
Nassau, Pensacola & Milan	0.03	Neighborhood Pocket Park																										Venice	Venice
Patriots Park	3.60	Urban Open Space			Y														Y		Y							Venice	Sarasota
Ponce De Leon Park	0.07	Urban Open Space			Y							Y		Y				Y							Y			Venice	Venice
Premice French Park	3.25	Neighborhood																	Y	1							0.3	Venice	Venice
Ruggieretto Park	1.20	Urban Open Space			Y														Y								0.1	Venice	Venice
Sawgrass Park	8.00	(un-developed)																										Venice	Venice
Service Club Park	7.00	Beach Access			Y	Y	Y									Y	Y	Y	Y		Y						2	-	Sarasota*
South Brohard Beach	22.25	Beach Access			Y							Y									Y	Y						Venice	Sarasota*
South Brohard Beach Paw Park	1.00	Beach Access										Y									Y	Y			Y			Venice	Sarasota*
Tampa, St Augustine & Nokomis	0.10																											Venice	Sarasota*
Venetian Waterway Park	5.75	Resource-Based			Y											Y	Y	Y	Y		Y						10	Venice	Sarasota
Venezia Park	4.20	Neighborhood			Y	Y										Y	Y	Y	Y	1	Y							Venice	Venice
Venice Beach	5.00	Beach Access										Y				Y	Y	Y	Y		Y						2	Venice	Sarasota*
Venice Fishing Pier	18.75	Beach Access			Y		Y										Y				Y							Venice	Venice
Venice Myakka River Park	10.00	Boat Access						1								Y					Y						0.2	Venice	Sarasota*
Volunteer Park	0.83	Urban Open Space																										Venice	GCCF
West Blalock Park/Arboretum	4.76	Urban Open Space			Y														Y								0.3	GCCF	Private
Wellfield Park	160.00	Sports Complex	5	1									2											4		2	1.3	Venice	Venice
	491.94		10	3	19	4	4	1	4	1	5	2	5	4	5	15	8	19	8	16	5	18	4	5	8	27	5		

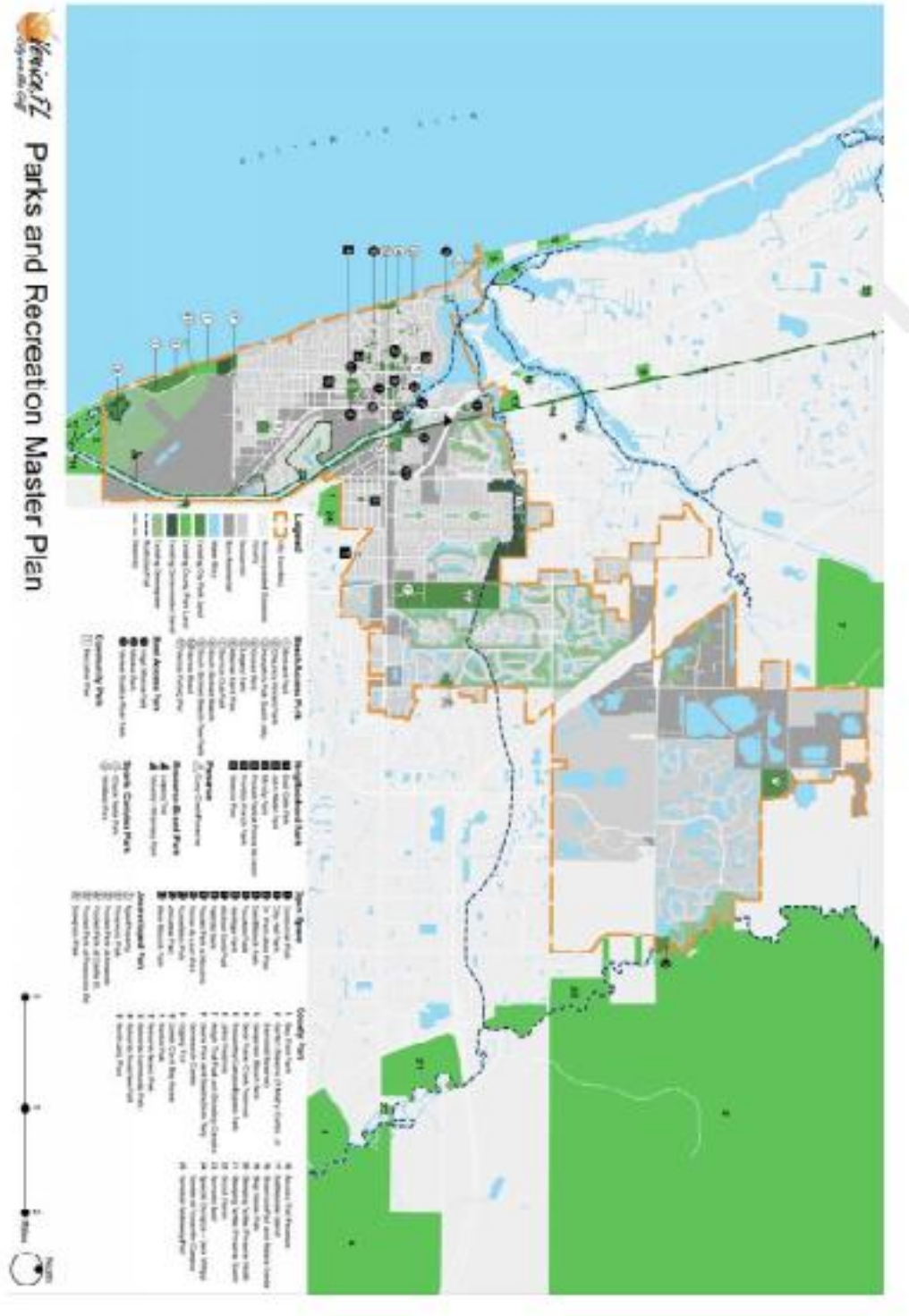
Source: City of Venice

* Included in the Interlocal Agreement between City of Venice and Sarasota County

** Library leases to the County Public Art building leased to private group. Triangle Inn maintained by the City, and VCC maintained by the County.

*** Leased to the City

Figure1.9 City of Venice Parks Map



Parks Master Plan

OPEN SPACE - FUNCTIONAL

The Parks Master Plan provided an initial analysis and ranking based on five (5) distinct criteria. The following information is excerpted from the Master Plan.

Based on this analysis, The highest scoring parks were Brohard Park (4.0) and Venice Community Center (4.1) Brohard Park scored particularly well in the category of Uses, Activities, and Sociability (4.2) and Environmental Sustainability (4.3). The park has a high level of activity. It provides residents and visitors with a variety of things to do ranging from laying on the beach to playing at the playground, walking and jogging on the paved trail, hiking through a natural area, to letting dogs run loose at the enclose paw park and the beach paw park. The beach paw park draws people from all over Sarasota County and adjoining counties.

Brohard Park displays a high sense of pride and ownership from residents and visitors that use the facility and provides flexibility and ample space to support programming. The park also provides a variety of shelters that provide refuge during inclement weather. This is particularly important in Florida where sever weather such as heavy rains and thunderstorms can occur quickly. These shelters also provide refuge from the hot Florida sun which can lead to uncomfortable conditions, especially for small children and seniors. Brohard Park also displayed good Environmental Sustainability (4.3) characteristics with ecological treatment of stormwater in the park, use of energy efficient fixtures in the restroom building, and multi-modal access via bicycles through low stress streets that lead to the park and transit via the City of Venice Trolley Bus Stop.

Venice Community Center scored well in variety of categories including Proximity Access, and Linkages (4.0); Comfort and Image (4.6); and Environmental Sustainability (4.0). The Center integrates well into the community and has clear visibility from a distance, is easy to walk or bike to, and is served by a transit stop. The Community Center is very well maintained, managed, and operated and provides a great overall first impression and feeling of safety. The center is also very flexible in its ability to support different types of events. It contains a variety of rooms designed to fit a variety of events ranging from small group gatherings and meetings to events with large audiences and performances.

The lowest scoring park was Venezia Park (2.5), followed by Service Club Park (2.6) and Higel Marina Park (2.6). Venezia Park scored low in the categories of Comfort and Image (2.0); Uses, activities, and Sociability (2.4); and Environmental Sustainability (2.5). The park contains limited facilities, has less programmed spaces compared to other parks, and contains a variety of underutilized and underused spaces. The park is also surrounded by invasive Australian Pine Trees that impact the soil and limit the growth of native ground covers and plants. This combination of factors makes the park appear abandoned and unsightly. These influences create for an overall poor first impression of the park, poor cleanliness and overall quality of maintenance, and poor evidence of management and stewardship. The park also does not have shelters or protection from inclement weather.

Service Club Park and Higel Marina Park scored low in the categories of Proximity, Access, and Linkages; Uses, Activities, and Sociability; and Environmental Sustainability. Both parks scored particularly low in the Proximity, Access, and Linkages sub-categories of Ease in Walking to the Park and Transit Access. They also have a limited mix of facilities, low sense of pride and ownership, and limited multi-modal capacity.

While most of the categories scored between the range of 3.0 and 3.9 (Meeting Expectations), some of the sub-categories scored particularly low. These included Transit Access (2.6), Protection from Bad Weather (2.5), Mix of

Uses/Things to Do (2.6), Programing Flexibility (2.5), and Marketing or Promotional efforts for the Facility or Activity (2.4). Many of the parks do not have access to transit, do not have any shelters or protection from inclement weather, have a limited mix of facilities and activities for residents to enjoy, and are spatially constrained to provide programming flexibility.

The highest scoring criteria for the parks system was Buildings/Architecture (4.4). This is due to the high quality of the Venice Community Center, which scored high in criteria for Cleanliness/overall quality of maintenance - interior (5.0) and Evidence of management/stewardship – interior (5.0). Lastly, it appears that most of the City's parks would benefit from an overall upgrade of facilities and amenities that create a consistent, high quality "brand" representative of a John Nolen, Garden City era planned park system. A common set of design standards should be created for a variety of park and public realm elements including site furnishings, amenities, hardscapes, landscapes, park architecture and even park and street layout and designs.

The Parks Master Plan also provided an analysis based on a variety of level of service factors including amenities, access and level/type of facilities.

The City of Venice has 44 parks within its City limits totaling 491.94 acres. These range from small Neighborhood Pocket Parks varying in size from 0.10 to 1 acre that provide close-to-home recreation and respite opportunities, to Beach Access Parks along the City's Gulf Coast, to larger parks ranging in size from 30 to 160 acres with access to athletic fields, sports courts, playgrounds, natural areas, and trails. The park system also includes a Civic Center measuring approximately 32,000 square feet. Of the 44 parks within the City's limits, 30 are owned by the City of Venice, four by Sarasota County, two by the Gulf Coast Community Foundation (GCCF), and one by the West Coast Inland Navigation District (WCIND).

24 of the parks within City limits are maintained by the City of Venice's Public Works Department. Within the Department, there are two Divisions– the Maintenance Division and the Parks Division. The Parks Division oversees the daily care and maintenance of the City's parks.

The other 20 parks within the City limits are maintained by Sarasota County through an interlocal agreement with the County. This agreement specifies the routine maintenance and the Level of Service that the County will provide. Additionally, it states that the County will provide capital repairs not to exceed $5,000 per park, per year. Any capital costs over $5,000 would be covered by the City. The interlocal agreement also states that the County is responsible for scheduling the usage of athletic fields and parks to third party users. While the City's Comprehensive Plan does not provide guidance or a definition for park classifications, the parks system is organized into eight classifications:

Urban Public Spaces: Typically located in downtown or community activity center areas, the features of these areas include landscaped courtyard areas with seating and/or tables, paved pathways, and often include a sculpture, fountain, or other feature of interest. City of Venice parks in this category are: Blalock Park, Centennial Park, City Hall Park, Dr. Fred Albee Park, Fountain Park, Heritage Park, Michael Biehl Park, Ponce de Leon Park, Patriot's Park, and West Blalock Park.

Community Parks:
Parks that are typically 20 acres in size serving a population within a three-mile radius. They are designed to serve the needs of several neighborhoods. Facilities include a variety of recreational activities (such as community center programming, ball fields and courts, fitness trails, and playgrounds), picnic areas, parking areas, litter receptacle, and restrooms. The City of Venice park in this category is: Hecksher Park.

Linear Park and Parkways: Linear spaces of various sizes established for pedestrian or bicycle passage or recreation. In addition to providing space for recreation and park activities, linear parks may also act as community connectors linking parks, public spaces, nature reserves, cultural features, historic sites, neighborhoods, or activity centers together. The City of Venice park in this category is the Venetian Waterway Park. Venetian Waterway Park features a continuous paved trail with benches, trash receptacles, picnic areas, and parking. It provides Venice with both water frontage areas and linkages between major activity centers.

Additionally, interconnected with the City's transportation system are parkways and medians that help improve park accessibility and connectivity around the City. These parkways are not considered "parks" in a dedicated or designated sense, but they function as green space. These parkways include: Venice Avenue, Park Boulevard, and Harbor Drive.

Beach Access Parks: Vary from less than one acre to 100 acres in size. Facilities include receptacles litter, sand trails, dunes, and parking area. City of Venice parks in this category are: Brohard Park (including South Brohard Beach, Brohard Paw Park, Service Club Park, and Venice Fishing Pier), Chuancy Howard Park, Humphris Park, and Venice Municipal Beach.

Sports Complex Parks: Athletic-focused parks that are characterized by baseball, softball, soccer, or football fields that include a concession/restroom building, picnic areas, and playgrounds. Sports complexes are usually 25 acres in size and serve a population within a three miles radius. They are intended to serve a smaller community than a larger district park. City of Venice parks in this category are: Chuck Reiter Park and Wellfield Park.

Waterway Access Parks: Typically less than five acres in size and provide access to the water either through formal or informal boat ramps with parking areas. Additional facilities include temporary boat dockage space, trash receptacles, picnic areas, and restrooms. City of Venice parks in the category are: Higel Marine Park and Marina Park and Boat Ramp.

Other (Cultural, Historical, or Resource-Based)
"Other" refers to parks that do not fall within traditional definitions. The City of Venice has a number of these other parks or public spaces including Growing Native for Nature Garden Park, and various parkways and medians. Growing Native for Nature Garden Park located at the Venice Elementary School is an 874 square-foot native garden park that promotes nature education.

LEVEL OF SERVICE:

Consistent with Strategy OS 1.1.2, The City's adopted Level of Service (LOS) Standard is: 7 acres of functional open space for each 1,000 functional population. Functional population is defined to include both full time resident and seasonal resident population. The Functional Open Space Level of Service shall be met with facilities open to the public without admission fee and open during the same primary operating hours as City parks. All new residential development shall be required to provide the appropriate amount of functional open space to maintain the adopted LOS standard.

Though there is currently a surplus of parks and recreation properties in Venice according to the current standard, this does not necessarily imply that the community's recreational needs are being met due to the geographic distribution of parks and the programming provided.

There are plans to provide additional public park facilities in the areas east of I-75 in the vicinity of Knights Trail Road. Additional opportunities exist within this area depending, based on co-location of facilities, on the final disposition of the Sarasota County School Board's location of a new school.

Although a one quarter mile service area for neighborhood parks is an accepted standard, it imposes a financial challenge for the City due to the cost of land acquisition and park maintenance

The development, expansion, and ongoing maintenance of parks, open spaces, and facilities are one of the biggest challenges for the City. In the past, the City has gained park land through dedication, but impact fees have been traditional funding sources for capital improvements. Due to the increasing cost and decreasing supply of land, the City of Venice has recognized the need to diversify funding sources such as grants, working relationships with foundations, and other public-private sources of funding.

The Venetian Waterway Park (VWP) was built along both sides of the ICW as a means to reconnect the areas disrupted by the ICW. The VWP provided an opportunity for greater regional connectivity which has led to more coordination between the City and Sarasota County regarding linkages described in the recent Sarasota County Trails Master Plan including the regional Legacy Trail.

Trails help to connect regional parks and recreation systems by linking diverse destinations such as Venice's downtown, the Island and Venetian Waterway Park and Legacy Trail with County destinations such as Patriots Park, Shamrock Park, among others.

Interagency coordination with local, regional, and state partners is vital to maintaining and improving the City's existing parks and public spaces. Venice's regional park partners include: Sarasota County, Sarasota County School District, and the Federal Aviation Administration.

Some of the most important issues that require partnerships concerning park and public space management issues such as:

- The maintenance and operation of parks, facilities and public spaces. Management of recreational activities in City parks.
- Local and regional connectivity among parks and facilities. Development of existing and new park and public space facilities.

In order to ensure that these issues are addressed appropriately, there is a need to revise some of the existing City agreements. These changes will 1) ensure that the City's park and public space needs continue to be met and 2) better specify elements such as length of the agreement, role and responsibilities of each party, and other specific coordination directives.

Comprehensive Plan Update
Planning Framework

The Comprehensive Plan planning framework addressed the opportunities identified through the public review process including workshops and hearings before the Planning Commission. Based on this, strategies were developed which

Opportunity 1: Enhance existing parks and public space resources before developing new parks facilities.

Opportunity 2: Balance parks and public space assets within the community in order to ensure there are a variety of types and function which meet the needs of a multi-generational population.

Opportunity 3: Ensure that neighborhood developments have open space resources accessible via walking or biking modes of transportation.

Opportunity 4: Increase connectivity throughout the community through the use of an interconnected sidewalk and trail system.

Opportunity 5: Expand the character of the community by enhancing public space and park assets.

Opportunity 6: Protect and enhance water-oriented parks, marine services, and boating facilities.

The Comprehensive Plan recognizes that open spaces are integral to enhancing the City. Strategies for the Open Space Element – Functional Open Spaces is as follows:

- Utilize open spaces to support the City's identity, sense of place, character, and recreation needs.

  Open spaces are an integral component of the City character These planning directives have been designed to support this character and help ensure that it is accessible to all community members, no matter what section of the City they live in. These strategies accomplish this goal by ensuring the parks and public spaces 1) are consistent with the varied needs of the City's neighborhoods, 2) provide recreational and multi-modal transportation opportunities, 3) meet the community's financial and recreational needs, 4) expand Venice's cultural identity, and 5) provide special event resources and facilities. Through these strategies, the City will ensure that its public spaces and park uphold those qualities which make Venice unique.

- Establish level of service standards that address condition, utilization, distribution, and financial needs of the City's parks and public spaces.

  Florida statute requires all local governments to establish a level of service (LOS) for parks and recreational resources. The current park LOS is based upon the acreage of park space per number of people which is adopted as 7 acres per 1,000 functional population. The strategies seek to
  1) provide (maintain) an overall LOS standard,
  2) ensure all development no matter what size provide for the park and public space needs of its residents,

3) make their parks and public spaces accessible to pedestrians, and
4) facilitate public-private partnerships for the development, maintenance, and expansion of park resources.

- Partner with local, regional, and state organizations regarding the maintenance and development of parks, recreation, and public spaces.

Parks and public spaces are a community resource as well as a regional asset. As a regional asset, the City of Venice should promote regional cooperative arrangements including: coordinated park management and development, shared facilities and resource co-location, and multi-modal transit facilities specifically and targeted with Sarasota County. Regional park coordination helps ensure that the City can meet their community's demands for parks and public spaces in an efficient and effective manner.

OPEN SPACE - FUNCTIONAL

OPEN SPACE ELEMENT - CONSERVATION

The City of Venice's coastal areas have been shaped by many of the same pressures placed on coastal areas throughout Florida – the economic motivation to turn aquatic ecosystems into developable land and the need to improve navigable waterways. For example, the City of Venice was bisected by the Gulf Intracoastal (ICW) Waterway in 1967. Additionally, Venice's coastal and waterway shorelines are constantly changing due to longshore currents and tidal actions associated with manmade activities and forces of nature.

The estuaries of northern Venice are comprised of three interconnected shallow bays: Lyons Bay, Dona Bay, and Roberts Bay. These bays are separated from the Gulf of Mexico by barrier islands. The salinity in these bays experienced an anthropogenic increase in the early 1900s from the construction of the Venice Inlet and jetty resulting in increased exchange of tidal waters from the Gulf of Mexico (Florida Sea Grant Program, *A Historical Geography of Southwest Florida Waterways, Volume 1: Anna Maria Sound to Lemon Bay* , "Altering Land and Water for Coastal Development: Venice, Florida)

Due to the nature of the Conservation Analysis, portions of the previous DIA have been retained and incorporated herein.

It is in these areas that freshwater mixes with the saline bays through discharge from Shakett Creek and Curry Creek. Prior to development, these creeks were fed by freshwater drainage from north Sarasota County and from the Myakka River. As urbanization has increased, anthropogenic activities such as ditching and channeling have affected the rate and quality of freshwater discharge coming into the bays. Tidal exchange has also been affected by the construction of bridges, seawalls, and other impediments. As a result, the bays now contain more suspended solids and silt, contributing to algae and slowing the growth of sea grasses.

In the 1960s and 1970s the Venice area experienced the majority of its conversion from natural shoreline (mangroves and beaches) to concrete seawalls. In addition to seawall construction, many of the shallow estuarine areas were dredged for fill dirt for waterfront parcels. This activity changed and even destroyed much of the aquatic ecosystem of this area and the surrounding bays. According to the Florida Sea Grant Program, more than 80 percent of the waterfront in the Venice area has changed within the past century as a result of development. [3]

Shaped by John Nolen's 1926 General Plan for the City of Venice, the City was designed to embrace its coastal environment. Nolen's plan integrated the City's neighborhoods, activity centers, schools, streets, public facilities, and parks with its coastal environment. Due to the dredging of the ICW and modern development patterns, the City's landscape has changed significantly since 1926. Much of the original land use patterns illustrated within John Nolen's 1926 General Plan for the City of Venice was constructed by the Brotherhood of Locomotive Engineers thereby creating the coastal environmental framework seen today.

The Open Space Element - Conservation recognizes the importance of protecting the marine environment for all species and marine life to ensure that a balance between humans and nature is maintained. To accomplish this goal, achievement standards must be established for the community's marine environment. Such standards would identify the current health of marine ecosystems and establish goals for improvement.

Recommendations that have been incorporated into the Open Space Element strategies include:

- Ensure public and private water areas provide public accessibility to the community's marine

resources

- Provide public access to water front areas either through public beaches, parks, and conservation areas or through private spaces such as outdoor seating areas, courtyards, and mixed-use development areas
- Support marine resources and facilities Protect the natural marine habitat
- Identify ways to improve the health of the marine ecosystem and, specifically, diminish the impacts caused by red tide

As noted in the previous DIA, The City of Venice Land Development Code currently includes two environmental zoning districts, "OUC" (Open Use Conservation) and the "MP" (Marine Park) districts.

The OUC district is intended to preserve and protect the open spaces, park lands (where not otherwise zoned "GU": Government Use), wilderness areas, marsh lands, water sheds, water recharge areas, scenic areas, and beaches. Another purpose of this zoning district is to conserve fish and wildlife areas. This district is also responsible for the protection of life and property in areas subject to flooding.

The MP district is intended to protect and preserve submerged lands within the city. All designated waters, including, but not limited to all boat basins, bays, bayous, canals, lakes, rivers, streams, waterways, Gulf of Mexico, as well as all publicly and privately owned submerged lands extending from the mean high water line or bulkhead line are included in this district.

The Land Development Code also includes the gulf-front setback section, which creates a building setback line congruent to the 1978 coastal construction control line as depicted on the official zoning atlas, or a distance of 150 feet from the mean high-water line, whichever is greater. The purpose of this setback line is to protect the properties located along the Gulf of Mexico from erosion, flooding, and other direct impacts from the waters of the Gulf. This section of the code has a provision which prohibits development of any kind seaward of the gulf- front setback line.

Venice's coastal location is one of the community's primary economic stimuli as it attracts tourists, seasonal residents, and retirees to the community. One of the key economic sectors in the City is tourism followed by home construction/development, health care, and senior living services. Future land uses support the conservation of natural assets, the access and enjoyment of the City's waterfront (marina, water parks, etc.), seasonal and permanent residential uses within the Coastal Planning Area while adhering to the adopted State Statutes.

Waterfront property is a valuable commodity in the Venice area. Venice area realtors indicate that waterfront residential properties have values that are at a minimum 50 percent higher than non-waterfront properties. This desirability has led to a diverse residential housing stock in coastal areas including mobile homes, multi-family, condominiums, and large single family homes.

Venice includes a number of commercial and industrial areas that are adjacent to the City's waterfronts. The land uses within these areas include a wide variety of intensity and also present opportunities for redevelopment. Waterfront Areas – Seaboard (Gateway Neighborhood). Venice will continue to pursue and enhance the livability of its waterfront areas as the City evaluates how to redevelop properties along the ICW including opportunities for public-private partnerships. Redevelopment within the Gateway Neighborhood and in a limited scale, the Island Neighborhood will include the enhancement Seaboard Mixed use area which is intended to promote a mix of uses, retail, office, industrial and residential within this critical area of the City. The City recognizes that this area is underutilized by its existing industrial and commercial use, and based on its network of streets; and limitations in stormwater management. As such, a key focus of the southern portion of the Gateway is to redevelop as a mixed-use area with a variety of public

and privates uses.

These redevelopment activities are intended to:

- Encourage the preservation of working waterfronts
- Maintain appropriate public access to the City's water resources Promote commercial
- and recreational uses
- Mitigate potential impacts to historic resources
- Protect community character
- Provide adequate infrastructure (potable water, sewer, transportation, etc.)

As noted by the Florida Department of Economic Opportunity (DEO), the Coastal High Hazard Area is an area particularly vulnerable to the effects of coastal flooding from tropical storm events and is defined by section 163.3178(2)(h)9, Florida Statutes, 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. Section 163.3177(6)6., Florida Statutes, requires that local governments limit public expenditures that subsidize development in Coastal High Hazard Areas. Section 163.3177(6)(a)10.a., Florida Statutes, requires that local governments designate Coastal High Hazard Areas on their future land use map series. The Statutes further note in Section 163.3178(1), Florida Statutes, that local governments restrict development activities where such activities would damage or destroy coastal resources and that such plans protect human life and limit public expenditures in areas that are subject to destruction by natural disasters.

As required by the Statutes, the City has incorporated the definitions of Coastal Planning and the CHHA into the Land Use and Open Space Strategies. In addition, the following maps have been created identifying the CHHA and the future land use designations impacted by the CHHA. The following tables provides a comparison of the previously adopted CHHA Map and the recent CHHA Map including acres and parcels impacted. This information is based specifically on parcel data. The table provided on page 4 indicates the Future Land Use designations (proposed as part of the 2017 Comprehensive Plan) and respective acreages encompassed by the CHHA including roads/right-of-way and other areas not included as a parcel.

Table: CHHA boundaries comparison Old: New (2008) and Number of Parcels

	Total # of Parcels Clipped	Residential Parcels Clipped	Non Residential Parcels Clipped	Residential Parcels Acres Clipped	Non Residential Parcels Acres Clipped	
CHHA OLD	305	235	70	122.0	287.8	
CHHA NEW	738	602	136	143.8	324.4	
DIFFERENCE	433	367	66	21.8	36.6	

Table: CHHA boundaries comparison Old: New (2008) and Acres (per parcel data)

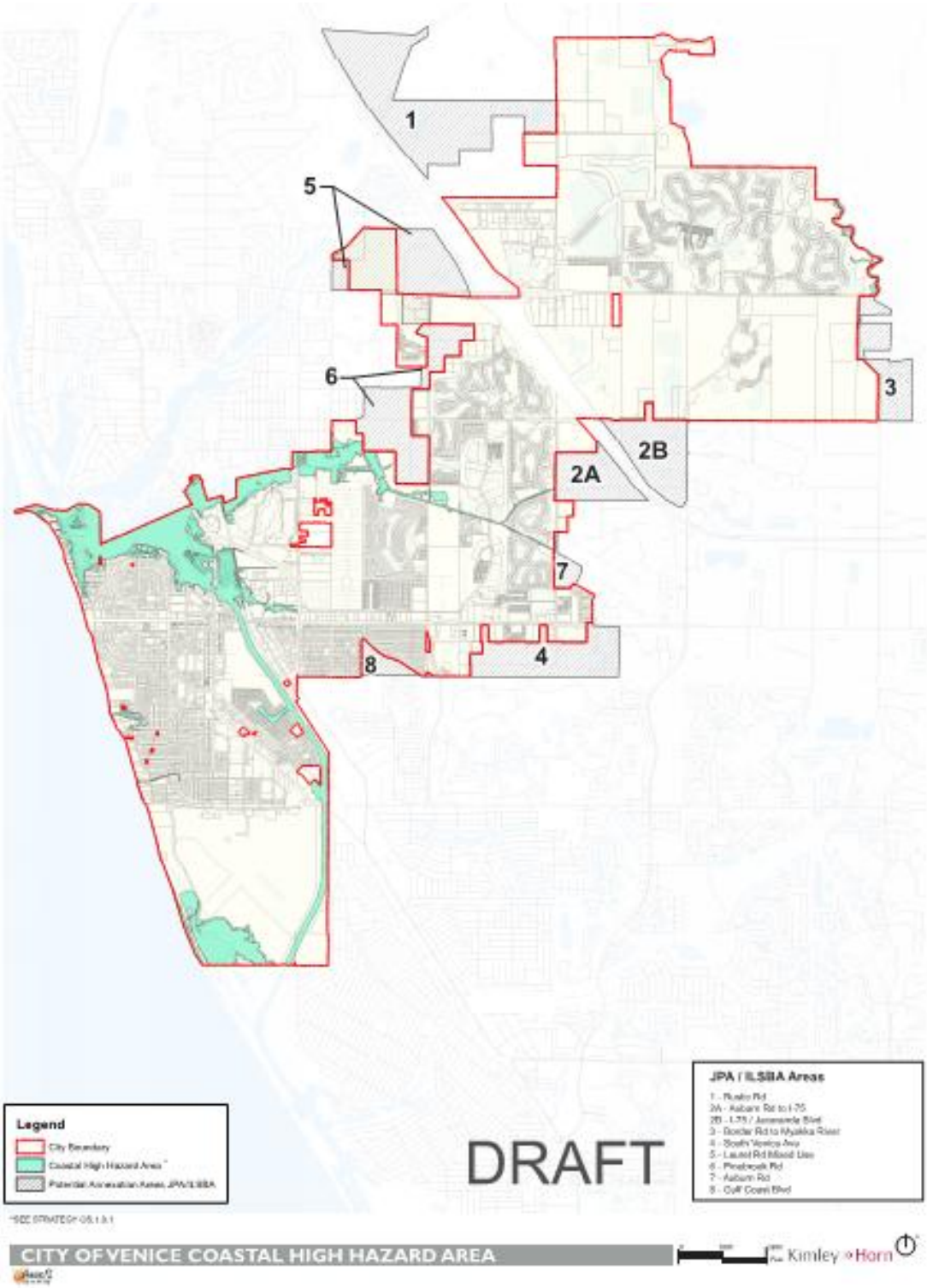
	Residential Parcels Acres Total	Non Residential Parcels Acres Total	Units
CHHA OLD	416.9	721.9	3,254
CHHA NEW	509.5	1148.8	3,994
DIFFERENCE	92.6	426.9	740

Table: CHHA boundaries and acreages per new (proposed Future Land Use designations (includes ROW/non-parcel areas)

New CHHA FLU Designations

FLU Designation	Total Acres
COMMERCIAL	48.82
CONSERVATION	547.37
GOVERNMENT	8.38
HIGH DENSITY RESIDENTIAL	72.18
INDUSTRIAL	12.85
INSTITUTIONAL PROFESSIONAL	3.33
LOW DENSITY RESIDENTIAL	141.24
MEDIUM DENSITY RESIDENTIAL	26.60
MIXED USE CORRIDOR	70.15
MIXED USE DOWNTOWN	11.17
MIXED USE RESIDENTIAL	158.09
MODERATE DENSITY RESIDENTIAL	226.22
OPEN SPACE FUNCTIONAL	469.76
TOTAL	1796.2

Note: the difference in acreage between the FLU designations and the comparison tables is due to (based on) right-of-way and other areas not designated as a parcel.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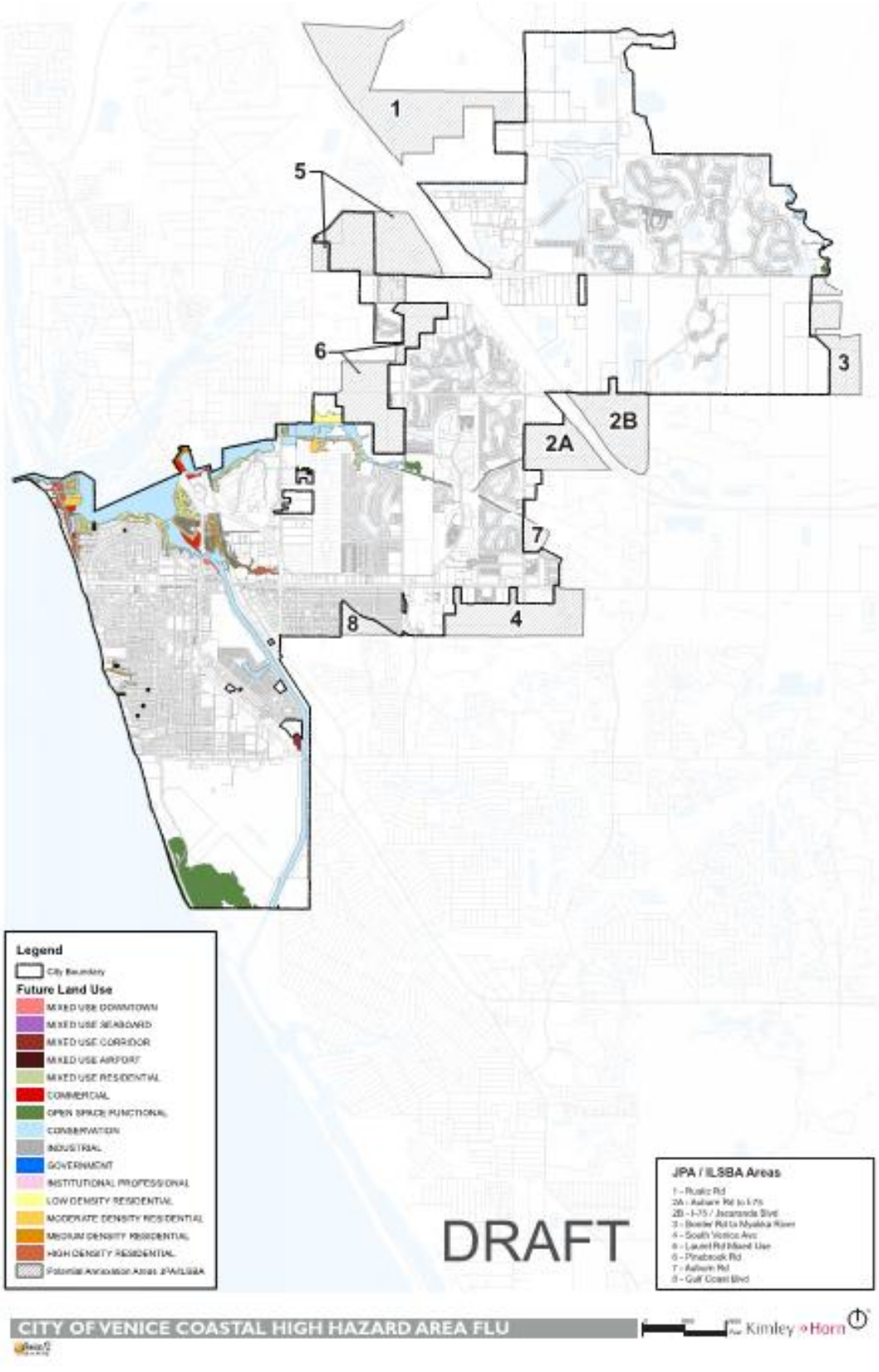
Legend
City Boundary
Coastal High Hazard Area *
Potential Annexation Areas JPA/ILSBA
JPA / ILSBA Areas
DRAFT
CITY OF VENICE COASTAL HIGH HAZARD AREA
Kimley»Horn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Legend
City Boundary
Future Land Use
MIXED USE DOWNTOWN
MIXED USE SEABOARD
MIXED USE CORRIDOR
MIXED USE AIRPORT
MIXED USE RESIDENTIAL
COMMERCIAL
OPEN SPACE FUNCTIONAL
CONSERVATION
INDUSTRIAL
GOVERNMENT
INSTITUTIONAL PROFESSIONAL
LOW DENSITY RESIDENTIAL
MODERATE DENSITY RESIDENTIAL
MEDIUM DENSITY RESIDENTIAL
HIGH DENSITY RESIDENTIAL
JPA / ILSBA Areas
DRAFT
CITY OF VENICE COASTAL HIGH HAZARD AREA FLU
Kimley»Horn

To minimize redundancy in information, analysis and information regarding the coastal planning including the CHHA is provided in the Land Use Element.

The Open Space Element has included updated Strategies that seeks to minimize public utility infrastructure and limit public liability by discouraging new development activities in the coastal high hazard area. In an effort to minimize public and private liability in the CHHA, the Comprehensive Plan includes strategies to discourage development and prohibit increases in density and intensity. Strategy language is provided in both the Land Use and Open Space Elements under Coastal High Hazard.

Since the mid-1980s, the State of Florida's Local Government Comprehensive Planning and Land Development Regulation Act has required all coastal communities to develop a Post- Disaster Redevelopment Plan (PDRP). The intent of a PDRP is to address all hurricane disaster recovery issues in a plan before a disaster occurs so that the community is prepared to deliver emergency services.

In 1994, the City developed a study entitled *Creating a Hurricane Tolerant Community* (HTC). The HTC 1) reviewed the geography of the community as it relates to hurricane impacts, 2) offered solutions to address potential disaster problems before a hurricane occurs, and 3) found a need for strengthened communication and education efforts. Successful implementation of the HTC recommendations could reduce damage and prevent catastrophic hurricane damage to the community. In 1994, the HTC was approved by the State as the City's PDRP. In addition to the HTC, Venice also maintains an Emergency Management Plan, which is updated yearly.

The City coordinates its disaster management practices with Sarasota County Emergency Management under the Local Mitigation Strategy (LMS). The purpose of the LMS is to coordinate with participating jurisdictions to identify and prioritize projects and initiatives that are mitigating in nature. A mitigation project is defined as having elements that reduce the natural hazard impact to the community. Sarasota County and each municipality within the County (Cities of North Port, Longboat Key, Venice and Town of Longboat Key) have approved the plan. The Federal Emergency Management Agency (FEMA) subsequently approved the plan on August 8, 2004 which remains effective through February 24, 2010 with annual updates. The City also coordinates efforts with the Southwest Florida Regional Planning Council.

Since 1991, the City of Venice participates in the Community Rating System (CRS) program for National Flood Insurance Program (NFIP). The goals of the CRS are to reduce flood losses, to facilitate accurate insurance rating, and to promote the awareness of flood insurance. The CRS has been developed to provide incentives for communities to go beyond the minimum floodplain management requirements to develop extra measures to provide protection from flooding.

Another effort to better manage emergency response within the City is the establishment of the Code RED® Emergency Telephone Calling System, which provides a high-speed telephone communication for emergency notifications. The system employs an internet mapping capability for geographic targeting of calls, coupled with a high speed telephone calling system capable of delivering customized pre-recorded emergency messages directly to homes and businesses at the rate of up to 60,000 calls per hour.

Venice's natural environments were incorporated into the design plan for the City. Nolen viewed these areas as community assets and sought to ensure that the community's built environment supported them. In Nolen's book "New Towns for Old" he explained his philosophy regarding the protection of such areas, *"A glance at the plan will show the large amount of open area retained… The retention of this has been an important feature of the work… The terrace is steep, but, cultivated with native shrubs, forms a striking feature in the village scene."* This commitment to incorporating the City's natural areas and open spaces continues today as the City has sought to preserve, protect,

and promote its waterfront natural areas and open spaces. These areas include Curry Creek Preserve and Myakka River Park which were added to the park system in the last several years.

Venice's coastal resources encompass over four miles of shoreline along the Gulf of Mexico and the adjacent bays They include a variety of developed and natural areas, with the developed areas located in the northern section and the natural areas located to the south. The coastal area has four primary functions:

- Shoreline protection from severe weather events Habitat for
- marine life
- Public space supporting Venice's character and quality of life
- Economic generator contributing to the City's tourism and retirement economy

The beach and dune area buffer the City from the Gulf of Mexico. This area is important because it helps ensure the City is protected from coastal erosion, storm surges, and other tidal actions. Unlike other Sarasota County mainland areas, Venice does not have barrier islands. As a result, Venice is directly exposed to the Gulf of Mexico.

The beach area changes in surface area due to longshore currents that displace the sand along the shore. From 1883 to 1974 the shoreline from Venice Inlet to Red Lake eroded between 150 and 350 feet. The problem along the shore is aggravated by Casey's Pass (the Venice Jetty), which was built in conjunction with the ICW. The jetty acts as a littoral barrier to the natural north- south longshore currents. The result is that Venice's shoreline is left vulnerable to the Gulf's currents and tidal actions.

In 1984, the U.S. Army Corp of Engineers published the "Beach Erosion and Hurricane Protection Study." This Report concluded, *"a substantial portion of the recorded erosion south of Venice Inlet can be attributed to the Inlet itself and, therefore, Federal mitigation may be required for the erosion caused by the Federal navigation project."* As a result of this report the Corp established a fifty year Local Cooperative Agreement (LCA) with the City of Venice. The LCA called for beach nourishments to be completed approximately once every 10 years. From 1994 through 1996, the City of Venice conducted two beach nourishment projects placing 1,914,000 cubic yards of sand on City beaches. In 2005, the City completed the first of five beach re-nourishment enhancements (placement of 900,000 cubic yards of sand) that are scheduled to take place over the next 50 years in accordance with the original 1994 re- nourishment plan. The 10-million-dollar project was funded by the city, state and federal governments.

In order to mitigate environmental impacts to offshore hardbottom habitat associated with the beach re-nourishment projects, the City has developed a habitat replacement plan. This plan calls for the construction of three replacement limestone reefs. The reefs will be placed in 12 to 14 feet of water. Multiple reefs, totaling 7.3 acres, are more preferable to a single reef because they will distribute the benefits along the project length and more closely mimic pre-project conditions. Once installed, the City will continue to monitor marine activity along the reef.

Venice's Gulf waters provide a healthy marine habitat for a variety of species. This aquatic ecosystem includes the Gulf of Mexico and its tributaries, Gulf floor, mangroves, seagrass beds, reefs, and marine animals, fish, and other sea creatures. This active ecosystem provides habitat for a number of species including dolphins, sea turtles (that nest on Venice's beaches), manatees, pelicans, sharks, sand dollars, sea urchins, scallops, mollusks, crabs, shrimp, and a variety of other species.

The City is committed to ensuring that this ecosystem remains healthy and vibrant. In 1997 an artificial reef was created 2.65 miles south of the Venice Inlet. This reef covers approximately 1.8 acres and consists of concrete construction materials. A second effort is underway through which additional reefs will be created.

Blooms of *Karenia brevis* or Red Tide, a single-celled organism, have become more frequent along the Gulf coast in recent years. These blooms cause respiratory irritation in humans and the neurotoxins released by the algae suffocate fish and other marine species causing dramatic fish kills along Gulf beaches. These conditions result in a number of economic and ecological impacts to the City including impacts to tourism and the quality and safety of the City's water resources. Coordination with regional partners such as Mote Marine Laboratory and the efficient clean-up of post-bloom fish kills are critical to the health and safety of Venice's beaches as Red Tide becomes a frequent occurrence.

Roberts Bay and Dona Bay are two of three large bays located at the north of Venice's city limits. Access to these bays is provided by the Venice Inlet and the ICW. Sarasota County is in the process of developing the Dona Bay Watershed Management Plan for this area in conjunction with regional partners such as Mote Marine and the Southwest Florida Water Management District.

Major hydrologic alterations to these watersheds have resulted in lowered salinities and increased sediment and nutrient loads. The ecosystems that are supported by these waters have been significantly impacted by these changes, including loss of seagrass, oysters, benthic species, and fish resulting from turbidity and anoxic conditions. Most of these changes have been caused by anthropogenic drainage activities including ditching and channeling the creeks of the watershed: Curry Creek, Hatchett Creek, and Cow Pen Slough. Moreover, seawalls have replaced much of the natural mangrove coastline along these bays and have contributed to the degradation of the ecosystems.

Water quality within the Dona and Roberts Bay Watersheds is generally good, but significant ditching within the watershed has significantly altered the volume and timing of flows to Dona Bay and Roberts Bay causing impacts to the biological communities within the estuaries. [5] The wide shift in salinities from the rainy season to the dry season decreases the ability for a stable biological community to develop within these watersheds.

The Dona Bay Watershed Management Plan's objective is to re-balance the amount and quality of water entering the bays in order to reflect pre-drainage conditions. The City benefits from the aesthetic, recreational, and ecological value of these bays. In order to protect this value for future generations, the City must coordinate with these efforts through the Comprehensive Plan and other regulations.

[4] Sarasota County Drainage Basins Water Quality Assessment. According to EPA's new Integrated Water Quality Assessment process, *good (meets designated use).* All surface waters within the watershed are supporting their use classification with no evidence of non-point source problems.

The ICW was constructed in 1967 to provide safe boating and access to Gulf harbors. The Venice Inlet and Jetty, formerly known as Casey's Pass, was first dredged around 1925 and the jetty was completed in 1938. Both of these waterways provide access to Roberts Bay and Dona Bay and to points north and south, such as the City of Sarasota and Charlotte Harbor.

Water quality and non-point source pollution is an ongoing concern for the Intracoastal Waterway and its adjacent bays. Runoff from residential, commercial, and industrial uses along the waterway and its tributaries affect the salinity and quality of its waters. Sarasota County is currently in the process of developing a watershed management plan for the bays to the north of the ICW.

Curry Creek and Hatchett Creek flow east/west between the ICW and the Myakka River. A large portion of Curry Creek is currently protected by the Sarasota County Environmentally Sensitive Lands Protection Program (ESLPP). Eighty acres of land surrounding the most sensitive portion of Curry Creek have been acquired through the ESLPP, which includes habitat for gopher tortoises and Florida scrub jays. The protected site is located northwest of the City's Wellfield Park and connects to Roberts Bay to the west. The remainder of the creek is channeled and eventually connects to the Myakka River to the east.

Hatchett Creek is located in a more urban setting and is a major collector of stormwater. The creek sits within the 100-year floodplain near the intersection of Venice Avenue and U.S. 41 (Venice Bypass). Hatchett Creek connects with the ICW. The creek contains some wetland characteristics but has low environmental quality due to invasive non-native species and runoff pollutants.

According to the Sarasota County Drainage Basins Water Quality Assessment, Curry Creek exhibits several opportunities: erosion, sedimentation, siltation, and oxygen depletion; however, the assessment rated the water quality as 'good'. Hatchett Creek also exhibits some concerns: erosion, sedimentation, siltation, oxygen depletion, and habitat alteration (i.e., declining seagrass acreage). The assessment also rated the water quality of Hatchet Creek as 'good'.

The Myakka River flows north to south and passes through the easternmost portion of the City. The Myakka River was designated as a Wild and Scenic River (Section 258.501, Florida Statute 1993) in 1985 and is considered environmentally sensitive with ecological, fish and wildlife, and recreational values that are unique to the State of Florida. The Myakka Wild and Scenic River Management Plan was adopted in 1990, the River Rule (62D-15, F.A.C.) was adopted in 1991, and a Memorandum of Agreement (MOA) with Sarasota County, the Department of Environmental Protection, and the Department of Community Affairs was signed in 1998. A MOA with the cities of North Port and Venice is in process and will be developed in conjunction with the Comprehensive Plans for these communities.

According to the Wild and Scenic River designation, governments adjacent to the Myakka River shall manage the Myakka River Wild and Scenic Protection Zone under their existing authorities including comprehensive planning, the regulation of land development activities, and other necessary or appropriate ordinances. This management should be in conformance with Section 258.501, the management plan, and agreements adopted by the Florida Department of Environmental Protection and the Department of Community Affairs with the cities and counties pursuant to this section.

The Myakka River is threatened by land use changes in the watershed, changes in hydrology, water quality degradation, and invasive non-native species of plants and fish. In terms of pollutants, there is an increasing concern regarding agricultural runoff and oxygen depletion. The Water Quality Assessment – "Sarasota County Drainage

Basins" rated the water quality as poor.

Protection of the Myakka River corridor will require land acquisition, regulation, and coordination with the Myakka Wild and Scenic River Management Plan and the Sarasota County Manatee Protection Plan. Currently, the City is represented on the Myakka River Management Coordinating Council, which is comprised of representatives from regional agencies and local governments. The Myakka River Management Coordinating Council provides interagency and intergovernmental coordination in the management of the river.

The City has acquired park property adjacent to the Myakka River. This park will provide passive recreation on the river and will include a small kayak/canoe launch. The Joint Planning & Interlocal Service Boundary Agreement (JPA/ILSBA) between the City of Venice and Sarasota County identifies additional protections for the river including: designating additional conservation lands, prohibiting motorized boats, and requiring the Sarasota County Manatee Protection Plan to be applied to the JPA/ILSBA areas.

Comprehensive Plan Update Planning Framework

The City's process included an extensive public visioning process, identification of local critical issues, and the determination of areas of opportunity to be addressed in the Comprehensive Plan update. These opportunities are summarized as follows:

Opportunity 1: Ensure that the developed areas along Venice's coastal and waterway shorelines are used in an optimal capacity and identify areas for redevelopment.

opportunity 2: Commit to sustainable forms of development which enhance developed coastal and waterway areas while protecting natural environments.

Opportunity 3: Maintain marine services and resources necessary for a water-based community.

Opportunity 4: Continue to identify and address natural marine occurrences (such as red tide and beach erosion) that may have a negative impact on the coastal and waterway environment.

The Comprehensive Plan planning framework addressed the opportunities identified through the public review process including workshops and hearings before the Planning Commission. Based on this, strategies were developed which

1) creates standards for the safe development of coastal and waterfront areas,
2) ensures all community members have access to the City's marine resources and protects the native marine habitats for native species, and
3) foster regional coordination of marine environments and water-oriented development areas.

Specifically, the City has developed Strategies within both the Land Use and Open Space Elements supporting the following:

- Promote Venice's coastal and waterfront areas by establishing standards for improving their use, access, and character.

- Minimize the impact of natural hazards to the community by directing people from developing within coastal high hazard areas.

- Preserve, expand, and protect marine resources for both people and natural communities. The marine resources in Venice include Gulf of Mexico, Roberts and Dona Bays, Intracoastal Waterway, Myakka Rivers, Curry and Hatchett Creeks, and their tributaries.

  The planning framework appreciates that the City's marine resources are important to both people and natural species. In doing so the plan establishes strategies that promote the use and protection of its marine resources for all communities who use it. These strategies recognize there needs to be a balance between public demands on marine resources and natural species dependency of a healthy marine ecosystem. This balance is achievable

by: 1) improving the health of impaired water bodies, 2) maintaining and acquiring conservation areas, 3) preventing boats from discharging in City waterways, 4) prohibiting landfill and dredging activities, and 5) implementing the Manatee Protection Plan.

- Coordinate with intergovernmental partners to improve coastal and waterfront development areas and protect water-oriented resources.

  The City of Venice must work with its regional partners if it is to successful addressing its coastal and waterway management issues. This planning framework addresses this reality by establishing strategies which foster regional coordination on all marine related issues including

  1. compliance of all local, regional, state, and federal laws,
  2. coordination of boating resources and needs,
  3. protection of marine ecosystems and aquatic environments, and
  4. funding of water-based programs and initiatives. Through the coordinated efforts of all local, regional, state, and federal partner entities, the City will be able to ensure the health and vitality of its marine resources and environments.

COMMUNITY SERVICES - EMERGENCY MANAGEMENT

The City of Venice is to the consequences of many life threatening events including tropical storms, hurricanes, wildfires, and hazardous material spills. The purpose of the Emergency Management component is to:

- Protect community members and their property from the harmful effects of any potential emergency events
- Ensure that the City of Venice is prepared to administer emergency services through direct fire and police services or through collaborative partnerships
- Establish practices to address such potential disasters
- Prepare the City to respond to these disasters effectively and efficiently

By ensuring that the City and its partners are able to appropriately address an emergency situation, citizens will have access to emergency care services in times of need.

With respect to Emergency Services, it is imperative that the City be prepared to administer emergency services whether directly (fire and police) or in collaborative partnership (EMS, disaster mitigation, medical, or criminal). Such preparation should consider 1) response times and service capacity, 2) ability of emergency responders to reach the scene, 3) public education, and 4) training, planning, and practice about what to do in an emergency event.

Recommendations include:

- Ensure community members have access to emergency services.
- Be proactive and prepared to address the wide-variety of potential emergency events. Develop practices and
- expand capacity for reducing personal injury and property damage from emergency events.
- Maintain and execute the Sarasota County Unified Local Mitigation Strategy.
- Ensure there is capacity to prepare for and minimize damage from natural and man-made emergency events.

Identification&AnalysisofEmergencyManagement

The City of Venice is vulnerable to hurricanes and tropical storms. According to the Florida Division of Emergency Management, the most common hurricane and storm hazards to which the City could be exposed are the following (Source: Adapted from the Florida Division of Emergency Management):

- Inland flooding. The relatively flat terrain across Florida (including Venice) makes it difficult to drain accumulated water. A community may flood due to storm surge, river flooding, and/or heavy rainfall. Low-lying or poorly draining areas may also increase a community's flood risk. Tropical storms pose significant risk well inland due to fresh water flooding. In the last 30 years, inland flooding has been responsible for more than half the deaths associated with tropical cyclones in the United States. Tropical cyclones are classified as follows:

    a) Tropical Depression. An organized system of clouds and thunderstorms with a defined surface circulation and maximum sustained winds of 38 mph or less.

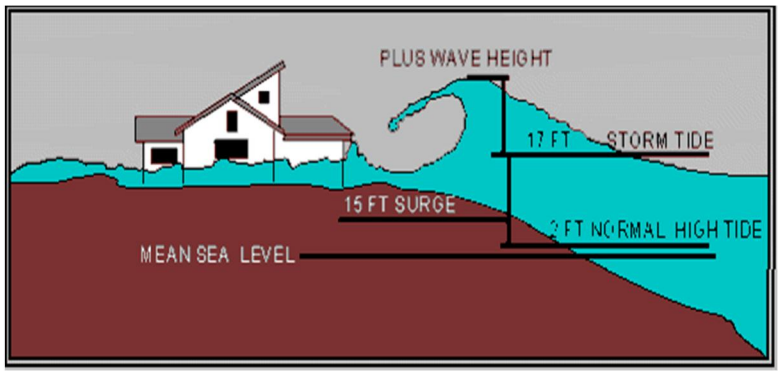
    b) Tropical Storm. An organized system of strong thunderstorms with a defined surface

circulation and maximum sustained winds of 39-73 mph.

c) Hurricane. An intense tropical weather system of strong thunderstorms with a well-defined surface circulation and maximum sustained winds of 74 mph or higher.

- Storm surge. Defined as an abnormal local rise in sea level accompanying a tropical cyclone or other intense storm. Storm surge is measured by the difference between the observed level of sea surface and level that would have occurred in the absence of the storm (see image below). Storm surge is usually estimated by subtracting the elevation of the normal or astronomical tide from that of the observed storm tide. A storm surge, typically lasting for several hours, is potentially hazardous along low lying coasts (Figure 3.1).

Figure 3.1 Storm Surge



- High winds. Hurricane-force winds can destroy poorly constructed buildings and mobile homes. Debris such as signs, roofing material, and small items left outside become flying missiles in hurricanes. The Saffir-Simpson Scale (Table 3.8) defines the force of the winds and provides an advisory framework in case of natural events such as tropical storms and hurricanes. Additionally, the high winds of hurricanes can also generate tornadoes that add to a storm's destructive power.

The City of Venice may be impacted by two types of hurricanes:

a) Landfalling, which is defined by its trajectory of approaching Venice from the Gulf of Mexico on an east/northeast heading.
b) Exiting, which is defined by its trajectory approaching Venice from the east and going into the Gulf of Mexico.

Table 3.8 Saffir-Simpson Scale

Storm Hurricane Category	Potential Damage	Wind Velocity (MPH)	Potential Storm Surge (FT)	Potential Effects
Category 1	Minimal	74 to 95	Up to 6'	No real damage to building structures. Damage primarily to unanchored mobile homes, shrubbery, and trees. Also some coastal flooding and minor pier damage.
Category 2	Moderate	96 to 110	Up to 10'	Some roofing material, door, and window damage. Considerable damage to vegetation, mobile homes, etc. Flooding damages piers and small crafts in unprotected moorings may break their moorings.
Category 3	Extensive	111 to 129	Up to 13'	Some structural damage to small residences and utility buildings, with a minor amount of curtainwall failures. Mobile homes are destroyed. Flooding near the coast destroys smaller structures with larger structures damaged by floating debris. Terrain may be flooded well inland.
Category 4	Extreme	130 to 156	Up to 19'	More extensive curtainwall failures with some complete roof structure failure on small residences. Major erosion of beach areas. Terrain may be flooded well inland.
Category 5	Catastrophic	Over 157	Over 19'	Complete roof failure on many residences and industrial buildings. Some complete building failures with small utility buildings blown over or away. Flooding causes major damage to lower floors of all structures near the shoreline. Massive evacuation of residential areas may be required.

Source: Adapted from National Oceanic & Atmospheric Administration and the Florida Division of Emergency Management, 2012.

Tornadoes. Hurricanes can produce tornadoes that add to a storm's destructive power. Florida has two main tornado seasons: the summer season (June-September) and the spring season (February-April). Tornadoes are most powerful and expected to occur during these two seasons because of the presence of the jet stream.

In 1986, the National Oceanic and Atmospheric Administration (NOAA) developed a computerized model to calculate potential surge heights from hurricanes called "Sea, Lake, and Overland Surges from Hurricanes" (SLOSH). The most recent SLOSH study on coastal storm surges for landfalling and exiting storms was performed in 2009. The Southwest Florida Regional Planning Council (SWFRPC) is the process of generating a new SLOSH study and maps. Using the most recent SLOSH data, the Southwest Florida Regional Planning Council has prepared an evacuation map for the Venice area (Map 3.12).

The newest generation of the SLOSH model basin incorporated in the 2010 Statewide Regional Evacuation Study reflects major improvements, including higher resolution basin data and grid configurations. Faster computer speeds allowed additional hypothetical storms to be run for creation of the MOMs (maximum potential storm surge) values for each category of storm. Storm tracks were run in ten different directions. And for each set of tracks in a specific direction storms were run at forward speeds of 5, 10, 15 and 25 mph. And, for each direction, at each speed, storms were run at two different sizes (20 statute mile radius of maximum winds and 35 statute miles radius of maximum winds.) Finally, each scenario was run at both mean tide and high tide. Both tide levels are now referenced to North American Vertical Datum of 1988 (NAVD88) as opposed to the National Geodetic Vertical Datum of 1929 (NGVD29). Source: 2010 SWFRPC Hurricane Evacuation Study.

Some properties along the Gulf of Mexico, Intracoastal Waterway, Curry Creek, and Hatchet Creek, and Myakka River are within the Category 1 Storm Surge.

According to the City of Venice Engineering Department, FEMA requires that the most conservative of existing adopted FIRM or latest available information be used to determine base flood elevation. The City of Venice Floodplain Ordinance was updated in October 2006 to meet this criteria established by FEMA. The revised ordinance was reviewed and approved by FEMA to meet its criteria prior to final approval by the City Council. The City's flood map (Map 3.14) represents the latest information reflecting the FEMA approved Letter of Map Revision (LOMR), and County Commission approved basin plans. The City's code regarding special flood hazard areas also indicates that a comparative review of the FIRM with the more recent basin study results should opt for the more restrictive delineations.

Since 1991, the City has participated in the Community Rating System (CRS) program for National Flood Insurance Program (NFIP). The goals of the CRS are to reduce flood losses, to facilitate accurate insurance rating, and to promote the awareness of flood insurance. The CRS has been developed to provide incentives for communities to go beyond the minimum floodplain management requirements by developing extra measures to provide protection from flooding. According to the NFIP in May 2005, the City of Venice was rated a class six within the CRS. This classification results in a 20% discount for Special Flood Hazard Areas (SFHA), and a 10%
discount for Non Special Flood Hazard Areas.

Evacuation Needs & Considerations

Current Evacuation Procedures

Evacuation is usually required for the City's population living in various evacuation zones and for all mobile home park residents in the event of a tropical storm, tropical storm, or hurricane. Evacuations are established in stages depending on the Hurricane Category and the track of the weather event. The 2010 SWFRPC Study identifies critical facilities that are vulnerable to disaster including those that may require evacuation or mitigation in the event of a storm surge, freshwater flooding or wildfire. This information is provided in the Appendix IV-F of the Study

Evacuation procedures in Venice consider local conditions and population needs. One of the most important factors that impact Venice's evacuation procedures is the advanced average age (67.0) of its residents (2014 American Fact Finder – US Census Bureau). In fact, 55.7% of the population of is over 65 years, many of whom have special needs. This segment of the population requires special attention during evacuation which could increase evacuation times.

Mobile home park residents are usually required to evacuate during tropical storms. The ten mobile home parks in the City are home to 2,194 mobile homes (Table 3.9). Taking into consideration the average household size in the year 2014 (1.74), approximately 3,818 residents should be considered for evacuation from mobile home parks [4]. Map 3.15 shows the location of mobile home parks in the City.

[2] According to the 2014 American Fact Finder. U.S. Census Bureau

Table 3.9
Inventory of Existing Mobile Home Parks

Mobile Home Park	Units
Bay Indies	1,309
Country Club Estates	11
Ridgewood	262
Municipal	189
Harbor Lights	2
Venice Isle Mobile Estates	10
Venice Ranch MH Estates	213
Myakka MH Court	73
Florida Pines MH Court	114
Sandalwood	11
Total	2,194

Source: Florida Data Clearinghouse 2014

The designated evacuation routes for Venice are Tamiami Trail, U.S. 41, and I-75 (see Map 3.16).

The 2010 Evacuation Study prepared by the Southwest Florida Regional Planning Council is the primary source to determine evacuation times. The Study utilized both a Transportation Methodology including behavior assumptions, zone system and highway network, background traffic, evacuation traffic and dynamic traffic assignment; Clearance Times including clearance time to shelter, in-county clearance time, out of county clearance time and regional clearance time, and TIME User Interface (Transportation Interface for Modeling Evacuations).

Evacuation times are expressed in the number of hours needed to move cars (and people) past a given point. These are the expected evacuation times in Venice for various storms:

- Category 3 evacuation times between 1.4 to 2.5 hours. Category 4/5 evacuation times between 3.9 to 6.5 hours.

The range of these figures changes pending on the evacuation zone (Venice Island, Venice, and North Venice). Annually, the Red Cross designates and Sarasota County administers all of the hurricane evacuation shelters in the Venice area. In the case of an event, Sarasota County has designated two hurricane evacuation shelters within the Venice Area: the Venice Community Center and Taylor Ranch Elementary School. The total capacity of these public evacuation shelters is approximately 2,013 persons.

It is expected that for all storms up to category 3, the City will evacuate the island west of the Intracoastal Waterway unless informed differently by the County or State. It is expected that not all population residing within this evacuation zone will require the use of the shelters, as some of the population will evacuate inland or northward to relatives, hotels, and other destinations. Based upon this assumption, there is sufficient shelter space. However, the City is concerned that the provision of shelter space for the population outside of the Venice area is not sufficient and will limit the shelter capacity if a large number of non-residents attempt to use shelters in the Venice area. This concern requires consideration, given that the population growth in Sarasota County, adjacent counties, and surrounding municipalities such as North Port has increased significantly over the past decade.

Disaster Management Efforts

Since the mid-1980s, the State of Florida's Local Government Comprehensive Planning and Land Development Regulation Act has required all coastal communities to develop a "Post- Disaster Redevelopment Plan" (PDRP). The intent of a PDRP is to address all hurricane disaster recovery issues in a plan before a disaster occurs so that the community is prepared to deliver emergency services.

In 1994, the City developed a study entitled "Creating a Hurricane Tolerant Community" (HTC). The HTC study reviewed the geography of the community as it relates to hurricane impacts. The study also offered corrective solutions to disaster issues before a hurricane occurs. The study found the need for strengthened communication and education efforts. By implementing the recommendations within the HTC study, the City can reduce damage and prevent catastrophic hurricane damage to the community. In 1994, the State approved the HTC study as the Post- Disaster Redevelopment Plan for the City. The City also maintains an Emergency Management Plan which is updated yearly.

In addition, the City coordinates actions with Sarasota County Emergency Management under the Local Mitigation Strategy (LMS). The Strategy was adopted by each Sarasota municipality and the Sarasota Board of County Commissioners through resolution and approved by the Federal Emergency Management Agency (FEMA) on August 8, 2004. The purpose of the LMS is to 1) coordinate emergency management procedures with participating jurisdictions and 2) identify and prioritize projects and initiatives that are mitigating in nature. A mitigation project is defined as having elements that reduce the natural hazard impact to the community. The City also coordinates efforts with the Southwest Florida Regional Planning Council.

Another effort to better manage emergency response within the City of Venice is the establishment of the Code RED® Emergency Telephone Calling System. The Code Red® system provides high-speed telephone communication for emergency notifications. The system employs an internet mapping capability for geographic targeting of calls, coupled with a high speed
telephone calling system capable of delivering customized pre-recorded emergency messages directly to homes and businesses at the rate of up to 60,000 calls per hour.

Emergency Management Coordination & Education Efforts

The City of Venice Fire Chief is the Emergency Management Director for the City of Venice. The Chief coordinates with the Sarasota County Emergency Operations Center to manage the City's emergency response and recovery operations to reduce the impact of major incidents. Furthermore, the responsibility of the Chief includes coordinating the following activities:

- Education programs such as community outreach National
- Incident Management System (NIMS) Neighborhood Points
- of Distribution (NPOD)
- Centralized Federal Emergency Management Agency (FEMA) response Red Cross shelter
- facility management
- Citywide safety-related activities
- Continuity of Operations of Plan (COOP)

The City currently performs emergency program modifications, outreach, training, and other activities related to operational and response readiness. Annually, Venice hosts a Hurricane Preparedness Seminar. The City also has an Emergency Outreach Group comprised of citizens responsible for assisting with emergency planning, response, and recovery efforts.

FireServices

Fire Stations. The City currently operates three fire stations. Fire Station #1 is located adjacent to City on the island. Fire Station #2 is located just west of the Venice Bypass on the mainland. Fire Station #3 is located two miles east of I-75 on Laurel Road. The Administrative Offices for the City of Venice Fire Department are located at Station #2. The Fire Department has three stations. Station 3 is located in the northeastern section of the city. This site is multifunctioning as it has a public meeting room. The room was reserved for more than 75 meetings annually. It also serves as the City's Emergency Operations Center (EOC). Another meeting room on the second floor serves as the Department's EOC during times of pending storm event.

Staff: The City of Venice Fire Department consists of, per the FY 2017 Budget, approximately 44.25 FTE staff including a Fire Chief, a Deputy Chief, a Fire Marshal, an Administrative Captain, Battalion Chiefs, Lieutenants, Firemedics, an Administrative Assistant, a Fire Inspector, a Support Services Technician and a Receptionist/Secretary. Since 1980 the City has had a Hazardous Materials Team.

Firemedics are firefighters who also have state certification as emergency medical technicians (EMT). The City of Venice Fire Department serves as a first responder with Sarasota County Fire Department ambulance crews. Additionally, the Fire Department has a marine rescue and fire suppression program that provides emergency service to swimmers and boaters in coastal Venice.

Capabilities & Equipment. The City has non-emergency preventative and maintenance programs including inspections, building plan reviews, preplanning, building surveys, engine company familiarizations, hydrant maintenance, and equipment maintenance. These programs help to limit emergency situations and provide more efficient emergency response.

The Fire Department maintains an ISO (Insurance Services Organization) rating of 3, which places the City in the top three percent of fire departments in the State. Based on the FY 2017 Budget, the Fire Department has identified a goal of ISO Level 2 or 1 (Level 1 is best possible). This results in lower fire insurance rates for residents and businesses within City limits. The Fire Department also has a customer service program that empowers the Department to assist in the aftermath of emergencies by providing meals, taxi fare, and some personal items. This service is supported by grant funds from the Gulf Coast Community Foundation of Venice.

Fire Response Times & Travel. The ISO ratings for fire response requires a 1.5 mile radius for engines and a 2.5 mile radius for aerial (ladder) trucks. This distance is in street distance, not direct distance (see Map 3.18).

In an effort to improve response times in the Waterford/Sawgrass area of the City, the City is currently considering relocating Station #2 from 200 N. Grove Street to an area more centrally located within the City; discussions regarding this issue are ongoing through this Comprehensive Plan review period. . With the acquisition of the second ladder truck as a reserve unit, the City is better prepared to provide service to multi-story buildings. This service will be enhanced further once additional staffing is available to allow 24-hour staffing of the second aerial.

Wildfire:

Florida is known for its wildfires in Flatwoods (pine and saw palmetto) ecosystems. The City of Venice is in close proximity to several forested areas to the north and east of the City that, if left unmanaged, could pose a threat to the City, especially areas located along I-75 and Laurel Road.

Sarasota County is a FIREWISE community and formed a FIREWISE Coalition in 2001 as part of Sarasota County Emergency Services to help manage the wild land/urban interface where devastating wildfires can occur. A FIREWISE Community is a multi-agency effort designed to reach beyond the fire service by involving homeowners, community leaders, planners, developers, and others in an effort to protect people, property, and natural resources from the risk of wildfire – before a fire starts.

Sarasota County Emergency Services has a Fire Mitigation Officer and an Environmental Specialist on staff to oversee the prescribed burn program throughout the County. The City of Venice, surrounded by several wild lands to the north and east within the County's jurisdiction, works closely with the County to help to minimize wildfire risk to the City.

Hazardous Materials: The City has Risk Management Plans for all City facilities that may pose a potential hazardous materials risk. For example, the Reverse Osmosis Water Treatment Plant stores chlorine gas for use in disinfection. Should an accidental release of chlorine gas occur, the City is prepared to handle such a hazard. Over the last five years, the City of Venice has not experienced an accidental release of hazardous materials.

Only a handful of businesses in Venice store, transport, or receive hazardous materials that are registered with the Environmental Protection Agency (EPA). These businesses are industrial and are located in industrial areas.

Sarasota County has a Registered Hazardous Materials Local Mitigation Strategy and a Hazardous Materials Response Team as part of their Fire Operations. Additionally, the City of Venice has its own Hazardous Materials Team.

Police Services

The City of Venice has one police station located at 1350 East Ridgewood Avenue. The station houses the Police Department and its Support Services Division.

The Uniformed Patrol Division is responsible for law enforcement in the City. This division includes seven patrol zones, a uniformed patrol force, marine, and bike patrols.

The Support Services Division provides services which support the Uniformed Patrol Division's ability to enforce the law. The Support Services Division provides:

- Crime Investigation Departmental
- Training Public Information
- Records Personnel
- Crime Prevention Community
- Programs Youth Services
- Drug Investigations
- State Accreditation Procedures School
- Crossing Guard Training Internal Affairs

The City of Venice Police Department consists of approximately 61 staff including ull- and part-time employees, sworn officers, civilian support personnel, part-time school crossing guards, a K-9 unit, and a marine patrol unit.

Comprehensive Plan Update Planning Framework

Significant Planning Opportunities

The Comprehensive Plan planning framework addressed the opportunities identified through the public review process including workshops and hearings before the Planning Commission. Based on this, strategies were developed which address the following:

Opportunity 1: Protecting the community from the impact of emergency and disaster events through proactive measures such as event planning and awareness campaigns.

Opportunity 2: Providing effective and efficient responses to public emergency and natural disaster events.

Opportunity 3: Maintaining or reducing evacuation times and increasing shelter capacity in the local area.

Opportunity 4: Coordinating emergency services and disaster management efforts with local, regional, state, and federal governmental agencies and private organizations.

This element builds upon Florida statutory requirements concerning tropical event preparation. However it expands this requirement to also address other natural and man-made emergency events by directing the City to 1) be prepared to protect the community from any emergency event, 2) provide effective and efficient response to emergency events, 3) provide emergency shelter for community members displaced from their homes as the result of an emergency event, and 4) coordinate emergency services and disaster management needs with public and private partner entities.

Specifically, the planning framework establishes the following planning priorities:

- Protect the community from impact of emergency and disaster events through event planning and awareness.

  The Comprehensive Plan Update establishes planning directives that 1) coordinate expansion of emergency services with the City's development practices, 2) require all new development projects to provide for expansion in emergency services, 3) call for a review and update of emergency preparedness plans and development practices, 4) utilize the site and development process to ensure emergency accessibility, 5) plan for the relocation of fire station #2, 6) develop a continuity of operations plan, 7) prepare for emergency events in coordination with the National Incident Management System and Incident Command Systems, and 8) maintain public education efforts focused on awareness and preparation for disaster and emergency events.

- Provide an effective and efficient response to all public emergency and natural disaster events.

  Once an emergency event occurs, the City must be able to respond in the most competent and capable

manner possible. The objective of this set of policies is to provide the City the resources and means to respond to any emergency event. The policies 1) establish operations management criteria and response strategies, 2) prepare emergency responders to respond to emergency situations and disasters through training exercises and procedure planning, 3) coordinate with Sarasota County on disaster and emergency management response procedures, and 4) establish and practice emergency evacuation procedures.

- Maintain or reduce evacuation times and increase shelter capacity in the local area.

  One of the most enduring images from the hurricanes that hit Florida and the Gulf Coast region a few years ago are the long lines of cars waiting to evacuate. As a peninsula, there are only a few ways out of the eye of a pending storm, and all of them are north. In order to help protect our community members from this situation, the comprehensive plan has a number of emergency evacuation and shelter strategies. These strategies include 1) providing the public with information about second option shelters, 2) utilizing the site and development process to increase the number of neighborhood shelters and shelter-in-place options, 3) increasing the number of, and accessibility to, pet-friendly shelters, 4) providing appropriate shelter types for various emergency events, 5) working with other service providers on colocation shelter opportunities, 6) working with neighborhood and community organizations to upgrade facilities to shelter community members, 7) planning for evacuations by evaluating travel times and providing public access to maps and informational needs, and 8) educating the public about the need for family evacuation/shelter plans.

- Coordinate emergency services and disaster management efforts with local, regional, state, and federal government agencies and private organizations.

  Emergency events are rarely local government events, as they normally impact the entire region. As such, the City must work in coordination with its local, regional, state, and federal partners to address the event and protect its community members. Policies have been established to ensure all emergency management organization coordinate 1) all aspects of emergency management preparedness, mitigation, and response, 2) assessment of storm surge impacts and evacuation planning, 3) identification of special needs individuals and their unique transportation needs, 4) public sheltering options and access, and 5) emergency medical and health care needs and services.

PUBLIC FACILITIES & PROPERTIES

The purpose of this portion of the Infrastructure Element is to identify how to provide public services in the most efficient manner. This element outlines significant challenges for publicly- owned facilities in terms of their ability to promote community character while providing services, enhancing the City's built environment, and protecting the natural environment.

Recommendations include:

- Ensure services meet the needs and demands of a diverse community Identify
- services and resources that are important to the community Utilize partnerships to
- expand facility and service capacity
- Deliver high valued, well managed, and fiscally responsible government services Ensure all City services
- are high quality, efficient, and cost effective
- Examine service delivery cost saving and revenue generating measures

Identification & Analysis of Public Facilities & Properties

The City of Venice has approximately 1,196 acres of government properties within its limits, including parks, libraries, and utility facilities—wastewater, potable water, etc. This acreage comprises approximately 10.9 % of the total acreage of the City. Other government uses include recreation, schools, military, transportation, and drainage uses along with other miscellaneous city, county, state, and federal uses (Table 3.6)..

City of Venice's Government (Public) Land Use, 2016

Land Use Description	Parcels	Acres	%
Military	1	14	1.0%
Forest	1	110	8.2%
Parks	39	227	16.9%
Recreation	7	121	9.0%
Public School	1	76	5.7%
Hospital	1	6	0.5%
County (Other)	2	2	0.2%
State	2	0.2	0.01%
Federal	1	1	0.1%
Municipal (Other)	8	11	0.8%
Misc. Leasehold Interest	13	17	1.3%
Utilities	27	183	13.6%
Transportation	-	-	0%
Airport	1	440	32.8%
Drainage	25	133	9.9%

Total	129	1,341.2	100.0%

Total acreage of the City is 10,689 acres.

Source: Sarasota County Property Appraiser, 2016

Of the 1,341 acres of publicly-owned land in Venice, three acres are owned by the State of Florida (Chauncy Howard Park) and approximately 14 acres is owned by the Federal government. Most public lands are publicly-owned parks, Sarasota County conservation lands, and/or stormwater drainage areas. The School Board of Sarasota County also owns significant acreage on the island that consists of Venice Elementary School and Venice High School properties.

The City owns approximately 200 public facilities that support government uses such as recreation, utilities, and related maintenance activities.

The following provides a description of the major public properties and facilities within the City:

Administration Facilities

The City's primary administration offices are located at 401 W. Venice Avenue, Venice City Hall. This facility houses the City Manager's Office as well as the Planning and Zoning, Engineering, Building and Code Enforcement, Administrative Services, Finance, Information Systems, and Purchasing Departments. The facility also houses City Council chambers and various community and staff meeting spaces.

Venice Civic Center Facilities

There are four public facilities collocated in the Blalock Park area that, when combined, form a "civic center" for Venice.

1. Public Library. The only public library located within the City is operated by Sarasota County. It was previously located at 300 S. Nokomis Avenue—on the same property as the Venice Community Center and Venice Art Center. However, due to environmental issues, the Library was forced to close and a temporary location was identified pending the final construction of a new Library.
2. Venice Community Center. Located at 326 S. Nokomis Avenue, the Venice Community Center was remodeled in 2005 to provide additional meeting space and support a wider range of functions. The renovated Community Center has a 10,000 square-foot multi- purpose auditorium with stage and seats 1,100 theater style or 700 seats banquet style, a complete kitchen, and four additional meeting rooms. The facility supports many social and cultural functions in the City. It is operated by Sarasota County Parks and Recreation.

3. Triangle Inn. Located at 351 S. Nassau Street, the Triangle Inn houses the Venice Archives and Area Historical Collection. The Inn is a Mediterranean Revival style building that was constructed in 1927 and was moved to its current location in the early

1990s. The Triangle Inn was added to the U.S. National Register of Historic Places in 1996. The building serves as an example of vernacular architecture in the City of Venice.

4. Venice Art Center. Located at 390 S. Nokomis Avenue, the Art Center was originally home to the Venice Area Art League. In 1996, the building was renovated to become the Venice Art Center. The building contains classroom space, display galleries, and meeting space, and provides classes, lectures, and other educational opportunities that encourage art creation and appreciation.

Public Schools

There are four public schools within the City of Venice limits. All four schools are operated by Sarasota County. The schools are Venice Elementary School, Venice High School, Island Village Montessori, and Gulf Marine Institute. Venice Elementary School and Venice High School are located on the island. For information regarding public school and public school facilities in the Venice Area, please see the School Concurrency and Facilities Element.

Public Parks

Please see the Open Space – Functional for information and analysis pertaining to Public Parks.

Emergency Management Facilities: Fire

The City currently operates three fire stations. Fire Station #1 is located adjacent to the City on the island. Fire Station #2 is located just west of the Venice Bypass on the mainland. Fire Station #3 is located two miles east of I-75 on Laurel Road. The administrative offices for the City of Venice Fire Department are located at Station #2. Map 3.17 shows the location of the fire stations in the City of Venice and the 1.5 mile radius response area for the engine of each station. Additional information regarding fire services is found in the Emergency Management Element.

Emergency Management Facilities: Police

The City also has a police station located at 1350 E. Ridgewood Avenue, which houses the Support Services Division. Additional information regarding police services is found in the Emergency Management Section.

Utility Facilities: Potable Water

The City has a Reverse Osmosis Water Treatment Plan located just off of Venice Avenue between the Intracoastal Waterway and U.S. 41 Bypass. The site accommodates the treatment plant as well as administrative offices and equipment storage. Additional information regarding potable water is to be found in the Utilities Element.

Utility Facilities: Wastewater

The City operates the Eastside Wastewater Treatment Plant (EWWTP) east of I-75. The City decommissioned the island wastewater treatment plant in 2004. The EWWTP is located on approximately 75 acres and consists of the treatment plant, water reclamation facilities, administrative offices, equipment storage, and treatment ponds. Additional information regarding wastewater is found in the Utilities Element.

Utility Facilities: Solid Waste

The City's Solid Waste Department is located in the Seaboard industrial area just east of the Intracoastal Waterway. The facility houses administrative offices for the department, as well as truck and equipment storage. The City utilizes the Sarasota County landfill east of I-75 near Knights Trail. Additional information regarding solid waste is found in the Utilities Element.

Building Standards & Best Practices

The City of Venice has the opportunity, through either rehabilitating some of its older facilities or constructing new facilities, to utilize similar LEED and USGBC standards. The operation of buildings constructed to LEED or USGBC standards utilizes efficient and "green" practices including water conservation, water reuse, native landscaping, and supports sustainable revenue generation through user fees, grants, and rentals. Facilities built using such standards often result in minimized operational costs and externalities such as air or water pollution.

Collocation has become a popular planning method for local governments to reduce their costs and provide walkable community activity centers. The City, in coordination with Sarasota County, has an opportunity to consider collocation in its comprehensive planning. The City's siting considerations should include compatibility with adjacent uses, collocation with other facilities, and multimodal connectivity.

The City has already collocated several public facilities on various properties throughout the City. The Venice Civic Center area, comprised of the library, Venice Community Center, Arts Center, and Triangle Inn, is an example of appropriate collocation of public facilities due to their related uses, level of activity, and proximity to the downtown area.

Additionally, the City has managed to link several parks along the coast, such as Brohard Park, Brohard Paw Park, the Fishing Pier at Sharky's, Service Club Park, and the new Tramonto Vista Park. The City also has two schools located adjacent to one another on the island: Venice Elementary School and Venice High School. These schools are located within walking distance of neighborhoods and shopping areas on the island.

Currently, no facilities are collocated east of the Intracoastal Waterway. The City will need to look at collocating facilities east of the Intracoastal Waterway in anticipation of growth associated with annexation and growth outside of the City. Opportunities for such collocation may be Wellfield Park at the intersection of Pinebrook Road and Venice Avenue or land near the junction of Laurel Road and I-75. Much of the land between I-75 and the Intracoastal Waterway is developed in such a way that prohibits collocation of facilities. If redevelopment occurs in this area, it may provide an opportunity for collocation of public facilities as part of a larger redevelopment project.

Comprehensive Plan Update Planning Framework

Significant Planning Opportunities

Some of the main planning opportunities identified in this Element are:

Opportunity 1: Ensuring that the community's character and needs are supported by its public facilities and properties.

Opportunity 2: Because the City is urbanized, future opportunities will focus on redevelopment and the creative use of existing public properties and facilities to provide services to meet the demands of the City and the region's growing population. Maintenance of existing facilities is a primary opportunity with regards to the utilization of existing public properties.

Opportunity 4: Coordinating with intergovernmental partners in the siting, development, and maintenance of facilities and structures. Collocation with other government uses and facilities will help to minimize land acquisition, construction, and maintenance costs. Examples such as the Venice Civic Center area, including the library, community center, arts center, and Triangle Inn (historical) serve to show how collocation can be achieved in the City.

Planning Framework

The Comprehensive Plan planning framework addressed the opportunities identified through the public review process including workshops and hearings before the Planning Commission. Based on this, strategies were developed which are aimed to improve the City's public services by 1) utilizing its public facilities and properties to support the City's community character, 2) managing the City's resources in the most efficient and effective manner possible, and 3) coordinating with regional partners in the development and maintenance of public facilities and structures.

Specifically, the planning framework establishes the following planning priorities:

- Ensure the community's character and needs are supported by the City's public facilities and properties.

  The Comprehensive Plan Update addresses both of these by establishing strategies that 1) maintain, improve, and expand services concurrent with development, 2) distribute services equitably throughout the community, 3) provide proper amounts of land for future facility expansion needs, 4) locate public facilities and properties according to the needs and demands of surrounding neighborhoods, 5) utilize established land development processes to address community needs and promote neighborhood character,.

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

  Strategies that have been developed to support this goal include: 1) developing and maintaining an inventory of all public facilities and structures to assist with the prioritization, budgeting, and scheduling of future improvements, 2) implementing model conservation and energy efficient practices for the maintenance and operation of public facilities and property, and 3) identifying opportunities for generating revenues from the use of public facilities and properties.

- Coordinate with intergovernmental partners in the development and maintenance of City facilities and structures.

In order to maximize the community's public facilities and properties and to provide the highest level of service possible, the City recognizes the need to coordinate with other local, regional, state, and federal service providers. The strategies in this section provide the basis for such coordination by: 1) coordinating facility planning with the City's service partners, 2) developing multi-use, multi-purpose facilities that meet the needs of the Greater Venice area, and 3) collocating public service with the City's private and public partner entities.

UTILITIES

The purpose of the Infrastructure Element is to ensure that the City of Venice has the necessary utility capacity to support its current and future population. Utilities include potable water, wastewater, stormwater, and solid waste facilities and services.

One of the fundamental tasks of planning is to ensure that communities have adequate public facilities and infrastructure capacity to meet the needs of the City's current and future populations. This Section discusses the need to maintain and update the City's utility facilities and systems including its potable water, wastewater, stormwater, public works, and solid waste systems.

It is understood that the City must 1) coordinate development and utility services, 2) manage the City's capital improvements and fiscal resources, 3) coordinate with the City's regional partners. Coordination of future development projects with the expansion of new systems and repair of existing facilities is critical to providing an adequate level of service to all community members and development areas. Fiscal management of the City's capital improvement projects enables the City to achieve its strategic goal of being a financially sound City with a high performing organization. Regional coordination of public facilities and infrastructure systems expands the capacities of all government entities and service providers while increasing the level of service provided to the region's residents and businesses.

Recommendations include:

- Coordinate facility capacity and growth management
- Ensure development pays for service and facility expansion and addresses regional impacts of growth
- Establish appropriate levels of service for sanitary sewer, solid waste, potable water, and stormwater
- Maintain a high standard of public facilities and infrastructure Update and
- expand public facility and infrastructure systems Improve services by
- coordinating construction projects
- Recognize the value and capabilities of regional partnerships to the delivery of public services

Potable Water

The State of Florida is known for its Gulf and Atlantic waters, saltwater bays, and estuaries, but the state is also known for its abundant freshwater in the form of rivers, lakes, and underground springs. Many of the surface waters, however, including those in the vicinity of the City of Venice, are not of adequate quality to justify the treatment requirements for potable water supply. Consequently, the primary source of potable water for the Venice area is groundwater sourced from the Floridian and the Intermediate Aquifer System and associated aquifers. Certain maps and tables are copied from the City's Current Water Supply Master Plan.

The City of Venice, incorporated in 1926, purchased its first water treatment plant in 1945 and began its municipally-owned water utility. Treatment capacity was 12,000 gallons per day (gpd) in 1945 and has increased to keep pace with growth since then. The City of Venice (City) operates a 4.48 million gallon per day (mgd) water treatment plant (WTP) that utilizes reverse osmosis (RO) to treat brackish groundwater from the Intermediate Aquifer. The capacity of the RO skids is 4.32 mgd. Raw water is currently produced by 14 wells with a permitted average day capacity of 6.86 million gallons. The distribution system includes one booster pumping station, two elevated storage tanks and about 185 miles of distribution piping.

The RO WTP was one of the first water treatment facilities in Florida to utilize RO to treat brackish water and has been providing safe and reliable water to its customers throughout the City of Venice. In this type of WTP, the RO membranes are the core and critical process in the treatment and production of potable water. The facility was constructed in two phases – Phase I was originally built in 1975 and included RO modules to produce approximately 2 mgd of drinking water. In 1989 Phase I was upgraded and a second phase was added. As a result of those improvements, both the
original Phase I facility and the new Phase II facility are each able to produce approximately 2.16 mgd for a total capacity of 4.32 mgd. The membrane elements in both phases were last replaced in approximately 1999.

The treatment plant and distribution system have grown and continue to expand and evolve to meet the increasing needs of the Venice area while maintaining the necessary high quality standards for drinking water. To ensure continued reliable service and a high quality water, the City's water supply, treatment and distributions systems require capital improvements to keep pace with increasingly stringent regulatory requirements, address redundancy needs, and provide for the rehabilitation or replacement of equipment that has or will exceed it expected useful service life. The WSPD evaluated and analyzed the existing water supply and projected water demand over a ten-year-period and outlines existing and potential coordination efforts between the Southwest Florida Water Management District (SWFWMD) and the City. The City's latest Water Supply Master Plan was prepared in August 2013 by ARCADIS-US, Inc.

The City of Venice's (City) drinking water supply system consists of fifteen wells (14 operational, one additional permitted) drawing water from two brackish raw water wellfields, one reverse osmosis (RO) water treatment plant (WTP), one booster pump station, two elevated storage tanks and approximately 185 miles of

distribution piping. The location of the WTP and two wellfields is shown below. The RO WTP was constructed in the 1970s and the distribution system was constructed between the 1900s and present. The existing RO plant has a treatment capacity of 4.32 million gallons per day (mgd) and the wellfields are limited to an average daily permitted withdrawal of 6.86 mgd and a peak monthly withdrawal of 8.24 mgd. Many of the wells shown in Map 3.1 are capped or are in rotation.

The City of Venice utilizes a series of groundwater wells to meet public water demands. The City is currently permitted (Permit # 20005393.009) by the Southwest Florida Water Management District (SWFWMD) for an average daily withdrawal of 6.86 mgd and a peak month withdrawal of 8.24 mgd. In accordance with the City's Water Use Permit (WUP), attached as Appendix B, the withdrawal allocation is permitted from fifteen production wells. The wells provide brackish groundwater from the Intermediate Aquifer System (IAS), which is treated by RO technology at the City's WTP. The annual water production of the system averages approximately 6.8 million gallons per day (mgd). The City currently has a SWFWMD permit for a total annual average withdrawal of 6.9 mgd and peak withdrawal of 8.2 mgd. The wells are the primary source of water supply in Venice.

681
75
Tamiami Trl N
Laurel Rd E
LAUREL
789
OKOMIS
Nokomis
Lyons
Rustic Rd
Isles Golf Club
Bonita Dr
VENICE
Ridgewood Ave
E Venice Ave
Municipal Airport
Shamrock Blvd
Alligator Creek
Legend
Pump Stations
Existing Production wells
Proposed Production Wells
Ground Storage Tanks
Elevated Storage Tank
WTP
Existing City Limits
0 2,500 5,000 10,000
Feet
ARCADIS
CITY OF VENICE
200 N WARFIELD AVE, VENICE, FL 34285
WATER MASTER PLAN
PHASE 2
WATER MASTER PLAN REPORT
EXISTING WATER SUPPLY, TREATMENT, AND DISTRIBUTION FACILITIES
ARCADIS-US, INC.
AUGUST 2013
FIGURE 2-1

The City's wells draw from the Intermediate Aquifer, a brackish water source that requires special treatment through reverse osmosis to create safe drinking water. The City currently operates the reverse osmosis water treatment plant located on Warfield Avenue. The designed capacity of the plant is 4.45 mgd, and on a typical day, 2.03 mgd is delivered for customer use. In the future, the plant may be expandable to 6.23 mgd, with the addition of two reverse osmosis process bays.

The process of water treatment involves reverse osmosis to remove high mineral content from the water. The water runs through a series of micron filters to separate sand and debris and then through reverse osmosis membranes to remove minerals. The water then runs through a degassifier which removes hydrogen sulfide gas. Finally, the water is disinfected using chlorine, the pH adjusted, and then zinc orthophosphate is added to prevent pipe corrosion during distribution. Remaining non-potable water, left over after processing the potable water, is then discharged in accordance with Florida Department of Environmental Protection (FDEP) regulations.

The existing RO WTP has a treatment capacity of 4.32 mgd. The total finished water plant capacity varies with the treatment efficiency of the RO membranes. Currently the plant has recovery rate of approximately 50 percent; therefore half of the raw water that is withdrawn is processed and distributed through the potable water distribution system, while the rest is disposed of as concentrate. In 2012, the City completed a study that investigated the feasibility of increasing the current RO permeate recovery of 50%. The desktop study was performed using RO membrane manufacturers' modeling software to evaluate equipment and operational requirements needed to increase permeate recovery. The study concluded that up to a 75% permeate recovery may be achievable for a two-stage RO system using proper pretreatment (acid and scale inhibitor), appropriate membranes, and feed pumps. A permit modification will be required to increase the permeate recovery.

Water is pumped from the on-site 1-MG clearwell to the distribution system using three 250-hp vertical turbine high service pumps that are fitted with VFDs. Typically, the distribution system pressure at the water treatment plant is maintained between 54 and 56 psi. Recently, the City has lowered system pressure to around 52 psi at night to increase elevated storage tank turnover.

The distribution system includes approximately 14 miles of raw water mains, 185 miles of potable water mains, about 800 fire hydrants and over 2,400 main line valves. The water distribution system includes piping that dates back to the early 1900's. The piping network supplies homes, businesses, irrigation meters and fire hydrants throughout the City.

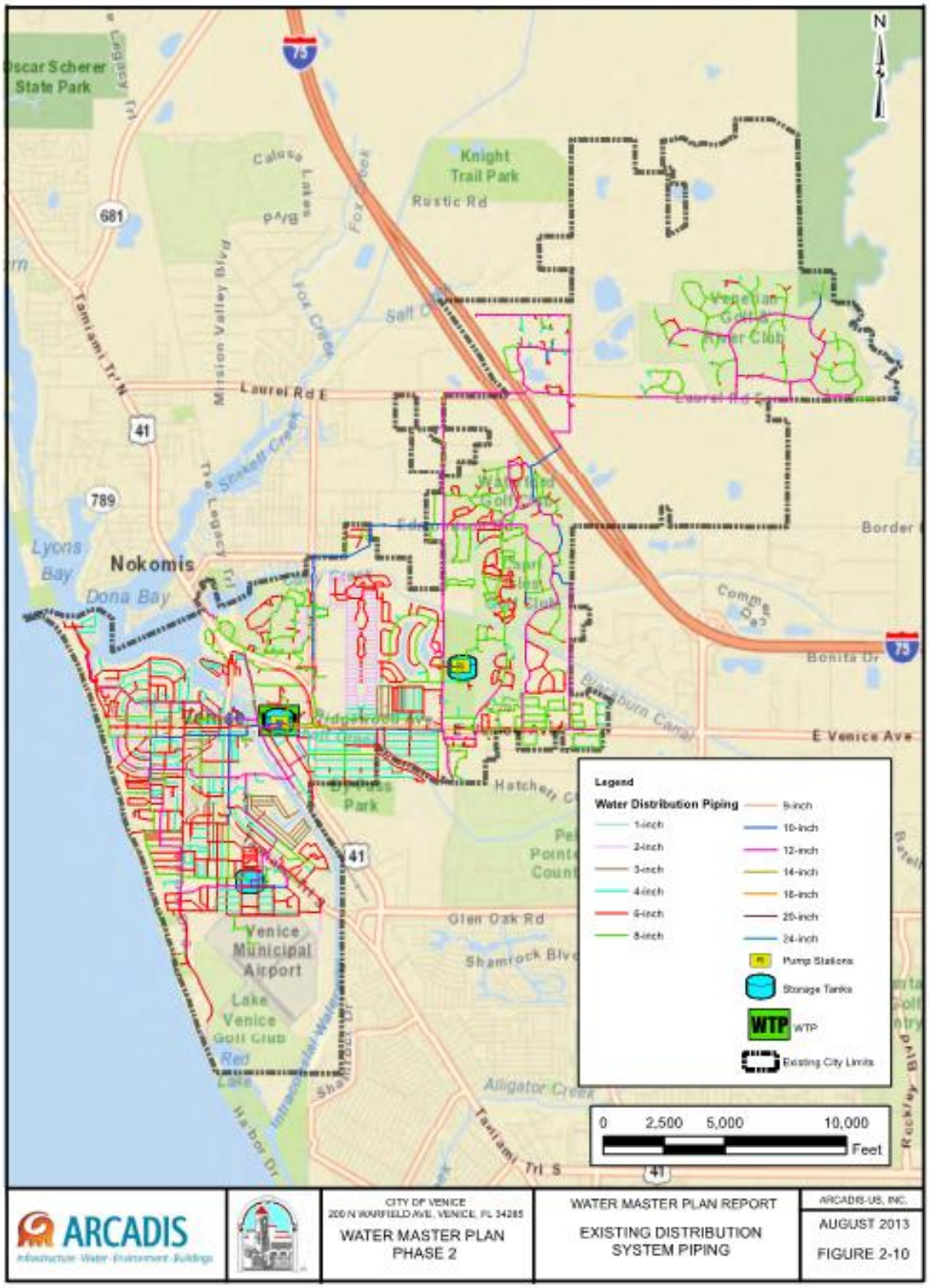

N
Oscar Scherer State Park
Knight Trail Park
Rustic Rd
681
Tamiami Trl N
Mission Valley Blvd
Fox Creek
Laurel Rd E
41
789
Lyons Bay
Nokomis
Dona Bay
Shakett Creek
Legacy Trl
Venetian Golf & River Club
Border Rd
Bonita Dr
75
E Venice Ave
Venice
Ridgewood Ave
Hatchett Creek
Brohard Park
Glen Oak Rd
Shamrock Blvd
Venice Municipal Airport
Lake Venice Golf Club
Red Lake
Alligator Creek
Tamiami Trl S
Legend
Water Distribution Piping
6-inch
8-inch
10-inch
12-inch
14-inch
16-inch
20-inch
24-inch
Pump Stations
Storage Tanks
WTP
Existing City Limits
0 2,500 5,000 10,000
Feet
ARCADIS
CITY OF VENICE
200 N WARFIELD AVE, VENICE, FL 34285
WATER MASTER PLAN
PHASE 2
WATER MASTER PLAN REPORT
EXISTING DISTRIBUTION SYSTEM PIPING
ARCADIS US, INC.
AUGUST 2013
FIGURE 2-10

Table 2-11: Historic Finished Water Production Flows

Year	AAD (mgd)	MMD (mgd)	MDD (mgd)	MMD PF	MDD PF	MDD/MMD
2002	2.26	2.71	3.42	1.2	1.5	1.3
2003	2.19	2.65	3.24	1.2	1.5	1.2
2004	2.26	2.64	3.19	1.2	1.4	1.2
2005	2.29	2.82	3.34	1.2	1.5	1.2
2006	2.27	2.61	3.54* / 3.13	1.1	1.6	1.4
2007	2.13	2.41	3.24	1.1	1.5	1.3
2008	2.03	2.51	3.59* / 3.22	1.2	1.8	1.4
2009	2.03	2.47	3.13	1.2	1.5	1.3
2010	2.02	2.37	3.04	1.2	1.5	1.3
2011	1.96	2.40	3.08	1.2	1.5	1.3
Average	***2.14***	***2.56***	***3.28***	***1.2***	***1.5***	***1.3***

*Maximum day was due to main break, thus secondary maximum day is used for regulatory purposes.

The WTP keeps daily records of the flow produced, measured in mgd, which were reviewed to determine the annual average demand (AAD), the maximum month demand (MMD), and maximum day demand (MDD). MDD is typically used for master plan modeling per industry standards and its use is required by the FAC. Table 2-11 summarizes the annual historic total flows and peaking factors (PF) for the system. Figure 2-12 graphically displays the WTP flows, plant capacity and 75 percent of the plant capacity. According to Rule 62-555.348, FAC, once the WTP flow exceeds 75 percent of the total permitted maximum-day capacity, the City is required to submit source/treatment/storage capacity analysis reports to FDEP and to start considering the possibility of expansion.

Table 2-13: City of Venice Historic Water Production Rates and per Capita Demand

Year	City of Venice Functional Population	Production Flows (mgd)			Max Day Peaking Factor		per Capita Demand (gpcd)		
		AAD	MMD	MDD	MDD/AAD	MDD/MMD	AAD	MMD	MDD
2002	21,981	2.26	2.71	3.42	1.5	1.3	103	123	156
2003	22,762	2.19	2.65	3.24	1.5	1.2	96	117	142
2004	23,641	2.26	2.64	3.19	1.4	1.2	96	111	135
2005	24,544	2.29	2.82	3.34	1.5	1.2	93	115	136
2006	25,469	2.27	2.61	3.13*	1.4	1.2	89	102	123
2007	26,136	2.13	2.41	3.24	1.5	1.3	81	92	124
2008	26,132	2.03	2.51	3.22*	1.6	1.3	78	96	123
2009	25,777	2.03	2.47	3.13	1.5	1.3	79	96	121
2010	24,483	2.03	2.37	3.04	1.5	1.3	83	97	124
2011	24,647	1.96	2.40	3.08	1.6	1.3	79	97	125
10-Year Average					**1.5**	**1.3**	**88**	**105**	**131**
5-Year Average (2007 – 2011)					**1.5**	**1.3**	**80**	**96**	**123**

* Maximum day was due to main breaks, thus second maximum day data was used for the per capita demand estimates.

Potable Water LOS: The City of Venice has available facilities, permitted resources, and capital funding to meet the existing and projected future demand for potable water through and beyond a 10-year planning horizon. This availability is unique as many communities in the State of Florida have water capacity concerns. The success of the City is partly the result of progressive water planning education program, a water reuse program, and an aggressive capital improvements program. As a result of these programs, the City has effectively maintained its level of service standard for potable water for the past several decades.

A. Potable Water - 90 gallons per capita per day based on average annual flow and a Peak maximum day flow of 135 per capita per day.The current LOS standard for potable water was established in the previous comprehensive plan and updated through the City's respective Water Supply Facilities Plan.

The update to the City's Water Supply Facilities Master Plan is required by this Element and the applicable Florida Statutes; re-evaluation of the LOS standard for potable water may be required upon an update to this Master Plan.

Regional Water Supply Coordination

Southwest Florida Water Management District

The Southwest Florida Water Management District (SWFWMD) is charged with the management, protection, and enhancement of water and water-related natural resources in the region in accordance with the Water Resources Act (Chapter 373, Florida Statutes). SWFWMD is also responsible for developing a Regional Water

Supply Plan, a requirement resulting from state laws that were adopted in 1997 which specifically amended Chapter 373, Florida Statutes. The regional water supply planning requirements were again amended as a result of the passage of Senate Bill 444 during the 2005 legislative session in order to encourage better communication between water planners, city planners, and local utilities. Included in this coordination and conservation is ongoing communication with the SWFWMD.

The Regional Water Supply Plan provides a framework for future water management decisions regarding the health of the hydrologic system and the system's ability to meet long term water resource demands. SWFWMD's Regional Water Supply Plan addresses a ten-county planning area along the west coast of Florida from Pasco to Charlotte County.

Additionally, the City of Venice lies within a Water Use Caution Area known as the Southern Water Use Caution Area (SWUCA). The SWUCA was designated by SWFWMD in 1992 as an area impacted by increased groundwater withdrawal. The 2015 Regional Water Supply Plan was adopted by the SWFWMD and the City is currently in the process of updating its Water Supply Facilities Plan accordingly.

The 2015 Regional Water Supply Plan determined that there is additional demand projected for this area. In the SWUCA, the additional demand through 2025 is projected to be approximately 211 mgd while potentially available sources will be approximately 414 mgd. As a result, the potential impacts to the SWUCA include saltwater intrusion, reduced stream flow, and lowered lake levels. The ultimate effect of the SWUCA on the City of Venice is that there will likely be pressure to seek alternative sources of potable water.

Sarasota County

The City and County executed a Joint Planning and Interlocal Service Boundary Agreement in January 2007 that addresses Potential Annexation Areas and the coordination of extra- jurisdictional planning in the County (JPA/ISBA). Both governments agreed to future land use, utility service, transportation and environmental coordination decisions that encompass approximately 23,000 acres in the greater Venice/south county area. Through the JPA, the City agrees not to annex any lands other than those designated as Potential Annexation Areas. These areas consist of land likely to be developed for urban uses within the next several decades. The City is expected to voluntarily annex approximately 3,453 acres of land during the 20 year term of the JPA (see Map 1.8 in the Future Land Use & Design Element). The projected water demand in the potential annexation area is approximately 1.75 million gallons per day by 2030.

Coordination between SWFWMD, Sarasota County and the City of Venice is needed to ensure that future water demand is fulfilled.

Other Water Partners

The City of Venice has also been coordinating with the Peace River/Manasota Regional Water Supply Authority and the Water Planning Alliance. The Water Planning Alliance is governed by one elected official from each participating entity, including the counties of Charlotte, DeSoto, Manatee, and Sarasota; the cities of Arcadia, Bradenton, North Port, Palmetto, Punta Gorda, Sarasota, and Venice; the Town of Longboat Key; and the Englewood Water District. The goal of the Water Planning Alliance is to consider non-traditional options (such as desalinization) to meet long-term potable water demands in order to reduce ground and surface water withdrawals from existing resources.

Potable Water Concurrency Management

The City has a Concurrency Management Ordinance (CMO) that requires development orders to be evaluated according to the City's ability to provide public services and infrastructure capacity to the site. The CMO ensures that there is adequate public supply and quality facilities available to address the development and its future needs. The City of Venice Code of Ordinances, Chapter 94, Article 2, Section 94-35, Minimum Requirements for Concurrency, requires that adequate capacity is available before development and the issuance of a certificate of occupancy. The Code of Ordinances states:

In order to obtain a certificate of concurrency, it must be established that level of service standards can be met for all public facilities and services according to one of the following conditions:

(1) Wastewater, solid waste, drainage, and potable water facilities.

a. A development order or permit is issued subject to the condition that, at the time of the issuance of a certificate of occupancy or its functional equivalent, the necessary facilities and services are in place and available to serve the new development; or

b. At the time the development order or permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to F.S. 163.3220, or an agreement or development order issued pursuant to F.S. ch. 380, to be in place and available to serve the new development at the time of the issuance of a certificate of occupancy or its functional equivalent.

The City has also identified Potential Planning Areas in the report titled "City of Venice Water Supply Planning Model Community Report," May, 2003. The report establishes a multi-faceted strategy that ensures new development bears its proportionate share of system improvements.

For several decades, the City of Venice has implemented a water conservation program that includes education, an escalating rate system, reuse availability (reclaimed water), testing and rehabilitation, and preventative system maintenance.

The City of Venice has a reclaimed water program to reduce demand for potable water and withdrawals from water supply sources. The system is currently operating in conjunction with the Eastside Wastewater Treatment Plant and has a design capacity of 6.5 mgd for production.

The City has connected reclaimed water transmission lines from the Eastside Wastewater Treatment Plant to the island in an effort to provide reclaimed water to all residents of the City. The City is currently adding distribution lines to the reclaimed water system. It is estimated that the project will take 10 years to complete and the improvements are reflected in the City's 10- year capital improvement program beginning in 2003.

Wastewater

The City of Venice has provided wastewater treatment since it began operating the original wastewater treatment plant in 1960. The City has continued to keep pace with the demands of growth following its August 2012 Wastewater Master Plan prepared by McKim & Creed. Information including maps, tables and similar are derived from information and figures contained within the Master Plan.

All wastewater is directed to the northeast through a system of gravity sanitary sewer mains, lift stations and force mai ns. All wastewater flow is received and treated at the Eastside WRF which operates under FDEP permit No. FL00414 41. The Eastside WRF is currently permitted to treat 6.0 mgd based on a 3-
MADF. Sarasota County owns 3.0 mgd of the Eastside WRF's capacity and sends flow to the plant on an as needed basis. The interconnection between the County and City is located just upstream of the Eastside WRF entrance road at the intersection of Laurel Road and Knights Trail Road.

The City of Venice owns and operates the Eastside WRF located at 3510 East Laurel Road in Venice, FL which treat s domestic wastewater received from the City and Sarasota County. The original facility was put into service in July o f 1992 and expanded in 2001 to its current capacity of 6.0 mgd on a maximum 3-month rolling average.

The expanded facility consists of preliminary treatment followed by dual five-stage Bardenpho process trains, four clarifiers, three dual media automatic backwash traveling bridge filters, and three chlorine contact chambers fi tted with a sodium hypochlorite system and the option to provide aeration in the event surface water discharge is nec essary. Sludge is processed by four aerated holding tanks and dewatered using two belt filter presses prior to being t ransported by contract haulers for stabilization and final disposal.

Reclaimed water is stored in either a 3 million gallon above-ground concrete storage tank or a 35-million gallon on-site lined storage pond. The City has the option to filter and disinfect the water stored in the pond prior to sending it in to the reclaimed water distribution system. For disposal, the City has three permitted reuse locations and five permitted surface water locations. Substandard effluent is diverted to a 6 million gallon clay-lined reject pond where it can be returned to the headworks via gravity.

The original facility was put into service in 1991 and expanded in 2001 to its current capacity of 6.0 mgd on a maximum 3month rolling average daily flow.

Table 6-3: Projected Wastewater Flows from the City of Venice[1, 8]

Description	2010[2]	Planning Period			
		2015	2020	2025	2030
AADF[3]	2,190,000	2,640,000	3,020,000	3,400,000	3,760,000
MTMADF[4]	2,410,000	2,900,000	3,320,000	3,740,000	4,140,000
MMADF[5]	2,850,000	3,430,000	3,930,000	4,420,000	4,890,000
PDF[6]	4,750,000	5,650,000	6,410,000	7,170,000	7,890,000
PHF[7]	4,820,000	5,810,000	6,640,000	7,480,000	8,270,000

Table 6-4: Projected Wastewater Flows from Sarasota County[1, 6, 9]

Description	2010[2]	Planning Period			
		2015	2020	2025	2030
AADF[3]	1,280,000	1,460,000	1,650,000	1,790,000	1,790,000
MTMADF[4]	1,410,000	1,610,000	1,820,000	1,970,000	1,970,000
MMADF[5]	1,660,000	1,900,000	2,150,000	2,330,000	2,330,000
PDF[6]	2,560,000	2,920,000	3,300,000	3,580,000	3,580,000
PHF[7]	2,820,000	3,210,000	3,630,000	3,940,000	3,940,000

Table 6-5: Combined Projected Wastewater Flows to the Eastside WRF[7]

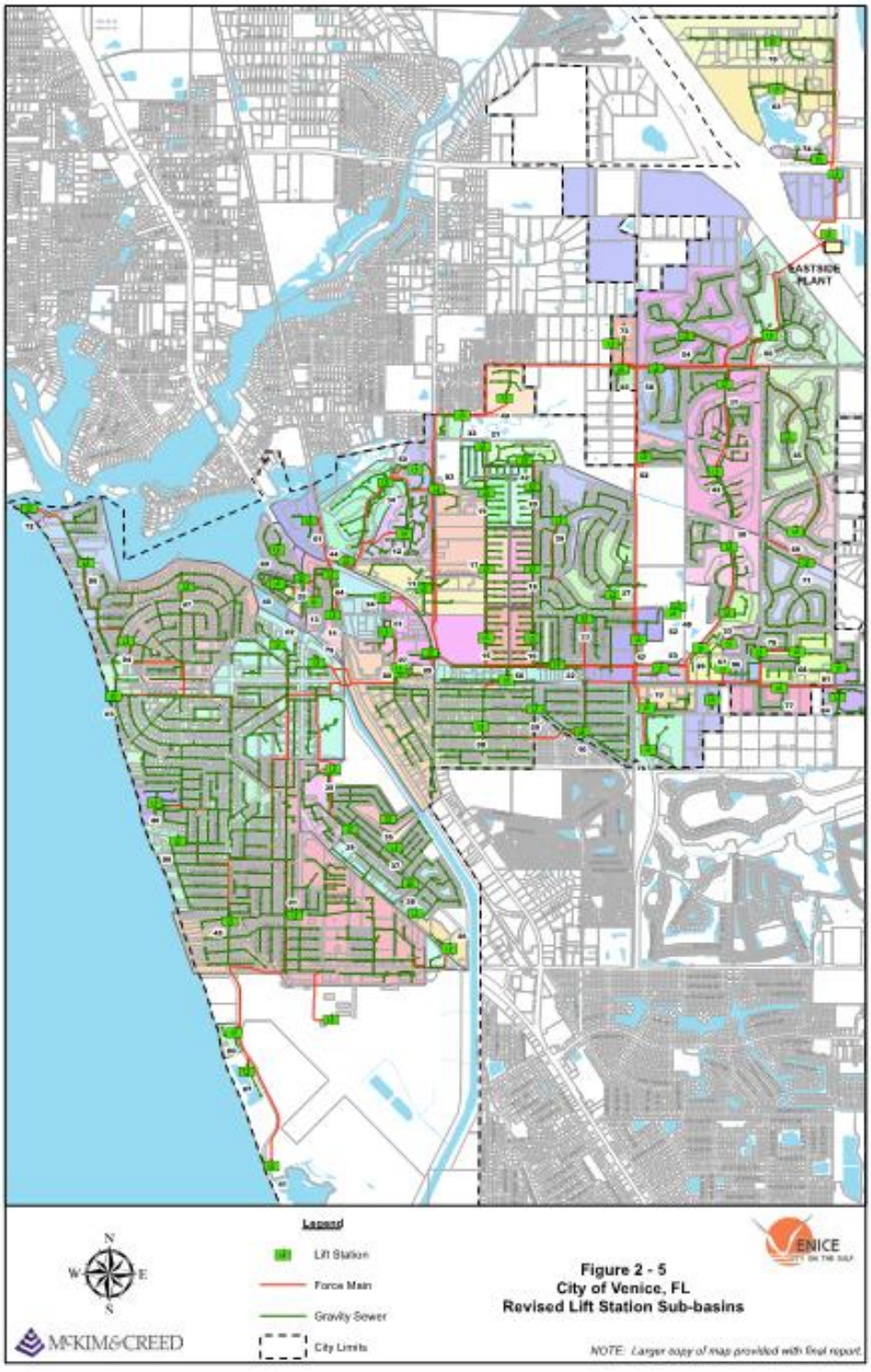
Description	2010[1]	Planning Period[7]			
		2015	2020	2025	2030
AADF[2]	3,470,000	4,100,000	4,670,000	5,190,000	5,550,000
MTMADF[3]	3,820,000	4,510,000	5,140,000	5,710,000	6,110,000
MMADF[4]	4,510,000	5,330,000	6,080,000	6,750,000	7,220,000
PDF[5]	7,310,000	8,570,000	9,710,000	10,750,000	11,470,000
PHF[6]	7,640,000	9,020,000	10,270,000	11,420,000	12,210,000

1. 2010 wastewater flows based on actually data obtained from the City of Venice.
2. Annual Average Daily Flow (AADF).
3. Maximum Three-Month Average Daily Flow (MTMADF), MTMADF = AADF x 1.1.
4. Maximum Month Average Daily Flow (MMADF), MMADF = AADF x 1.3.
5. Peak Daily Flow (PDF), PDF = AADF x 2.0 + I&I, Inflow & Infiltration (I&I) estimated at 369,000 gallons per day.
6. Peak Hourly Flow (PHF), PHF = AADF x 2.2, based on Recommended Standards for Wastewater Facilities (10 State Standards), 2007 Edition, Page 10-6.
7. Flows presented are in gallons per day (gpd).

Wastewater Level of Service (LOS)

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.


EASTSIDE PLANT
Legend
Lift Station
Force Main
Gravity Sewer
City Limits
N
W
E
S
McKIM&CREED
VENICE
Figure 2 - 5
City of Venice, FL
Revised Lift Station Sub-basins
NOTE: Larger copy of map provided with final report

Stormwater

The City of Venice is located at the convergence of several natural drainage basins and bays. These natural drainage systems have been altered irrevocably during the development of the City. The Intracoastal Waterway (ICW), a manmade canal, was dredged to separate the "island" from mainland Venice and the City has increased its impervious area considerably.

Several factors impact the drainage of surface water in the City of Venice including: soils, topography, climate, and manmade alterations to existing natural systems. The focus of the Comprehensive Plan Update's Utilities Element is cooperation with regional agencies to ensure that water quality and the health of natural systems are not left out of the strategies that shape the management of surface water in Venice.

Inventory of Natural Conditions

The City has four natural drainage basins, including Curry Creek, Hatchett Creek, Alligator Creek, and the Direct Coastal Basin. Beginning in the 1940s, the system was initially affected by Cow Pen Slough and Shakett Creek drainage programs, which channelized the basins. Modifications have been made to the four natural basins since then in attempts to increase the capacity and flow rate of drainage, but recent efforts have been made to study and preserve the natural drainage basin systems of the Venice area.

Most of the drainage basins in the City either drain west to the Intracoastal Waterway and the Gulf of Mexico or east to the Myakka River. The following information is a summary of the primary drainage basins. Connected by Blackburn Canal to the Myakka River, the Curry Creek Basin provides drainage for both suburban and agricultural areas into Roberts Bay. The Hatchett Creek Basin provides drainage to mostly improved and/or developed property. The Alligator Creek Basin is contiguous to the City along the Intracoastal Waterway and drains approximately 6,350 acres into Lemon Bay, to the south of the City. The Direct Coastal Drainage Basin includes most of the city west of the Intracoastal Waterway and extends southward to Lemon Bay.

Stormwater Outfalls

The City of Venice has a municipal stormwater system consisting of pipes and swales. There is one pump station at West Gate Drive on the island portion of Venice. There are also 37 outfalls: 13 at the Gulf, five at Robert's Bay, and 19 at the Intracoastal. Approximately 60% of the outfalls are city-owned.

Stormwater Treatment

The City of Venice is required to have a Municipal Separate Stormwater Systems (MS4) Permit as a requirement of the National Pollutant Discharge Elimination System (NPDES) under the U.S. Environmental Protection Agency (EPA). In 1995, the City approved Ordinance No. 95-12, which regulates and requires the monitoring of stormwater runoff per State and Federal laws. As a result, the City's stormwater management activities are closely coordinated with the State of Florida, SWFWMD, the Southwest Florida Regional Planning Council, and Sarasota County.

The Ordinance No. 95-12 also requires construction sites to use Best Management Practices (BMPs) which

establish standards for stormwater runoff. The City also has a street-sweeping program to improve the quality of runoff by reducing the amount of pollutants entering the bays.

Stormwater is typically either held in ponds or swales as a form of delayed treatment or funneled into closed systems pipes and diverted to outfalls throughout the City. Open ponds and swales are usually preferred over closed systems for two reasons 1) decreased cost and 2) ability to naturally permeate the ground and recharge the surface system. However, in some cases a closed system is preferred, especially when the volume of water is significant or in areas where open systems will be hard to maintain. As a result, the City maintains an ordinance (Ordinance 96-60) that allows the city to inspect privately owned stormwater systems and allows the city to require that owners maintain stormwater systems on private property.

Stormwater Level of Service (LOS)

The Comprehensive Plan establishes an acceptable level of service for drainage. This standard is proposed to be updated from the 2010 Comprehensive Plan to address the City's identification and desire to more closely regulate stormwater flows.

C. Stormwater - Post-development runoff may not exceed pre-development runoff for a 24-hour, 25-year storm event, unless an exception is granted by the City Engineer for unrestricted tidal discharge or the project meets SWFWMD (Southwest Florida Water Management District) exemption criteria. Stormwater treatment shall be provided which meets all applicable SWFWMD Rules and Regulations or demonstrate the project meets SWFWMD exemption criteria.

Solid Waste

Solid waste consists of garbage from the kitchen, yard, office, construction materials, and other materials. Solid waste has been collected by the City since 1934. The City has an agreement with the County to utilize the regional landfill to dispose of solid waste. As a result of the agreement, the City collects solid waste from its citizens and the County receives and disposes of the waste at the County's landfill. The County charges the City for disposal based on adopted rates for tonnage disposed.

Through its aggressive solid waste program, the City has reduced waste through recycling programs and programs precluding illegal dumping and a mitigation of disposal of hazardous material.

Collection of Solid Waste

The City of Venice currently provides single-family residential collections twice a week and recycling pick up once weekly. Such collection includes household garbage, yard waste, and recycling materials. It provides for the collection of bulk materials such as furniture, bathtubs, sinks playground equipment, doors, sheds, and white goods (refrigerators, freezers, washers, dryers, and air conditioners). The City makes special collection provisions for storm preparation and clean-up.

In terms of composition, the solid waste removed by the City continues to be mostly garbage, construction and demolition materials, yard waste, and mixed paper. A small portion of the composition is mixed recyclables including cardboard and scrap metal.

Solid Waste Disposal

The City has an interlocal agreement with Sarasota County to dispose of solid waste at the Sarasota Central County Solid Waste Disposal Complex. Per the agreement, the County charges a fee for the City to use the landfill facility. The only access to the regional landfill is from Laurel Road and Knights Trail near I-75. This limited access results in transportation problems when there is an accident near the I-75 exit at Laurel Road.

Solid Waste Level of Service (LOS)

Solid Waste - Collection and capacity of 6.8 pounds per capita per day; and collection of residential solid waste shall occur at least weekly

Comprehensive Plan Update Planning Framework

Planning Opportunities

The Comprehensive Plan planning framework addressed the opportunities identified through the public review process including workshops and hearings before the Planning Commission. Based on this, strategies were developed which

Opportunity 1: Maintaining appropriate and financially feasible levels of service while anticipating new development and service demand increases.

Opportunity 2: Protecting natural resources from the impacts of municipal utilities by ensuring responsible use of potable water and removal, treatment, and disposal of wastewater and solid waste.

Opportunity 3: Coordinating the activities of the City's utilities infrastructure systems, facilities, and services with other local, regional, and state agencies. Particular opportunities involve the coordination of potable water provision, wastewater treatment, stormwater management, and solid waste disposal, which can have long-term regional impacts if not coordinated with other agencies.

Opportunity 4: Although the City is currently meeting its level of service for potable water provision, the need for expansion of potable water facilities will be dictated by further growth and competition with regional demand.

Opportunity 5: There is a regional opportunity that growth will outpace available water sources and regulation. The City also needs to consider a vulnerability assessment update

Opportunity 6: The potable water supply plan will need to be updated regularly per Florida Statutes. This requirement will need to be completed 18 months after SWFWMD completes its Regional Water Supply Plan, which occurred in December 2015.

Opportunity 7: The City's East Wastewater Treatment Facility Plan is still below its available capacity; however, the City also has an agreement with Sarasota County where the County can use some of the excess capacity for wastewater treatment. This agreement needs to be further defined by the City and an assessment of how this agreement affects the City's available capacity should be conducted.

Opportunity 8: The City's aggressive reclaimed water reuse program has reduced the impact on the wastewater system. However, this program has not been implemented citywide. An analysis of opportunities to expand this program and the reclaimed water systems should be considered.

Opportunity 9: There are structural and infiltration problems with pipes on the island due to their age. The City will need to continue to look at replacing portions of the stormwater system on the island in the short term, especially pipe lining as part of a long term rehab program.

Opportunity 10: The City will need to coordinate with Sarasota County considering the updated Sarasota County Stormwater/Watershed Management Master Plan and the Sarasota County Local Mitigation Strategy (LMS) which will be important in the development of the capital improvement program for stormwater utilities. With rapid urbanization in Venice and the surrounding county, stormwater has become a regional opportunity. Continued coordination with regional entities regarding stormwater treatment and outfall will remain a focus in the long term.

Opportunity 11: Based on the continued improvements in recycling efforts and reductions in waste streams, the City needs to remain vigilant inf trends in waste reduction, educate the public about its waste reduction programs, and proactively have the public recycle the waste in a way that it is not picked up by the City.

Opportunity 12: Sanitary landfill allocation will continue to be a challenge locally and regionally even with waste reduction programs in place, the allocation of space for landfills will continue to be a planning opportunity. Currently, the City has an agreement with the County to utilize its County Solid Waste Disposal Complex for garbage disposal; however, the life expectancy of the landfill is only approximately 25 years. Sarasota County must actively seek new landfill sites today due to increased pressure from development that continues to absorb land east of I-75.

Opportunity 13: There is limited access to the Knights Trail Landfill near I-75 and Laurel Road. When an accident occurs near I-75, garbage trucks have difficulty accessing the landfill via Knights Trail. Currently, the County is proposing to extend Knights Trail to Clark Road in Sarasota County to provide an alternative access point to the County Solid Waste Disposal Complex.

Planning Framework

The opportunities identified have been addressed through strategies that provide public utility services which meet the needs of current and future populations.

- Ensure that infrastructure service expansion is coordinated with development.

  Maintenance of an adequate level of service is dependent on coordination between the City's land development practices and provision of utility services. The comprehensive plan establishes strategies that direct the City to facilitate such coordination through its site and development review processes. This coordination makes certain that the City 1) times its utility service improvements with its development needs, 2) coordinates services provided by private and regional service entities, 3) maximizes existing facilities and infrastructure capacity, 4) coordinates public work efforts and needs of neighboring development projects, 5) utilizes accepted best management practices, and 6) updates its utility master plans in coordination with regional planning efforts.

- Protect natural resources from the impact of the City's utilities infrastructure systems.

  The City is committed to a sustainable form of development, which protects the region's valuable resources from the impacts of human development. This commitment is articulated through the Comprehensive

Plan Update strategies which: 1) continue the City's practices of inspecting and monitoring its utility facilities and infrastructure systems, 2) establishes environmental procedures and best practices, 3) protects the ground water resources and environmentally sensitive areas, and 4) encourages the use of reclaimed water sources, recycling programs, conservation efforts, and hazardous waste disposal practices. The City will achieve these strategies through a coordinated public education campaign and staff training programs.

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

  In order to provide the Venice community an adequate level of service, the Comprehensive Plan Update establishes standards for potable water, wastewater, stormwater, and solid waste services. The standards ensure that the City is able to meet the increased service demands, maintenance needs, and fiscal demands of providing utility services and infrastructure systems.

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

  The provision of utility service and infrastructure systems is best accomplished through regional coordination efforts. The comprehensive plan establishes the basis for this coordination by establishing strategies that 1) utilize joint planning agreements to ensure coordination and consistency between utility master plans, 2) promotes infrastructure planning coordination with Sarasota County and SWFWMD, 3) encourages an interconnected potable water supply system, regional water planning, and coordinated supply system, 4) protects regional ground water supplies, 5) implements regional stormwater regulations, and 6) coordinates disposal of solid waste.

The purpose of the Capital Improvements Element is to 1) evaluate the cost of infrastructure and service capital improvements, 2) identify the City's priorities for implementing the improvements, and 3) determine a funding strategy to pay for the public improvements. The Capital Improvements Element financial policies establish an adequate concurrency management system by funding, and prioritizing the improvements needed to implement the Venice Comprehensive Plan 2017-2027.

In 1985, the Florida Legislature mandated that local governments plan for the delivery of public facilities and services concurrent with development. The tool to implement this state requirement is the *Capital Improvements Element* (CIE). Local governments use the CIE to provide adequate public facilities by:

- Evaluating the need for public facilities in support of the other element's goals, objectives, and policies;
- Estimating the costs of improvements for which local government has fiscal responsibility;
- Analyzing the fiscal capability of the local government to finance and construct improvements;
- Adopting financial policies to guide the funding and construction of improvements; and
- Ensuring that facilities are maintained according to the adopted level of service.
  According to Administrative Rule 9J-5.003, "capital improvements" are large scale and high cost physical assets constructed or purchased to provide, improve, or replace a public facility.

The CIE differs from the City's annual adopted budget in that the CIE includes only *those improvements and needs derived from the comprehensive plan*. According to the Comprehensive Plan Update, these improvements are needed to 1) meet existing facility deficiencies and 2) maintain adopted levels of service standards. The items listed in this element's capital improvement schedule follow these rules:

1) Are generally not recurring line items. However an improvement may require multiple budget years to finance.
2) Are defined as existing or projected needs. Existing needs are those required to address known deficiencies. Projected needs are those required to address the impacts of future development projects.
3) Generally cost $100,000 or more, although lesser cost projects may be included if needed to maintain adopted levels of service.

The City requires all new developments to help offset the costs for expanding services, facilities, and infrastructure systems. As previously discussed in the 2006 EAR and as part of the 2017-2027 Comprehensive Plan update, the City continues to employ this policy in all phases of the development process. Developer or property owner contributions in the City include: dedication of land for public purposes, money to cover the expense of providing services, and fees to finance improvements for infrastructure and public facilities.

Recommendations identified through this Update include:

- Manage growth in correlation with facility and infrastructure capacity
- Ensure new development pays for service and facility expansion costs
- Ensure all City services are high quality, efficient, and cost effective
- Examine service delivery cost saving and revenue generating measures
- Deliver high valued, well-managed, and fiscally responsible government services
- Utilize partnerships to expand facility and service capacity
- Recognize the value of regional partnerships in improving public services
- Improve services by coordinating construction projects in order to maximize efficiencies and recognize cost savings
- Establish and maintain level of service standards which meet the needs of current and future populations

The following information is excerpted from the City of Venice adopted FY 2017 Budget. The Capital Improvements Element is based on information provided during the annual budget cycle and includes not only revenues/sources but also projects and anticipated expenditures. These revenue sources determine the City's capability to fund city operations and demanded capital improvement projects. The City's projected total budget for FY2017 is $115,612,258. Enterprise funds total $50,634,835

Revenues are allocated within the City's governmental and proprietary funds

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	GOVERNMENTAL FUND TYPE				PROPRIETARY FUND TYPES		
	GENERAL	SPECIAL REVENUE	CAPITAL PROJECTS	DEBT SERVICE	ENTERPRISE FUNDS	INTERNAL SERVICE	TOTAL
REVENUES							
TAXES:							
AD VALOREM TAXES-3.6000 MILLS	$ 12,080,974	$ -	$ -	$ -	$ -	$ -	$ 12,080,974
AD VALOREM TAXES-.1660 MILLS		-	-	557,595	-	-	557,595
SALES AND USE TAXES	1,117,623	3,592,604	-	-	-	-	4,710,227
FRANCHISE FEES	2,276,981	-	-	-	-	-	2,276,981
UTILITY SERVICE TAXES	2,452,927	-	-	-	-	-	2,452,927
LICENSES AND PERMITS	548,946	2,334,610	-	-	-	-	2,883,556
INTERGOVERNMENTAL REVENUE	3,221,886	189,695	1,836,658	-	9,741,366	-	14,989,605
CHARGES FOR SERVICES	92,984	-	-	-	27,203,810	-	27,296,794
FINES AND FORFEITURES	22,528	23,880	-	-	-	-	46,408
MISCELLANEOUS	1,146,106	20,590	-	-	2,302,230	386,626	3,855,552
OTHER FINANCING SOURCES	3,649,795	-	17,485,865	-	7,075,000	9,135,058	37,345,718
INTEREST EARNINGS	132,210	25,347	13,862	1,000	152,211	29,809	354,439
TOTAL ESTIMATED REVENUE AND OTHER FINANCING SOURCES	26,742,960	6,186,726	19,336,385	558,595	46,474,617	9,551,493	108,850,776
USE OF FUND BALANCE (RESERVES)	-	2,216,687	384,559	-	4,160,236	-	6,761,482
TOTAL ESTIMATED REVENUE AND BALANCES	**$ 26,742,960**	**$ 8,403,413**	**$ 19,720,944**	**$ 558,595**	**$ 50,634,853**	**$ 9,551,493**	**$ 115,612,258**
EXPENDITURES							
GENERAL GOVERNMENT	$ 8,319,121	$ 381,470	$ -	$ -	$ -	$ 132,345	$ 8,832,936
PUBLIC SAFETY	16,116,809	2,679,127	-	-	-	-	18,795,936
PHYSICAL ENVIRONMENT	434,253	863,920	140,000	-	19,033,079	-	20,471,252
TRANSPORTATION	-	-	-	-	5,275,098	-	5,275,098
CULTURE & RECREATION	1,377,605	1,090,250	135,000	-	-	-	2,602,855
OTHER FINANCIAL USES	-	1,389,411	-	-	942,091	7,981,039	10,312,541
DEBT SERVICE	-	-	-	551,582	2,687,452	-	3,239,034
CAPITAL PROJECTS/VEHICLES	-	1,751,000	19,186,082	-	22,697,133	861,000	44,495,215
NON-DEPARTMENTAL	76,017	-	-	-	-	99,213	175,230
TOTAL EXPENDITURES AND USES	26,323,805	8,155,178	19,461,082	551,582	50,634,853	9,073,597	114,200,097
ADDITION TO FUND BALANCE (RESERVES)	419,155	248,235	259,862	7,013	-	477,896	1,412,161
TOTAL APPROPRIATED EXPENSES AND ENDING FUND BALANCES	**$ 26,742,960**	**$ 8,403,413**	**$ 19,720,944**	**$ 558,595**	**$ 50,634,853**	**$ 9,551,493**	**$ 115,612,258**

Source: City of Venice, Adopted Budget 2017

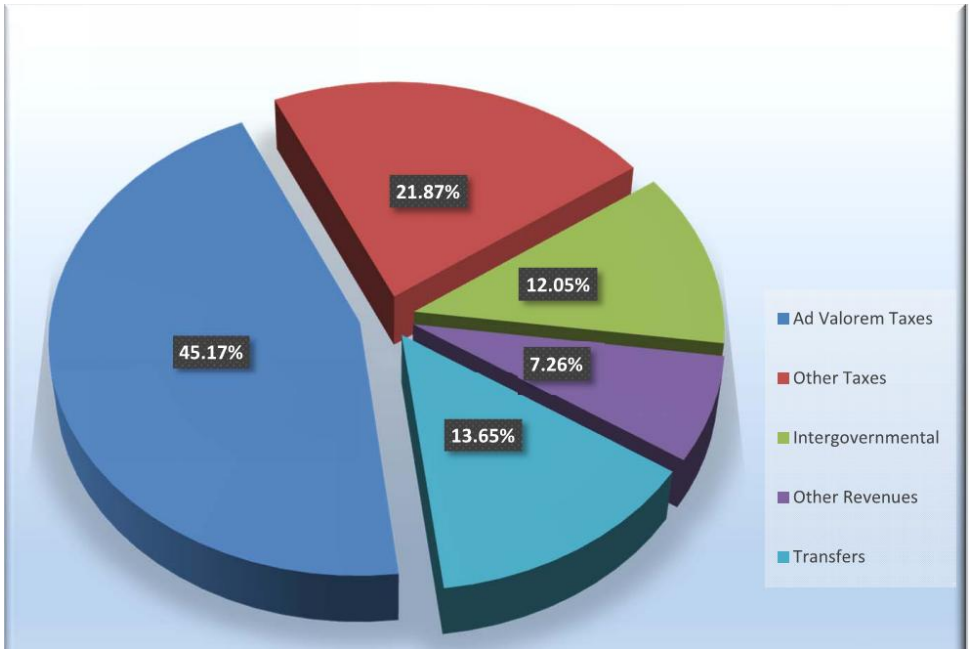
General Fund Revenues

The General Fund is the Chief Operating Fund for the City of Venice and is utilized to account for all tax-supported (governmental) activities. It is presumed that all of a government's activities are reported in the general fund unless there is a compelling reason to report that activity in another fund. The General Fund encompasses the following revenues and expenses of the city:

- Ad Valorem Taxes:
  - Property taxes collected and disbursed from Sarasota County

- Franchise Fees:
  - For private utilities - electric, cable, telephone, etc.
- Licenses and Permits:
  - For all purposes – doing business, change business records, licensing fees, etc.
- Intergovernmental Revenue
  - State revenue sharing, impact fees, cigarette tax, grants, etc.
- Charges for Services
  - Administrative charges such as planning and zoning review fees, engineering inspection fees, fire academy training fees, police protection agreement fees, utility fees, etc.
- Fines and Forfeitures
  - Traffic and parking violations, etc.
- Miscellaneous
  - Bonds, photocopies, blueprint purchases, etc.
- Other revenue
  - Rents and leases, sale of property, donations of goods and services, etc.
- Interest Earnings
  - Funds and investments, interest, etc.

A summary of General Fund Revenue Sources is provided below:



	Actual Fiscal Year 2015	Amended Budget Fiscal Year 2016	Adopted Budget 2017
Revenues:			
Ad Valorem Taxes	$ 9,059,063	$ 9,538,647	$ 12,080,974
Other Taxes	5,929,673	5,688,962	5,847,531
Intergovernmental	3,150,916	3,175,600	3,221,886
Other Revenues	3,430,253	1,963,819	1,942,774
Transfers	3,953,813	3,913,202	3,649,795
Total Revenues	25,523,718	24,280,230	26,742,960
(Addition) Use of Reserves	(1,671,073)	2,858,736	(419,155)
	$ 23,852,645	$ 27,138,966	$ 26,323,805

Source: City of Venice, Adopted Budget FY 2017

Capital Projects Funds.

Capital Project Funds are designed to account for the resources expended to acquire assets of a relatively permanent issue. (Enterprise Fund resources are not included in this category). Capital Projects Funds provide a formal mechanism which enables administrators to ensure that revenues dedicated to a certain purpose are used only for that purpose.

- Storm Drainage and Paving Fund: Established to account for the cost of major drainage and street improvement capital projects. The projects are generally financed by a combination of several revenue sources, including designated property taxes, road and bridge taxes, interest revenues and contributions from other funds.
- Beach Renourishment Fund: Established to account for the cost of beach renourishment.
- Additional General Projects Fund: Established to account for the cost of construction and purchasing of significant general projects such as downtown improvements, playground equipment, etc.
- Building & Renovations: Established to account for the cost of constructing new City buildings and/or major renovations to existing City buildings.

Internal Service Funds

An Internal Service Fund is established to finance and account for services and/or commodities furnished by a designated department to other departments within the City, on a cost- reimbursement basis. These funds include:

- Employees' Group Health and Life Insurance Fund: To account for health and life insurance claims which are partially self-insured by the City.

- Workers' Compensation Fund: To account for worker's compensation claims which are partially self-insured by the City.

- Employees Flex Spending Fund: To account for reimbursement of medical expenses per Chapter 125 of the IRS Code.

- Property and Liability Fund: To account for property and liability claims which are partially self-funded by the City.

- Fleet Services Fund: To account for the city's fleet replacement program and associated costs.

Local, State & Federal Revenue Sources

Local, State and Federal sources of revenue are distributed among the funds previously described.

- *Local revenue sources* consist of revenue sources that are levied, collected and disbursed at the local level solely at the discretion of the City of Venice. It utilizes most user fees and taxing mechanisms available to municipalities under Florida Statute.

- *State revenue sources* are classified as state sources may be generated locally but collected by the State of Florida and returned to the City of Venice. Funds received from the State of Florida include state revenue sharing, cigarette taxes, state monies for capital items and grants (FDOT/FRDAP) and participation in the state retirement system.

- *Federal revenue sources* are either granted directly to the City or passed through State agencies for administration or monitoring. These grants are distributed in a competitive basis rather than formula allocations. It is for this reason that is very difficult to project future Federal revenues. Some of the federal sources of revenue are:

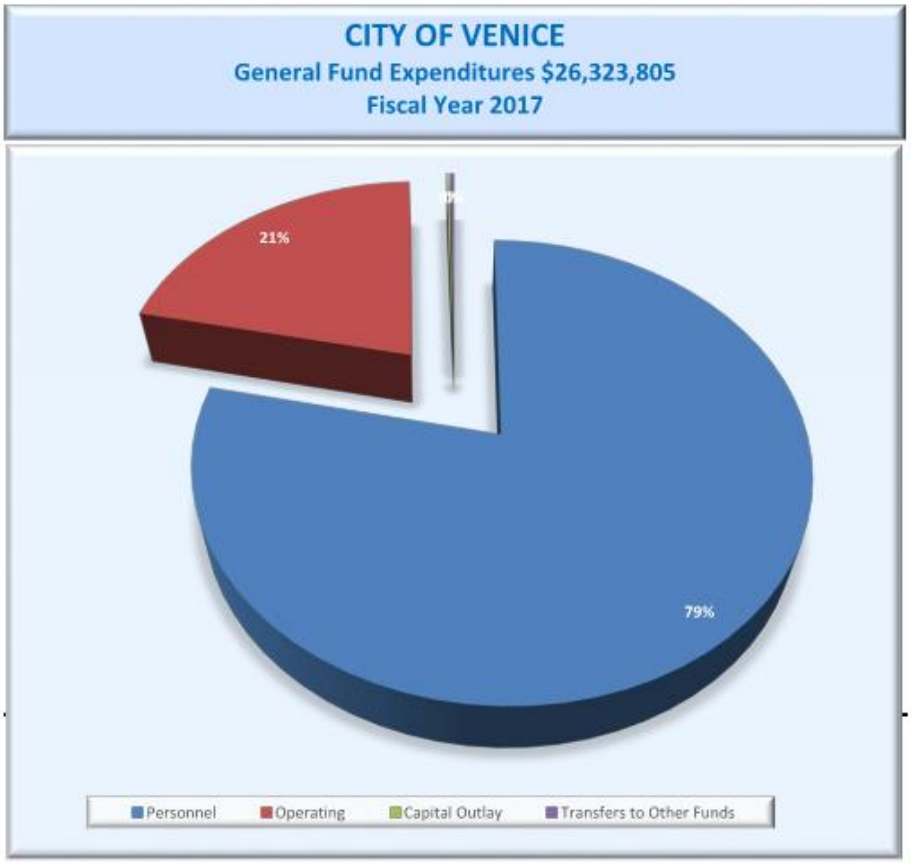
    - Federal grants
    - U. S. Army Corps of Engineers
    - Federal Emergency Management Authority (FEMA)
    - Beach restoration monies
    - SAFETEA-LU - through the area MPO

Expenditures

This section identifies how funds are allocated to meet the City's needs. The City's expenditures are allocated

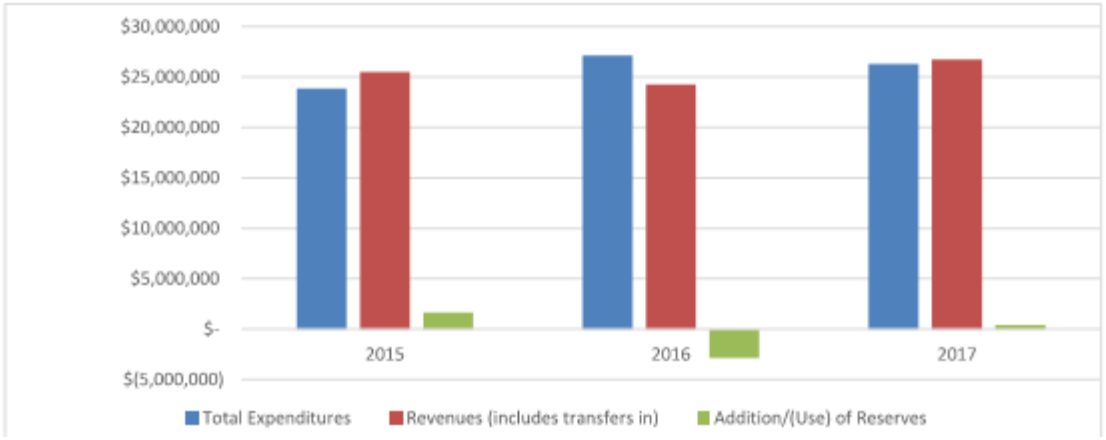
among the following activities:

- General Government includes expenditures related to activities undertaken by the legislative or administrative units of the City of Venice's Government.
- Public Safety includes operational expenses and capital projects for the Police Department, Fire and Emergency services, and emergency management.
- Physical Environment includes water and waste water utilities, solid waste, and storm water drainage.
- Transportation includes airport, streets, city engineering, secondary streets construction, and traffic engineering.
- Culture and Recreation includes all costs associated with providing and maintaining cultural and recreational activities for benefit of the citizens and visitors. City libraries, parks and recreation, operations, and golf courses are included here.
- Other Financial Sources include interfund transfers and interfund reimbursements.
- Capital Projects includes necessary projects and improvements to meet the actual level of service and fulfill the goals of the comprehensive plan.
- Debt Service includes of interest and payments made by the City on its debt.



	Actual 2015	Amended Budget 2016	Adopted Budget 2016
Personnel	$ 18,383,405	$ 19,554,373	$ 20,648,225
Operating	4,247,605	5,489,614	5,554,563
Capital Outlay	96,635	2,048,258	45,000
Transfers to Other Funds	1,125,000	46,721	76,017
	$ 23,852,645	$ 27,138,966	$ 26,323,805

DEPARTMENT	2015 Actual	2016 Amended Budget	2017 Adopted Budget
Mayor and Council	$ 148,680	$ 165,997	$ 169,392
City Manager	645,281	872,043	829,529
Historical Resources	216,453	251,978	269,016
City Clerk	509,090	689,860	545,938
Finance	1,361,172	1,425,480	1,374,483
City Attorney	368,131	357,000	338,650
Public Works- Admin	236,420	338,238	226,456
City Hall Maintenance	194,071	475,182	425,468
General Maintenance	1,078,861	1,218,015	1,133,720
Parks & Recreation	1,210,742	2,963,420	1,377,605
Engineering	511,982	767,297	434,253
Police	8,221,198	7,831,110	8,535,163
Fire	5,930,004	7,070,168	7,581,646
Fire Academy	9,269	16,300	-
Planning & Zoning	565,680	887,962	1,180,686
Information Technology	949,832	1,130,954	1,215,555
Administrative Service	570,779	631,241	610,228
Transfers to General Capital Projects Fund	1,125,000	46,721	-
Transfers to Fleet Fund	-	-	76,017
Total Expenditures	**$ 23,852,645**	**$ 27,138,966**	**$ 26,323,805**
Revenues (includes transfers in)	**$ 25,523,718**	**$ 24,280,230**	**$ 26,742,960**
Addition/(Use) of Reserves	**$ 1,671,073**	**$ (2,858,736)**	**$ 419,155**



Outstanding Debt

The City of Venice has no legal debt limit. The issuance, management, evaluation and reporting is established by the City Council by resolution No. 2008-21 (see Appendix A). The City's outstanding debt is organized into:

- Governmental debt includes projects and activities related to parks and recreation, police, fire, public works, information services, general administration.

- Business debt includes projects and activities addressing needs in various infrastructure services such as potable water, sewer, stormwater, solid waste, and airport.

The City has outstanding Water and Sewer Revenue Bonds and a loan from the Gulf Breeze Pool payable solely from revenue of the Utility System. The City has outstanding Capital Improvement Revenue Bonds payable from the proceeds of the Optional One Cent Sales Tax, and Stormwater Bonds payable solely from the revenue of the stormwater system. As of September 30,2015, the total debt was $47,347,000

Local Policies, Practices, & Instruments

In order for the Capital Improvements Element to effectively guide the comprehensive plan's implementation, local policies, practices, and instruments must be used to guide the timing and location of public facilities and their maintenance. The CIE's effectiveness is also influenced by county, regional, and state agencies which have jurisdiction over the City. As a result, local policies, practices, and instruments must be coordinated with the county, regional, and state partner agencies.

The policies, practices, and instruments work together to ensure that the City is able to implement its livable community planning framework. The policies established in the Capital Improvement Element set the City's priorities for public facility improvements. The practices determine how the policies will be executed. The City's CIE practices include: the Capital Improvement System, Level of Service Standards, User Charges and Connection Fees, and Service and Facilities Contributions. The instruments are utilized to implement the practices.

The following section is a summary of how each of these instruments is utilized to implement the City's capital improvement practices.

Capital Improvement System

The Capital Improvement System (CIS) provides for the public services, facilities, and infrastructure systems needed to implement the Envision Venice Comprehensive Plan Update, and maintain and achieve adopted level of service standards. It is comprised of four components: 1) Capital Improvement Element, 2) Capital Improvement Schedule, 3) Capital Improvement Program, and 4) Annual Budget. A summary of what each of these components is and how the system works together is as follows:

- Capital Improvement Element (CIE). The Capital Improvement Element prioritizes the capital improvements needed to implement the Envision Venice Comprehensive Plan Update planning framework and established LOS. The CIE coordinates the City's planning framework and LOS, with the City public services, facilities, and infrastructure systems; work plan schedules; and fiscal demands, costs, and funding sources. Included within the CIE is the City's Capital Improvement Schedule.

- Capital Improvement Schedule (CIS). The Capital Improvement Schedule provides the financial foundation necessary to implement capital improvements needed to implement the Comprehensive Plan and achieve and maintain adopted LOS. The CIS guides the development of public facilities and infrastructure systems over a 5-year period. The CIS is structured according to the City's planning priorities, estimated project costs, and availability of funding resources. Since the CIS includes only those items necessary to achieve and maintain the comprehensive plan planning framework and LOS, it does not include all items found within the City-wide CIP. The CIS is found in the Envision Venice Comprehensive Plan's, Volume I: Goals, Objectives and Policies, Appendix C.

- Capital Improvement Program (CIP). The Capital Improvement Program plans for the provision of City-wide capital budgeting needs. The capital budget deals with projects for the construction, renovation, improvement, acquisition of any facilities, buildings, structures, land, or land rights. The plan identifies the development schedule for all capital projects, related expenditures, and financing needs proposed within the City.[3]

- 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. Additionally, the CIP is a city document that is referenced in the CIE but not adopted as part of the element.

The process of preparing the CIP component of the annual budget includes identifying and listing capital items, evaluation, scheduling, estimating costs, and anticipating revenue sources.

Evaluation for funding and scheduling within the CIP is generally in accordance with the following criteria:

a) Improvements which are necessary to protect the health, safety and environmental integrity of the City
b) Improvements which are necessary to meet existing deficiencies in capacity, performance, or reliability.
c) Improvements that will contribute to fulfill the goals, objectives and policies established within the Comprehensive Plan.
d) Improvements that are consistent with the Future Land Use Element of the Comprehensive Plan.
e) Improvements that target unserved areas within established service areas.
f) Cost-effective improvements to expand capacity, maximize operational efficiency, and increase productivity.
g) Improvements that are financially feasible
h) Improvements to optimize use of existing facilities.

Some additional and specific criteria may be considered by each of the City's departments within the evaluation.

The City Council adopts the one year capital improvements budget as part of the annual budget, and the remainder of the program is updated each year. The current CIP document is a guide to determining and establishing priorities based upon the condition of each element of the comprehensive plan and the capital improvements needed to maintain adopted level of service standards.

Exhibit A below shows the Five Year Capital Schedule of Improvements for FY 2016-2020

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	

Level of Service Standards

Level of service standards (LOS) are used to indicate whether public facilities are adequate to meet the needs of the City's future populations. LOS is a standardized measure of infrastructure operating conditions and is generally defined with reference to a benchmark; a measure of effectiveness. Adopted LOS standards are provided in each respective Element (i.e., transportation, infrastructure, open space) for each measurable service.

User Charges and Connection Fees

The City imposes the cost to operate the public facilities or services on the users who benefit from these services. These charges are often used for debt service on revenue bonds as well as for operations and maintenance. Currently the City utilizes user charges for sanitary sewer, potable water, solid waste, stormwater and other public facilities such as the fishing pier.

Service Contributions

Another tool the City uses to ensure development pays for the service demands is through service and facility contributions. The provision of future services may include land donations, construction of public services and facilities payment in lieu of contributions, and/or impact fees.

Through these contributions, developments may be required to provide a variety of services including roads, parks, and schools. Pre-annexation agreements and development agreements may be used to execute such contributions. These agreements identify specific infrastructure improvements or expansions that developments are required to contribute to or provide. The City of Venice also has a mandatory construction requirement (or accepts payment in lieu of construction under certain conditions) for sidewalks.

One example of how such service contributions works is in the transportation network planned for North Venice. As discussed in the Transportation Infrastructure and Services Standards Element, the City has several planned collector roadway improvements for the areas east of I-75 between Laurel Road and Border Road. There are seven planned roadways that will be constructed by developers as part of their new developments. The City will not receive any funds from developers as these roadways are directly financed and constructed as part of the development projects.

Another way these service contributions work is through the collection of impact fees. The City collects impact fees as part of an interlocal agreement between the City and Sarasota County for roads, education, library and parks. The park and roadway impact fees contribute funding for City park and roadway improvements and help maintain adopted recreation and transportation LOS standards.

Projected Capital Project Expenditures

The total projected expenditures for the City's Capital Improvement Element (capital projects/vehicles) for the period FY 2017 is $44,495,215.

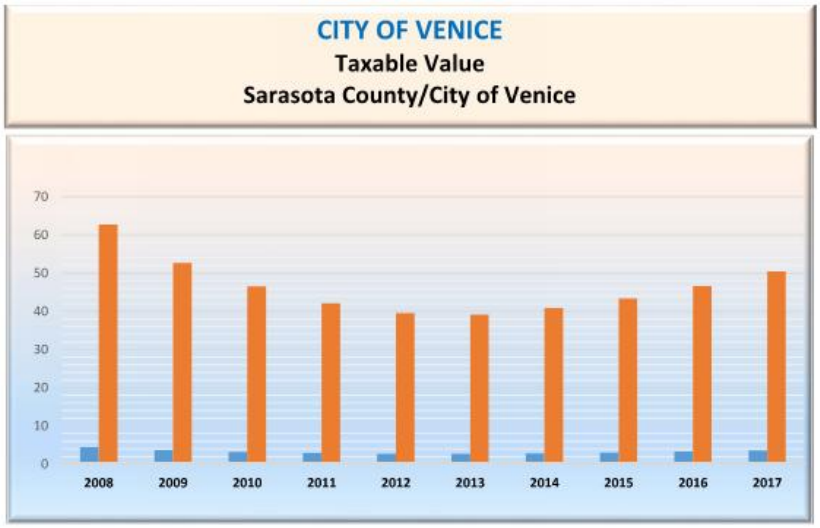
Projected Debt Service Obligations (Bonds)

Debt Service Funds are established to finance and account for the payments of interest and principal on outstanding bonded debt of the City that is not included in the Enterprise Funds. General Obligation Debt Service Fund #251 2.66% interest rate, Interest payable semiannually and principal payable in annual installments of $387,000 - $545,000, maturing in February, 2028.

Projection Tax Base, Mileage Rate

The following Figure shows the taxable value trends between 2008-2016 for the City of Venice and Sarasota County.

Taxable Value, 2008-2016 Sarasota County/ City of Venice



FISCAL YEAR ENDING 09/30	SARASOTA COUNTY	% OF INCREASE	CITY OF VENICE	% OF INCREASE	% OF TOTAL
2008	62,670,270,568	6.4%	4,368,602,744	5.6%	7.0%
2009	52,643,027,277	-16.0%	3,653,215,613	-16.4%	6.9%
2010	46,539,968,102	-11.6%	3,172,976,298	-13.1%	6.8%
2011	42,105,372,554	-9.5%	2,860,628,192	-9.8%	6.8%
2012	39,486,669,958	-6.2%	2,707,597,559	-5.3%	6.9%
2013	39,129,590,308	-0.9%	2,701,271,123	-0.2%	6.9%
2014	40,791,927,760	4.2%	2,803,751,805	3.8%	6.9%
2015	43,376,837,142	6.3%	3,020,689,268	7.7%	7.0%
2016	46,581,289,266	7.4%	3,233,289,634	7.0%	6.9%

Source: City of Venice: Adopted Budget FY 2017

The City's Millage Rate has increased from 2.7790 in 2008 to its current 3.600. Between 2008 and 2011, the Millage Rate remained constant.

FISCAL YEAR ENDING 09/30	MILLAGE	DEBT SERVICE	TOTAL
2008	2.7790	0.1600	2.9390
2009	2.7790	0.2050	2.9840
2010	2.7790	0.2250	3.0040
2011	2.7790	0.2250	3.0040
2012	2.9350	0.2600	3.1950
2013	2.9653	0.2620	3.2273
2014	3.1000	0.2020	3.3020
2015	3.1000	0.1920	3.2920
2016	3.1000	0.1770	3.2770
2017	3.6000	0.1660	3.7660

Source: City of Venice: Adopted Budget FY 2017

Summary of City's Fiscal Capability

The City uses a five-year model for long-range planning in the general fund and all enterprise funds. The plans, including a five-year capital improvement plan, are updated annually. The City Council's main objectives are:

- To preserve the quality of life by providing and maintaining adequate financial resources necessary to sustain a sufficient level of municipal services.
- To respond to changes in the economy, the priorities of governmental and nongovernmental organizations, and other changes that may affect the City's financial well being.
- To protect the City from emergency fiscal crisis by ensuring the maintenance of service even in the event of an unforeseen occurrence.
- To maintain a strong credit rating in the financial community through sound, conservative financial decision-making.

The City Council has established a preference for pay-as-you-go financing as a significant capital financing source, but will ultimately determine the most appropriate financing structure for each capital project on an individual basis after examining all relevant factors of the project. The City, 2016, issued a general obligation bond that will be used to fund roadway improvements and other capital costs. Fund balances in excess of required debt and other continuing obligations may be used as a capital source for pay-as-you-go financing.

The City of Venice currently has a solid financial profile. The total millage levied in 2017 is 3.600, 3.7660 with debt service. This value is considered very competitive for a community the size of the City of Venice.

The Water and Sewer Enterprise Fund continues to rebound from historical expense decisions primarily related to the costs of constructing the Eastside Plant and decommissioning the Island Beach Wastewater Plant. Continued balanced fiscal constraint is necessary to restore fund balances to preferred levels that will ensure a three to four month operating reserve for each fund. Resolution of these financial conditions has been set out through a 15-year formal repayment program to the general fund.

Full public services are provided by the City with the exception of some park maintenance (beach and recreation facilities), which is handled through Sarasota County Parks and Recreation.

Comprehensive Plan Update Planning Framework

Planning Opportunities

The following opportunities were identified through the development of the comprehensive plan update.

Opportunity 1: Maintain the appropriate level of service with the existing funding sources.

Opportunity 2: Ensure level of intergovernmental coordination to ensure that additional capital funds are available to foster redevelopment activities.

Opportunity 3: Maintain the provision of vital community services in the face of potential reductions in property tax revenue sources.

Planning Framework

The concerns raised in the EAR and this data and analysis have been addressed by establishing policies which guide the implementation of the capital improvements identified throughout the comprehensive plan. The goal of these polices is to evaluate the cost, priority, and need for the improvements, the City's fiscal capabilities, and statutory requirements. The policies provide for the financial needs of a highly effective organization by 1) ensuring future development pays for current and future impacts, 2) providing a safe, effective, environmentally sensitive, and financially sound public service and infrastructure system, 3) utilizing the Capital Improvements system to provide for public service, facility, and infrastructure needs, and planning for the financial demands and operational needs of the City.

Specifically, the planning framework establishes the following planning priorities:

- Future development will pay for current and future impacts it causes to the City's public services and infrastructure system.

  In order to ensure that development pays for the impacts it causes to the City's public services, facilities, and infrastructure, the Comprehensive Plan Update establishes policies which identify how such impacts are to be paid for by the developer or property owner. These methods include 1) coordinating issuance of development orders with the Capital Improvement Schedule (CIS), 2) stipulating that private developments will bear the proportional costs of providing services and infrastructure systems necessitated by the development, 3) requiring all developments to identify and commit to the funding sources for necessary capital improvements, and 4) utilizing development agreements to ensure developments pay for the impacts they cause.

- Provide a safe, effective, environmentally sensitive, and financially sound public service and infrastructure system by ensuring established level of service standards are appropriately funded through the City's CIS and Proportionate Fair Share Program.

  In order to make certain level of service standards are both achievable and financially feasible, policies have been established which link them to the City's capital improvement planning. Such policies require that the City 1) utilize the Concurrency Management System to implement its

development orders, 2) implement the LOS standards established in the Comprehensive Plan Update, and 3) requiring that any development that would degrade the LOS pay for the impacts it causes.

- Utilize the Capital Improvements System to provide for the public services, facilities, and infrastructure systems needed to implement the comprehensive plan.

  The central component of any Capital Improvement Element is the establishment of a local Capital Improvement System which meets the unique financial and service needs of the community. By defining the management, operations, and implementation of the City's Capital Improvement System, the City defines how the capital improvements identified though the comprehensive plan will be implemented, prioritized, and funded.

- Provide for the financial demand and operational needs of the City through effective and proactive fiscal planning. Issues to consider include work plan and service demands, cost centers, and revenue generators.

  A highly effective City is one which is sustainable, well-managed, and well-planned. In order to achieve this goal it must also be fiscally sound, with an effective and realistic financial plan. In order to ensure the City of Venice achieves its goal of being such a community, policies have been established to 1) identify opportunities for generating revenues, 2) maximize financial resources and improves operational and work project efficiencies, 3) limit public expenditures in the coastal high-hazard area, 4) annually review all fees, costs, and expenditures, and 5) identify and secure alternative funding sources for the execution of the capital improvement program.

- The City shall continue to coordinate with intergovernmental partners entities including Sarasota County, State of Florida, and United States Federal Government in the financing and maintenance of the City's public service and infrastructure systems.

  Recognizing the impact regional demands have on the City's services and financial capacity, the planning framework has established policies which seek to utilize regional

  partnerships to expand the City's financial resources, and address regional development impacts. Such policies direct the city to continue working with local, regional, state, and federal partners on the identification, collection, and management of capital improvement monies.

REGIONAL PARTNERSHIPS AND COORDINATION

The Regional Partnerships and Coordination Element is the cornerstone of the comprehensive plan in that it ties the various local, state and federal agencies together. These relationships include grant contracts, mutual aid relationships, revenue sharing, information sharing, contractual obligations and agreements for services. Most importantly, this element establishes a framework for governmental interaction which affects the day-to-day operations of the City of Venice. The Regional Partnerships and Coordination Element is intended to ensure that the intergovernmental relations are consistent and in the best interest of those groups or agencies they serve.

Regional partnerships have been an efficient way for the City to provide services which would normally create a burden on the City and to eliminate conflicts in the provision of services.

The City of Venice is located in southern Sarasota County and is approximately 16.6 square miles in area. The community of Venice includes the City of Venice as well as areas of unincorporated Sarasota County including areas commonly known as Osprey, Nokomis, South Venice, Laurel, and parts of Englewood. It is essential that the City of Venice work in partnership with Sarasota County in order to ensure that the entire community is able to thrive. Some of the most important issues to address in the partnerships are:

- Interlocal agreements and regional partnerships for expanded service capacity and capability
- Improved planning and growth management of new development—whether it be new or redevelopment projects
- Adequate public facilities which ensure that transportation, public utilities, and public services are able to meet existing and increased service demands
- Balance between natural habitat, passive open space, and active recreation areas
- Healthy environments for both people and nature

Consistent with the 2006 EAR and 2010 Comprehensive Plan, the 2017-2027 Comprehensive Plan acknowledges that due to multiple service delivery components, which includes both City and Sarasota County jurisdictions, the delivery of public services and provision of public facilities must be coordinated on a regional level. Intergovernmental coordination includes a variety of service providers from the local, regional, state, and federal level, all of whom service the needs of the City of Venice and Sarasota County residents. Specifically, the report identifies the following service providers: City of Venice, Sarasota County, State of Florida, and U.S. Federal government services, Charlotte Harbor National Estuary Program, Venice Regional Medical Center, Sarasota Memorial Hospital, Red Cross, Sarasota County School Board, Florida Power and Light, Sarasota-Manatee Metropolitan Planning Organization, Sarasota County Transit Authority, Southwest Florida Regional Planning Council, and Southwest Florida Water Management District.

The Comprehensive Plan recognizes the importance of regional partnerships to expanding the City's ability to meet its community needs and ensure that regional issues are addressed appropriately. The report calls for continued coordination as it says that partnerships will be essential for the community's future

as it seeks to manage growth, maintain a high level of facilities and services, establish community linkages, provide a healthy environment for people and native species, and preserve its high quality of life.

Recommendations include:

- Address impacts caused by suburban growth and development of unincorporated Venice
- Meet increased demands on resources from unincorporated Venice, without fiscal contributions
- Better coordinate planning areas in new and redevelopment areas of Venice
- Reevaluate with Sarasota County, applicable portions of the JPA/ILSBA
- Expand planning coordination and understanding of regional growth needs
- Revaluate methods used to establish public facility and service standards
- Continue to provide adequate public facilities and services
- Ensure local and regional priorities match
- Identify and secure regional funding resources

The data compiled in this element is based upon current records available from the City of Venice Records Departments. Some of these agreements are not in contractual form, but rather in the form of letters of agreement or approved resolutions of acceptance.

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	Informal Planning Relationship	Long Range Planning	Coordinate future long large planning efforts

Agency	Existing Coordination Mechanism	Subject	Nature of Relationship
County School Board, and State of Florida			
Sarasota County	Informal Planning Relationship	Park and Recreational Services	Coordinate Maintenance, Operation, and 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

Agency	Existing Coordination Mechanism	Subject	Nature of Relationship
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 Historical Society, Venice MainStreet, Sarasota, County, State Office of Cultural and Historical Programs, National Trust, and United States Department of Interior	Informal Planning Relationship	Historic Preservation Coordination	Historic preservation resources
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

Coordination Instruments

The Table above lists several types of intergovernmental coordination instruments that the City presently utilizes with other governmental entities. The following is a review of each type of instrument used by the City.

Interlocal Agreement

An interlocal agreement is a contract with another government entity through which the City either receives or provides a service. These agreements may require the City to contribute money to other governments for a service. The interlocal agreement is the most used agreement between the City and Sarasota County. Prime examples include the City's use of the County's landfill, County's maintenance of some City parks, and City's provision of a booking facility and holding cells for the Sarasota County Sheriff's Office and other law enforcement agencies.

Mutual Aid Agreement

A mutual aid agreement is a type of insurance policy used by municipal fire departments, police departments and emergency services for the purpose of using personnel and equipment from other municipalities during an emergency. Currently, the City's fire department has mutual aid agreements with the Sarasota County Fire Department and with other municipalities in the County. The City's police department also has mutual aid agreements with the Sarasota County Sheriff's Department and other local law enforcement agencies. The mutual aid agreement is an effective way of ensuring protection for the residents in the City, County and the local municipalities.

The State of Florida created the "Statewide Catastrophic Disaster Response and Recovery Mutual Aid Agreement" (SCDRRMAA), which is designed to incorporate counties and municipalities into one joint agreement, thereby enhancing intergovernmental coordination. Once an agreement is approved, a community would be offered assistance when an emergency occurs in which the local or county agency cannot provide for the care or welfare of that community. The State Division of Emergency Management would make available any equipment, services or facilities owned or organized by the state or its political subdivisions for use during an emergency as part of the agreement. Other governmental agencies would also be obligated to assist in the emergency as part of the agreement. Without this agreement, communities may be limited to only federal and Red Cross assistance after an emergency or disaster. The City of Venice replaced the January 27, 1997 mutual aid agreement with the State with a new mutual aid agreement on June 27, 2001. Municipalities which are part of the SCDRRMAA team are also eligible for funding for hurricane preparedness projects.

Joint Planning & Interlocal Service Boundary Agreement

The State of Florida 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. In 2006, the Venice City Council and Sarasota County Commission established a master plan and blue print to address community concerns for future growth and development over a period of at least 25 years. The City and County executed a Joint Planning and Interlocal Service Boundary Agreement on January 4, 2007, which was amended and restated on October 26, 2010 to address Potential Annexation Areas and the coordination of extra-jurisdictional planning in the County. Both governments agreed to future land use, utility service, transportation and environmental coordination decisions that encompass approximately 23,000 acres in the greater Venice area. As part of the JPA, both governments agree to fund a Joint Planning Study to create a comprehensive master redevelopment plan for approximately 570 acres within the Intracoastal Waterway Industrial/ Business 41 Corridor Area.

School Planning Coordination

In 2003, Sarasota County, the Town of Longboat Key, the City of North Port, the City of Sarasota, the City of Venice, and the Sarasota County School Board adopted the Interlocal Agreement for Public School Facility Planning. The process to adopt and implement the interlocal agreement has improved the working relationships between the County, School District and Municipalities and has led to a better understanding of issues and concerns. This agreement was recently amended to reflect legislative changes and address new statutory requirements.

The 2005 Legislature mandated that the availability of public schools be made a prerequisite for the approval of residential construction and directed a closer integration of planning for school capacity with comprehensive planning. Senate Bill 360:

- Requires that existing Interlocal Agreements between school boards and local governments be updated and expanded to comply with the legislation;
- Requires each local government[6] to adopt a Public School Facilities Element as part of its comprehensive plan;
- Mandates school concurrency;

[6] Some local governments may qualify for exemption under s. 163.3177(12)(a)and (b), F.S.

- Requires that procedures for comprehensive plan amendments related to Capital Improvement Element updates; and,

- Requires the establishment of a process and uniform methodology for proportionate share mitigation.

As a result of this process, the School Concurrency and Facilities Element was developed. The Element establishes the concurrency requirements and the appropriate mechanisms of intergovernmental coordination to ensure the provision of schools.

Informal Coordination Agreements

In additional to the formal interlocal agreements discussed earlier, the City uses an informal coordination agreement for the purpose of exchanging information and data to other agencies. These agreements are used to ensure the coordination of projects in areas adjacent to the City. Additionally, these agreements enable staffs to coordinate project details through one-on-one personal contacts.

The City is also coordinating with the major utility companies, but could be improved through a common county-wide land use information system.

The City desires and benefits from coordination agreements, but the City needs to examine the methods and future uses of these in order to improve relations and coordination with other governments.

The City has an excellent relationship with the Sarasota/Manatee Metropolitan Planning Organization (MPO) and the Southwest Florida Regional Planning Council (SWFRPC). These relationships foster active participation in the organizations. The City's participation in the MPO includes representation on the MPO Board (Vice Mayor of Venice) and the MPO Technical Advisory Committee (Engineering and Planning and Zoning Departments). The City's participation in SWFRPC includes representation as a Council Member.

The City of Venice also has an excellent relationship with the Southwest Florida Water Management District (SWFWMD).

Through these relationships, the City provides each organization local level data and research assistance. In return, the City receives access to regional level data and research assistance and aide with local projects and planning activities.

Other Agreements

The City of Venice has utilized various other mechanisms to ensure cooperation with outside agencies that do not fall into the standard types above. These include property and facility leases, equipment leases, custody arrangements, and memorandums and resolutions of understanding or acceptance.

Regional Partner Policies

The preceding elements of the comprehensive plan identify current intergovernmental coordination agreements as well as concerns and problems of the City as part of the plan's recommendations. Additional opportunities for coordination have also been identified where applicable within the respective Elements.

City of Venice
2017-2027 Comprehensive Plan
GOP Review Summary

Venice, FL

City of Venice
401 West Venice Avenue
Venice, FL 34285

Kimley»Horn

Color Coded Summary

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

Future Land Use & Design Element

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

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

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

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

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

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

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

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

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

immediate area.

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

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

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

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

A. Locating small neighborhood parks and pocket parks within ¼ mile of residential areas.
B. Encouraging public plazas, courtyards, and other public spaces that interface with and complement private commercial activities.
C. Providing a range of park and recreational activities for the community.

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

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

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

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

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

Policy 2.1 Community Gateways.

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

a transition between one space and another.

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

Policy 2.2 Viewsheds and Focal Points.

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

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

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

Policy 2.3 Public Art.

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

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

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

Policy 2.5 Streetscape Design.

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

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

that features:

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

Policy 2.6 Landscape Design.

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

Policy: Development projects shall promote community character and resource conservation by incorporating a landscape plan that addresses the development's visual appearance, neighborhood compatibility, and maintenance needs of the development. Criteria to consider when developing landscape design plans include:

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

Policy 2.7 Façade Design.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

and planting techniques.

G. Integrated pest management practices.

H. Implementation of the U.S. Conference of Mayors Climate Protection Agreement.

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

A. Location and screening of service areas and mechanical/electrical equipment to reduce their visibility.

B. Landscape and hardscape design infrastructure buffers that complement the area's architectural features.

C. Types, styles, and design of trash and recycling enclosures, street furnishings, signs, and lighting systems.

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

A. Areas particularly suitable for alternative energy facilities shall be those locations that take advantage of the City's renewable resources, existing infrastructure, and when sensitively sited, will likely result in less than significant adverse environmental or aesthetic impacts.

B. Alternative energy activities providing primarily for on-site use in areas not included in the "alternative energy overlay" shall be subject to review through a conditional use process.

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

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

A. Siting outdoor spaces compatible with the location and scale of adjacent streets, buildings, and uses.

B. Utilizing outdoor spaces to establish seamless transitions between the interior and exterior of buildings.

C. Locating park and public spaces in the public realm to promote the visual and physical connections to the street.

D. Designating the use of outdoor spaces through a mixture of landscape and hardscape materials.

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

Policy 7.2 Outdoor Rooms and Gathering Places. Create comfortable, attractive, and purposeful outdoor rooms and/or gathering places by ensuring that site plans:
A. Provide ample space and facilities for human activities such as sitting, relaxing, socializing, and dining.
B. Create comfort by proving shade through landscape materials and structural shadows.
C. Use gardens, plant boxes, furniture, and lighting to give the space shape, visual appeal, life, and purpose.
D. Promote activity by locating cafes, shops, and water features around the edge of the street and public realm.
E. Incorporation of Crime Prevention through Environmental Design (CPTED) features to promote safety.
F. Establish focal points through use of public art, fountains, and civic buildings.

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

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

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

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

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

following sustainable development standards:

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

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

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

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

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

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

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

Policy 8.3 Architectural Standards. Ensure that all development projects meet the City's established design and architectural standards for new development, redevelopment, and infill development.

Policy 8.4 Large-Scale Retail Structure Standards. Ensure that large-scale retail structures are sized in a manner which is architecturally, aesthetically, and operationally harmonious with the surrounding area. Large, freestanding retail structures shall be:

A. Designed in individual or small groupings generally not to exceed 60,000 square feet per structure.
B. Reviewed and approved by City Council to ensure compatibility with adjacent uses, as described in Policy 8.2 of this Element, and to determine economic, social, and environmental impacts, including impacts to infrastructure and public services.

Policy 8.5 Site Plan Design and Architectural Review Procedures. Implement the City's architectural and design standards by working with the applicant to ensure that community architectural standards have been addressed. The site plans are required to include:

A. A narrative about how the project is compatible with the surrounding area and addresses the architectural, design, and development criteria for established design districts, neighborhoods, and activity centers.
B. Line drawings and colored architectural elevations of each side of the building.
C. Colored boards with material samples (i.e., paint samples, roof tiles, and decorative and architectural features).
D. Elevation drawings, colored architectural renderings, and sample materials of any additional decorative features or structures. Such features include, but are not limited to, signage, fountains, fences, shade structures, and other public amenities.
E. Landscape plan that addresses overall site design, screening, and buffering, and provides for Florida Friendly landscaping.
F. Upon completion of the project, on-site inspection is required to confirm compliance with approved plans.

Policy 8.6 Integrated Site Planning Criteria. Ensure future developments integrate buildings, community spaces, and public services and infrastructure systems together by evaluating development petitions according to the following criteria:

A. Relationship between buildings, public spaces, facilities and services, vehicular infrastructure, and street.
B. Integration of buildings, transportation systems, service infrastructure and facilities, accessory structures, and landscaping and hardscaping features.
C. Level of compatibility and interconnectivity between adjacent land uses.
D. Location of building facades and entry ways.
E. Extent that private activities are oriented to the public realm.
F. Proximity of community places and public spaces to neighborhoods and commercial centers.

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

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

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

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

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

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

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

building structures.

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

Policy 9.2 Building Height Measurement.

A. Building height shall be measured from the greater of the following:
   1. FEMA first habitable floor height requirement.
   2. 18 inches above the Florida Department of Environmental Protection requirement for the first habitable floor structural support.
   3. 18 inches above the elevation of the average crown of the adjacent roads.
   4. Average natural grade unaltered by human intervention.

B. Building height shall be measured to the peak of the roof or the highest point of any non-exempt appurtenance attached to the roof.

C. Maximum building height shall be limited to the vertical distance between the baseline established in subsection A and the extent established in subsection B.

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

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

A. The purpose of the variance process is to ensure that justifiable hardships that may be encountered in the design process can be facilitated in a fair and predictable manner.

B. Variances shall be considered to permit only the minimum additional height allowance needed to accomplish the design challenge.

C. Review criteria shall be established to provide guidance by the permitting authority for such minor deviations from established base standards; however, in no instance shall a variance be permitted to add an additional floor or story to the building structure.

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

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

established for a Planning Area or zoning district.

B. The City shall utilize building height overlay districts to determine where higher building heights which differ from overall base height standards within a Planning Area may be appropriate to promote economic, environmental, and affordable housing goals.

C. Review criteria shall be established to provide guidance by the permitting authority for such major deviations from established base standards.

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

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

A. Designing the building according to established sector area and city design and development standards.

B. Ensuring that the property use is compatible with and supportive of the surrounding land uses.

C. Establishing compatible massing and height standards based on the surrounding land uses, building designs, and block architectural features.

D. Transitioning building intensities, development densities, and land uses between and within residential, commercial, and industrial areas.

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

A. Roof lines, building heights, and architectural features.

B. Building envelope (i.e., massing, scale, and footprint).

C. Location of environmental lands, transportation facilities, public services, and infrastructure systems.

D. Placement of community places (i.e., parks, courtyards, plazas, green space, and other public spaces).

E. Surrounding development standards.

F. Compatibility with adjacent uses, as described in Objective 8, Policy 8.2 of this Element.

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

A. Establishing a building's overall appearance on a defined set of proportions and design features.

B. Utilizing vertical and horizontal lines to establish a sense of order and consistent form.

C. Mirroring design elements, lines, and features from the surrounding neighborhood.

D. Proving a clear pattern of building openings that unify a block.

E. Avoiding uninterrupted street walls.

Policy 10.4 Rooflines. Create a unique building silhouette and establish visual interest by varying the style, form, and color of a development's rooflines. Building rooflines shall:

A. Complement the composition of the building and the surrounding area.
B. Utilize high quality roof materials visible from the street and other public spaces.
C. Feature well placed, designed, and detailed cornices and parapets in conjunction with a flat roof.
D. Locate or screen rooftop equipment so that it is not visible from the street and other public spaces.
E. Give consideration to potential views of the rooftop from adjacent buildings.

Policy 10.5 Building Entranceways and Access Points. Establish easily distinguished, welcoming building entrances and access points that add character, identity, and interest by:

A. Providing well-marked, articulated entrance features.

B. Orienting main entrances to the street; buildings with multiple street fronts should have multiple entrances.

C. Relating the size and scale of a main entrance to the scale of the street.

D. Accentuating the entrance and building lobby with prominent design features and architectural components.

E. Encouraging the use of public art, architectural features, and landscape materials to accentuate building entrances.

F. Limiting breaks in the street wall to pedestrian access points, vehicular entrances, public spaces, and terminating vistas.

G. Building at, or near, the edge of the sidewalk and restrict grade separations in mixed use buildings.

Policy 10.6 General Massing and Bulk Standards. Establish human scale buildings and structures by ensuring new development is proportional to the scale, massing, and bulk of surrounding land uses and buildings. Site plans shall:

A. Maintain a unified building scale, based on development characteristics and standards of the surrounding area.
B. Orient the building placement to the street and other public spaces.
C. Employ strong building forms to demarcate gateways, focal points, vistas, intersections, and corners.
D. Utilize articulated sub-volumes as a transition in size to adjacent historic or residential structures.
E. Establish a three dimensional character as a building rises skyward, differentiating between building levels.
F. Emphasize horizontal dimensions to promote the buildings connection to the street.
G. Create entry porches and stoops by allowing shallow setbacks and a minor grade

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

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

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

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

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

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

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

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

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

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

C. Emergency services (fire and police).

D. Parks and recreation.

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

F. Other city services.

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

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

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

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

A. Preservation of existing native vegetation on site for use as natural open spaces after project completion.
B. Existing natural areas and native vegetation as open space areas and conservation areas.
C. Connection to adjacent neighborhood open spaces and natural areas.
D. Neighborhood buffers as connected greenways.
E. Stormwater systems built to include features of wetland areas.

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

A. Maximizing existing public facilities and infrastructure systems prior to expanding the system.
B. Preventing wastewater infiltration during a stormwater event.
C. Minimizing stormwater system overflow during storm events and reducing water quality impacts to receiving waters.
D. Protecting natural water sources and environmentally sensitive land areas from the impact of development.
E. Coordinating water quality monitoring, waste disposal, and stormwater management practices with partner entities.

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

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

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

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

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

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

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

E. Multi-use facilities.

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

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

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

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

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

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

A. Comprehensive Plans.
B. Master Plans.

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

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

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

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

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

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

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

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

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

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

EXAMPLE:

1. Determine maximum allowable number of units.
   Example:

   100 (gross acreage) x 18 (maximum number of units per acre) = 1,800 (maximum allowable number of units)

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

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

   0.50 x 1,800 = 900 (units allowable for residential use)

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

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

   2,000 (conversion factor, square footage per unit) x 900 = 1,800,000 square feet (maximum non-residential square footage)

Residential land use categories are:

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

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

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

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

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

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

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

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

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

EXAMPLE:

1. Determine maximum allowable number of units.
   Example:

   100 (gross acreage) x 18 (maximum number of units per acre) = 1,800 (maximum allowable number of units)

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

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

   0.50 x 1,800 = 900 (units allowable for residential use)

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

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

   2,000 (conversion factor, square footage per unit) x 900 = 1,800,000 square feet (maximum non-residential square footage)

Commercial land use categories are:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Insert map.

Policy 16.1 The Tarpon Center/Esplanade Neighborhood.

Planning Intent: The intent of this planning area is to provide multi-family residential as a transition between the existing mid-rise condominium structures and the lower density residential housing areas adjacent to the planning area. Included in the allocation of land uses are supporting uses such as parks and public spaces, hotels, and limited existing commercial, restaurants, and shops. New low intensity mixed-uses are encouraged which are supportive of the residential district and compatible with adjacent lower intensity residential neighborhoods. Auto-centric uses would be discouraged in order to improve the district's pedestrian access, bikeability, and transit opportunities. For planning purposes, this neighborhood shall be divided into two subareas:

A. Subarea No. 1: The area west of Tarpon Center Drive and The Esplanade.
B. Subarea No. 2: The area east of Tarpon Center Drive and The Esplanade.

For the detailed map sheet that depicts this planning area, see Map FLUM-2.

Policy 16.2 Tarpon Center/Esplanade Neighborhood Standards. Development and redevelopment in the Tarpon Center/Esplanade Neighborhood shall be constructed according to the following development scenario.

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

3. Connect the area to the Island's interconnected grid roadway and sidewalk network.

E. Building envelope:
   1. Subarea No. 1: Maximum height shall be limited to 4 stories, up to 45' over one story of parking, not to exceed 5 stories.
   2. Subarea No. 2: Maximum height shall be limited to 3 stories, up to 42' over one story of parking, not to exceed 4 stories.
   3. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.
   4. Buildings shall be sited in a configuration that minimizes obstructions to views of the Gulf of Mexico from The Esplanade and Tarpon Center Drive.

F. Parking:
   1. Permitted as part of a mixed use building either above active first level uses or on the first floor.
   2. On-street parking where permitted.
   3. Alternative parking standards that allow for reduced parking lot size and shared parking spaces shall be encouraged.

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

H. Architectural design style:
   1. Northern Italian Renaissance and Mediterranean Revival architectural design standards are to be applied to new and redevelopment projects.

Insert map.

Policy 16.3 Heritage Park Neighborhood.

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

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

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

1. Height standards: as permitted according to adopted Neighborhood Height Overlays; all other areas, maximum height shall be limited to 3 stories, up to 42' including parking.
2. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.

F. Parking:
1. Permitted as part of a mixed use building either above active first level uses or on the first floor.
2. Rear parking lots permitted in mixed use, multi-family, and commercial areas.
3. Front driveways and garages allowed in single-family areas.
4. On-street parking allowed throughout.
5. Alternative parking standards that allow for reduced parking lot size and shared parking spaces shall be encouraged.

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

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

Insert map.

Policy 16.5 Southern Gateway Corridor.

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

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

A. The density range for the corridor shall be up to 13 dwelling units per acre.

B. The maximum residential density average in this corridor will not exceed 13 units per acre, calculated on a gross acreage basis.

~~1. Southern Gateway Corridor public lands shall not be developed for residential, commercial, office, or industrial purposes.~~

C. Up to 75% of the acreage in this corridor will be allowable for commercial (retail, marine, hotel, entertainment, and office space) uses. The total square footage of commercial uses allowed in this corridor shall not exceed a floor area ratio (FAR) of 1.0.

1. The residential and commercial uses are intended to provide convenient access and bike/walkability for the area's residents, businesses, and visitors.

2. Residential, office, and retail use may be adjusted according to the needs of the community.

3. Conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 2,000 square feet commercial space, gross acreage.

D. Integrated transportation network:

1. Provide transportation alternatives including transit, pedestrian access, and bikeways.

2. Expand established pedestrian linkages between the surrounding Island neighborhoods.

3. Connect the area to the Venetian Waterway Trail.

4. Ensure appropriate access to the Venice Municipal Airport.

5. Limit traffic speeds to encourage pedestrian movement along the corridor.

E. Building envelope:

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

F. Parking standards:

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

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

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

H. Architectural design style:

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

Insert map.

Policy 16.7 Island Professional Neighborhood.

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

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

A. The maximum residential density average in this neighborhood will not exceed 18 units per acre, calculated on a gross acreage basis.
   1. Island Professional Neighborhood public lands shall not be developed for residential, commercial, office, or industrial purposes.

B. Up to 80% of the acreage in this neighborhood will be allowable for commercial (retail and office space) uses. The total square footage of commercial uses allowed in this neighborhood shall not exceed a floor area ratio (FAR) of 2.0.
   1. The residential, office, and commercial uses are intended to provide convenient access and bike/walkability for the area.
   2. Residential, office, and retail use may be adjusted according to the needs of the community and demands of the development.
   3. Conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 4,000 square feet commercial space, gross acreage.

C. Integrated transportation network:
   1. Provide transportation alternatives including transit, pedestrian access, and bikeways.
   2. Expand established pedestrian linkages between the surrounding Island neighborhoods.
   3. Connect the area to the Venetian Waterway Trail.

D. Building envelope:
   1. Maximum height shall be limited to 3 stories, up to 42' including parking.
   2. An exception for the hospital shall be provided through conditional height allowance for renovation or expansion of medical facilities.
   3. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.

E. Parking standards:
   1. Permitted as part of a mixed use building either above active first level uses or

on the first floor.

2. Rear parking lots permitted in mixed use, multi-family, and commercial areas.
3. Front driveways and garages allowed in single-family areas.
4. On-street parking allowed as designated by site and development plan.
5. Alternative parking standards that allow for reduced parking lot size and shared parking spaces shall be allowed throughout.

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

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

G. Architectural design style:

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

H. Notwithstanding any provisions of the Comprehensive Plan to the contrary, the Planning Intent and Standards identified in Future Land and Design Element Policy 19.3 and Policy 19.4 shall govern the development of parcels identified as Venice Regional Medical Center Campus.

Insert map.

Policy 16.9 City Center Sector.

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

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

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

4. On-street parking allowed throughout.
5. Alternative parking standards that allow for reduced parking lot size and shared parking spaces shall be encouraged.
6. Additional centralized or clustered parking areas to serve downtown businesses should be encouraged.

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

H. Architectural design style:
1. Venetian Theme (VT) architectural design standards are to be applied to new and redevelopment projects.
2. Arcades are encouraged only if they do not support habitable space.
3. Historic buildings and their architectural styles should be preserved.

Insert map.

Policy 16.11 Northern Gateway Corridor.

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

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

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

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

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

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

Insert map.

Policy 16.13 Seaboard Sector.

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

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

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

parking is not permitted.

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

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

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

H. Architectural design style:

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

Insert map.

Policy 16.15 Eastern Gateway Corridor:

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

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

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

and residential areas.

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

Insert map.

Policy 16.17 South Laurel Neighborhood.

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

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

M. The maximum residential density in this neighborhood will not exceed 6 units per acre, calculated on a gross acreage basis.
   1. For areas zoned to a City of Venice zoning designation prior to May 1, 2009 with densities greater than 6 units per acre, density will not exceed the said density previously approved through such rezoning.

N. Up to 35% of the acreage in this neighborhood will be allowable for commercial (retail and office space) uses. The total square footage of commercial uses allowed in this neighborhood shall not exceed a floor area ratio (FAR) of 0.5..
   1. The residential, office, and commercial uses are intended to provide convenient access and bike/walkability for residents of the area to these services.
   2. Residential, office, and retail use may be adjusted according to the needs of the community and demands of the development.
   3. Conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 2,000 square feet commercial space, gross acreage.

O. Integrated transportation network:
   1. Prior to issuance of a final Development Order, which singularly or cumulatively with other Development Orders for the neighborhood permits more than 3.5 units per acre and/or FAR 0.5 for commercial uses, the Applicant shall provide the City an updated transportation analysis and a plan to support the change in land use intensity and density.
   2. Construction of a collector and arterial roadway system through the neighborhood which provides for a series of interconnections between Laurel Road and Border Road as depicted on Map TRANS-1, Future Traffic Circulation Plan, of the Transportation Infrastructure & Service Standards Element.
   3. Construction of an arterial roadway segment adjacent to and running along the entire length of the neighborhood area abutting Laurel Road as depicted on Map TRANS-1, Future Traffic Circulation Plan, of the Transportation Infrastructure & Service Standards Element.
   4. Provide transportation alternatives including transit, pedestrian access, and bikeways.
   5. Expand established pedestrian linkages between the surrounding

neighborhoods.

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

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

F. Parks and public space shall be at least 25% of the gross acreage and shall address the following considerations:
   1. Include a variety of community places and public spaces.
   2. Urban trails and sidewalks shall be utilized as connectors between commercial and residential areas.

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

Insert map.

Policy 16.19 Shakett Creek Neighborhood.

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

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

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

1. Include a variety of community places and public spaces including but not limited to pocket parks, courtyards, plazas, open air sitting areas, urban trails, and playgrounds.
2. Urban trails and sidewalks shall be utilized as connectors between commercial and residential areas.
3. A minimum buffer width shall be determined and enforced to protect the Shakett Creek watershed from adjacent uses.

G. Architectural design style:

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

Insert map.

Policy 16.21 Knights Trail Neighborhood.

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

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

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

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

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

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

residential uses should be directed toward adjacent existing residential areas, with appropriate buffering between different land uses.

C. Up to 75% of the acreage in Subarea No. 4 will be allowable for commercial uses. The square footage of commercial uses allowed in this subarea shall not exceed a FAR 1.0.
   1. The commercial and residential uses are intended to provide convenient access for walking and bicycling for residents of the area.
   2. Commercial and residential uses may be adjusted according to the needs of the community.
   3. Conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 2,000 square feet commercial space, gross acreage.
   4. Commercial and residential uses shall be directed to have an internal focus.

D. Integrated transportation network:
   1. Prior to issuance of a final Development Order which singularly or cumulatively with other Development Orders for the neighborhood area permits more than 3.5 units per acre and/or FAR 0.5 for commercial uses, the Applicant shall provide the City an updated transportation analysis and a plan to support the change in land use intensity and density.
   2. Construction of a collector roadway system through the neighborhood which provides for a series of interconnections between Laurel Road and Knights Trail Road as depicted on Map TRANS-1, Future Traffic Circulation Plan, of the Transportation Infrastructure & Service Standards Element..
   3. Provide transportation alternatives including transit, pedestrian access, and bikeways.
   4. Expand established pedestrian linkages between the surrounding neighborhoods.

E. Building envelope:
   1. Subarea No. 1, Subarea No. 2, and Subarea No. 3: Maximum height shall be limited to 3 stories, up to 42' including parking.
   2. Subarea No. 4: Maximum height shall be limited to 4 stories, up to 45' including parking.
   3. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.

F. Parking:
   1. Permitted as part of a mixed use building either above active first level uses or on the first floor.
   2. Rear parking lots permitted in mixed use, multi-family, and commercial areas.
   3. Front driveways and garages allowed in single-family areas.
   4. On-street parking allowed throughout.
   5. Alternative parking standards that allow for reduced parking lot size and shared parking spaces shall be encouraged.

G. Parks, public space, and conservation areas shall be at least 135 acres and shall address the following considerations:
   1. Include a variety of community places and public spaces including but not limited to pocket parks, courtyards, plazas, open air sitting areas, urban trails, and playgrounds.

2. Urban trails and sidewalks shall be utilized as connectors between commercial and residential areas.
3. A minimum buffer width shall be determined and enforced to protect the Shakett Creek watershed from adjacent uses.

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

Insert map.

Policy 16.23 Gene Green Sector. Ensure the timely development of urban services and facilities that are compatible with natural resources and community character by designating the Gene Green Sector, an area of 285 acres located east of I-75 at Gene Green Road, on the Future Land Use Map series of the Future Land Use Element. *For the detailed map sheet that depicts this planning area, see Map FLUM-13.*

Policy 16.24 Gene Green Sector Uses. The Gene Green Sector will accommodate the following land uses: earthmoving; mining, material extraction, sorting, processing and loading; asphalt production, manufacturing, recycling and other components of asphalt production; temporary and permanent stockpiling; concrete/cement and related products production and processing; water resource storage and production; stormwater management; native habitat preservation/mitigation; and accessory uses. As part of the operations, the area will include commercial office space not to exceed a FAR of 0.10.

A. A comprehensive plan amendment will be required to alter these land uses or intensities for development that exceeds these intensity standards and/or land uses.
B. Should land uses or intensities be altered as a result of a comprehensive plan amendment, mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.

Policy 16.25 Gene Green Sector Compatibility. Ensure an adequate landscaped buffer between the Gene Green Sector and adjacent residential areas to protect adjacent uses from environmental impacts resulting from excavation, industrial, commercial, or other non-residential activity.

Policy 16.26 Gene Green Sector Redevelopment. Upon the discontinuation of permitted mining, asphalt, and concrete batching operations for properties within this commercial/industrial area, the property owner shall prepare a reclamation plan as part of the comprehensive plan amendment and rezoning process which identifies the intensity/density of new uses and environmental and transportation impacts.

Insert map.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Insert map.

Policy 18.1 Rustic Road Neighborhood (JPA/ILSBA Area No. 1).

Development Policy: Ensure the timely development of urban services and facilities that are compatible with natural resources and community character by designating the Rustic Road Neighborhood, an area of 489 acres. For planning purposes, this neighborhood shall be divided into two subareas:

A. Subarea No. 1: The area abutting I-75 and extending approximately 0.73 mile northward and approximately 0.60 mile eastward of the intersection of I-75 and Cow Pen Slough.
B. Subarea No. 2: The area abutting Knights Trail Road and extending approximately 0.75 mile westward of Knights Trail Road.

For the detailed map sheet that depicts this planning area, see Map FLUM-15.

Policy 18.2 Rustic Road Neighborhood Development Standards. Development in the Rustic Road Neighborhood area shall be developed according to the following development scenario:

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

Insert map.

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

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

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

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

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

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

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

Insert map.

Policy 18.5 I-75 / Jacaranda Boulevard Sector (JPA/ILSBA Area No. 2b).

Development Policy: Ensure the timely development of urban services and facilities that are compatible with natural resources and community character by designating the I-75 / Jacaranda Boulevard Sector, an area of approximately 175 acres. For planning purposes, this neighborhood shall be divided into three subareas:

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

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

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

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

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

Insert map.

Policy 18.7 Border Road to Myakka River Neighborhood (JPA/ILSBA Area No. 3). *Development Policy:* Ensure the timely development of urban services and facilities that are compatible with natural resources and community character by designating the Border Road to Myakka River Neighborhood, an area of approximately 629 acres. For planning purposes, this neighborhood shall be divided into two subareas:

A. Subarea No. 1: The area west of North Jackson Road.
B. Subarea No. 2: The area east of North Jackson Road.

For the detailed map sheet that depicts this planning area, see Map FLUM-18.

Policy 18.8 Border Road to Myakka River Neighborhood Standards. Development in the Border Road to Myakka River Neighborhood shall reflect the following development scenario:

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

Insert map.

Policy 18.9 South Venice Avenue Neighborhood (JPA/ILSBA Area No. 4).
Development Policy: Ensure the timely development of urban services and facilities that are compatible with natural resources and community character by designating the South Venice Avenue Neighborhood, an area of approximately 239 acres.
For the detailed map sheet that depicts this planning area, see Map FLUM-19.

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

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

Insert map.

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

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

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

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

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

including parking.

b. Subarea No. 2: Maximum height shall be limited to 3 stories, up to 42' including parking.

c. Subarea No. 3: Maximum height shall be limited to 3 stories, up to 42' including parking.

2. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.

D. Architectural design style:

1. Venetian Gateway (VG) architectural design standards shall be applied to new and redevelopment projects.

E. Conservation and open space shall be at least 13.8 acres.

1. The total amount of conservation and open space area will be determined upon submittal of an application for development and an evaluation of the value and function of site specific environmental features.

2. Every effort shall be made to conserve existing environmental features, including functioning wetland or upland habitat.

F. Construction of transportation improvements through the neighborhood shall be consistent with the proposed Pinebrook Road - Honore Avenue Extension alignment as depicted on the Sarasota County Year 2025 Future Thoroughfare Plan.

Insert map.

Policy 18.13 Pinebrook Road Neighborhood (JPA/ILSBA Area No. 6).
Development Policy: Ensure the timely development of urban services and facilities that are compatible with natural resources and community character by designating the Pinebrook Road Neighborhood, an area of approximately 232 acres.
For the detailed map sheet that depicts this planning area, see Map FLUM-21.

Policy 18.14 Pinebrook Road Neighborhood Standards. Development in the Pinebrook Road Neighborhood shall reflect the following development scenario:

A. The maximum residential density in this neighborhood shall not exceed 3 units per acre, calculated on a gross acreage basis.
B. Non-residential uses shall not be permitted in the Pinebrook Road Neighborhood.
C. Building envelope:
    1. Maximum height shall be limited to 2 stories, up to 30' including parking.
    2. Mitigating techniques as described in Objective 8, Policy 8.2 of this Element shall be required to ensure compatibility with adjacent uses.
D. Conservation and open space shall be at least 11.2 acres.
    1. The total amount of conservation and open space area will be determined upon submittal of an application for development and an evaluation of the value and function of site specific environmental features.
    2. Every effort shall be made to conserve existing environmental features, including functioning wetland or upland habitat.
    3. Development should be directed away from the 100-year floodplain.
E. Construction of transportation improvements through the neighborhood shall be consistent with the proposed Pinebrook Road - Honore Avenue Extension alignment as depicted on the Sarasota County Year 2025 Future Thoroughfare Plan.

Insert map.

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

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

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

Insert map.

Policy 18.17 Gulf Coast Boulevard Neighborhood (JPA/ILSBA Area No. 8).
Development Policy: To ensure the timely development of urban services and facilities that are compatible with natural resources and community character by designating the Gulf Coast Boulevard Neighborhood, an area of approximately 33 acres.
For the detailed map sheet that depicts this planning area, see Map FLUM-23.

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

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

Insert map.

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

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

Policy 19.1 Village on the Isle Campus.

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

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

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

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

Insert map.

Policy 19.3 Venice Regional Medical Center Campus.

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

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

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

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

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

Insert map.

ORDINANCE 2013-16

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

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

Insert map FLUM-30.

List of Maps

Future Land Use Map Series

FLUM-1 2030 Future Land Use Map

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

FLUM-3 Heritage Park (Planning Area B)

FLUM-4 Southern Gateway (Planning Area C)

FLUM-5 Island Professional (Planning Area D)

FLUM-6 City Center (Planning Area E)

FLUM-7 Northern Gateway (Planning Area F)

FLUM-8 Seaboard (Planning Area G)

FLUM-9 Eastern Gateway (Planning Area H)

FLUM-10 South Laurel (Planning Area I)

FLUM-11 Shakett Creek (Planning Area J)

FLUM-12 Knights Trail (Planning Area K)

FLUM-13 Gene Green (Planning Area L)

FLUM-14 JPA/ILSBA Planning Areas (Overview)

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

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

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

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

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

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

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

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

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

FLUM-24 Border/Jacaranda Boulevard (JPA/ILSBA Area No. 9a)

FLUM-25 Border Road/Curry Creek (JPA/ILSBA Area No. 9b)

FLUM-26 Laurel Oaks Road (JPA/ILSBA Area No. 10)

FLUM-27 Gulf Coast Boulevard (JPA/ILSBA Area No. 11)

FLUM-28 Venice on the Isle (VOTI) Campus

FLUM-29 Venice Regional Medical Center (VRMC) Campus

FLUM-29a Venice Regional Medical Center (VRMC) Core Campus

FLUM-29b Venice Regional Medical Center (VRMC) Medical Campus

FLUM-30 Urban Service Area

Housing & Neighborhood Development Element

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Commented [DS1]: Seems unnecessary

E. Green building.

F. Native habitat preservation and wildlife corridor conservation.

G. Conservation and energy efficiency.

H. Resource efficient building practices.

I. Discourage urban sprawl.

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

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

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

Commented [DS2]: Redundant with 1.8?

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

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

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

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

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

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

A. Neighborhood identity and character.

B. Housing style and ownership.

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

D. Community population (income and age).

E. Housing affordability

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

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

A. Parks and public spaces.

B. Infrastructure and public facilities.

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

D. Natural and open spaces.

E. Historic preservation.

F. Land development.

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

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

A. Roadways.

B. Urban trails.

C. Sidewalks.

D. Bikeways.

E. Vistas / view corridors.

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

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

A. Mixed-use developments that include residential, commercial, and office uses.

B. Minimized setbacks and build-to lines.

C. Design standards.

D. "Human Scale" streetscape.

E. Walkability and connectivity to parks, civic areas, business districts, and employment centers.

F. Integrated public spaces.

G. Interconnected roads, urban trails, sidewalks, and bikeways.

H. Parking standards (off-street, on-street, garage, behind buildings).

Commented [DS3]: Redundancy with FLUD Element

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

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

A. Fixed-income seniors.

B. Working families.

C. Entry level workforce.

D. Very Low to Moderate Income families

E. Special needs groups (elderly, physically disabled, homeless, etc.)

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

A. Development contributions.

B. State Housing Initiatives Partnership (SHIP) funds.

C. Grants.

D. Community Development Block Grant (CDBG) funds.

E. Partnerships with non-profit organizations.

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

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

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

A. Land trusts.

B. Nonprofit ownership.

C. Resident-owned cooperatives.

D. Employer assistance programs.

E. Low cost financing assisted programs.

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

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

A. A minimum of 30 percent of the project's total number of units must qualify as affordable or workforce housing targeted to specific income thresholds, and no less than 10 percent of the project's total number of units must be affordable to low income households making less than 80 percent of area median income.

B. Target income thresholds for affordable and workforce housing units shall be as defined in Policy 1.1 of this Element.

C. Market price range.

D. General compatibility with adjacent properties and other properties in the area.

E. Scale of development in terms of size, height, bulk, massing, intensity, and aesthetics.

F. Required yards, public space, and open space.

G. Screening and buffering with reference to type, dimensions, and character of area.

H. Transportation access and interconnectivity with reference to automobile, mass transit, pedestrian, and bike access.

I. Transportation infrastructure with reference to parking, transit shelters,

pedestrian/bike trails, and bike racks.

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

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

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

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

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

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

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

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

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

A. Reduced permit fees.

B. Streamlined site and development review process.

C. Streamlined permit process.

D. Reduced impact fees.

E. Infrastructure provision assistance.

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

A. Size, type, and nature of project.

B. Target audience and income thresholds.

C. Market price range.

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

E. Community need and benefit.

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

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

A. Major employment centers.

B. Transit corridors.

C. Urban trail systems.

D. Road systems.

E. Schools.

F. Hospitals.

G. Shops and services.

H. Civic buildings.

I. Parks and public spaces.

J. Recreation centers.

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

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

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

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

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

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

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

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

A. Assisted living.

B. Foster care.

C. Displaced persons.

D. Homeless persons.

E. Low-Income households.

F. Mental health care.

G. Physical disability care.

H. Replacement housing

I. Senior assistance.

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

A. Land area is available for the development of such housing opportunities.

B. Needed public infrastructure and facilities are located within the vicinity designated for special needs housing.

C. Federal and state equal housing opportunity requirements are met.

Policy 5.3 Safe and Accessible Housing Opportunities. Utilize the site and development process to promote safe and accessible housing options for residents with special needs.

Policy 5.4 Special Needs Housing. Ensure the zoning code maintains sufficient lands to provide for special needs housing.

Policy 5.5 Relocation/Replacement Housing. Ensure City residents forced to relocate due to an act of government or nature are provided safe and affordable replacement housing options. Such options shall be coordinated with Sarasota County, state, and federal government and non-profit emergency services.

Objective 6 **Regional Housing Coordination. Participate in coordination of regional housing strategies by coordinating with local, regional, state, and federal housing agencies and non-profit organizations.**

Policy 6.1 Coordinate Housing Solutions. Coordinate with Sarasota County and other local municipalities on the development of regional housing committee focused on resolving the complex economic, social, and development issues related to the region's housing needs.

Policy 6.2 Housing Collaborations. Participate in regional housing initiatives to inventory, monitor, and maintain the quality and quantity of the region's housing supply.

Policy 6.3 Public-Private Affordable and Workforce Housing Partnerships. In coordination with Sarasota County, local municipalities, and other regional housing organizations, collaborate with private developments to provide affordable housing options to the community's workforce and senior populations.

Policy 6.4 Public Housing Programs. Coordinate with Sarasota County on the implementation and delivery of state and federal public housing programs, grants, and other initiatives within the City of Venice.

Policy 6.5 Housing Assistance. Coordinate with Sarasota County on the provision of housing related services that meet the community's diverse needs:

A. Rental Housing Assistance.

B. Homebuyer Assistance.

C. Foreclosure Prevention Assistance.

D. Rehabilitation Housing Assistance.

E. Private Sector Homebuyer Assistance.

F. Housing Fund.

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

Community Character & Historic Resources Element

Commented [MK4]: Double Check (all red?)

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

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

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

A. Architectural buildings and structures.

B. Viewsheds, landscapes, and vistas.

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

D. Culturally significant heritage resources.

E. Archeological site and resources.

F. Design compatibility.

G. Design Overlays

H. Gateways

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

Policy 1.3 Diverse Architectural Character. Promote Venice's diverse architectural heritage by preserving and promoting an array of architectural periods, building types, and design styles including:

A. *Northern Italian Renaissance Style*: Style of architecture prevalent in Venice from 1926 to 1929, the major features of which include masonry finished with stucco, terra cotta tile roofs, cornices, balconies, arched openings, and niches. Ornamental iron work for windows, grilles and balconies, applied concrete relief designs and embedded glazed tile patterns are also part of this style.

B. *Mediterranean Revival Style*: Style of architecture prevalent in Florida during the 1920s and 1930s that combines expressions of Italian, North African, and Southern Spanish or Moorish themes characterized by asymmetrical massing, stucco walls, low-pitched terra cotta or tile roofs, arched doorways, and scrolled or tile-capped parapet walls.

Policy 1.4 Architectural Handbook. Review and expand the City's Architectural Guidelines Handbook so that Venice's predominant architectural styles may be targeted to specific areas.

Policy 1.5 Coordinated City Preservation and Design. Coordinate City, County, and State projects with the City's historic and archeological resource programs. Examples of such coordinated projects include:

A. Streetscape improvements with traditional lighting and design efforts.

B. Park development with preservation of viewsheds and landscapes.

C. Sector/neighborhood area planning.

D. Community redevelopment.

E. Wayfinding.

F. Signage.

Policy 1.6 Preservation Planning Tools. The City shall continue to utilize preservation planning tools consistent with existing City ordinances that foster the preservation of historic structures, landscapes and archeological resources. Such tools include, but are not limited to:

A. Tax incentives.

B. Grants and other fundraising methods.

C. Façade easements.

D. Historic properties and landscape easements.

E. Historic structure / land trusts.

F. Rehabilitation building and fire code standards.

G. Alternative land use standards.

H. Integrated roadway design.

I. Alternative parking standards.

J. Rehabilitation loans.

K. Low interest purchase loans.

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

A. Adaptive reuse of designated historical buildings and structures.

B. Use of new building technologies and techniques.

C. Creative redevelopment solutions and strategies.

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

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

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

A. Redesign of project to protect historic resources.

B. Inclusion of historic resources into overall plan design.

C. Adaptive reuse of the resource.

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

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

F. Façade easements.

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

H. Alternate parking standards.

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

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

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

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

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

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

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

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

A. Benefits of historic preservation.

B. Public preservation initiatives and programs.

C. Alternative use, design, and development opportunities.

D. Historic preservation procedures.

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

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

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

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

A. Preservation and/or location of historic properties, archeological lands, and natural landscapes.

B. Distributing limited preservation funds and incentives.

C. City work plans.

Policy 2.7 Resource Depository. Make the City's historic materials available for research by continuing to process, conserve, organize, and inventory the following resources:

A. Photographic collection.

B. Manuscript collection.

C. City's historic documents.

D. Maps.

E. Newspapers.

F. Property information files and materials.

G. Community information files and materials.

H. Websites.

Policy 2.8 Resource Facility. Identify funding to provide adequate facilities to house the City's historic resource depository, the Venice Archives, considering specific engineering, space, and climate control requirements.

Policy 2.9 Community Preservation Awareness. Educate the public about the City's unique heritage by continuing to administer a comprehensive community preservation awareness program that includes:

A. Public information brochures and newsletters.

B. Lectures, symposiums, and exhibits.

C. In-classroom presentations.

D. Historic markers.

E. Trolley and walking tours.

F. Community kiosks.

Policy 2.10 Heritage Tourism. Coordinate with the Venice Chamber of Commerce, Sarasota County Convention and Visitors Bureau, Sarasota-Manatee Scenic Highway Program, Venice MainStreet, Triangle Inn Museum/Venice Archives, Venice Area Historical Society, Sarasota History Alive, Sarasota County Arts Council, Anything Arts (e-newsletter), Sarasota County Historical Preservation Coalition, Friends of the Lord-Higel House, Venice Architectural Review Board, and other historical or tourism organizations to

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

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

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

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

A. Historic registers.

B. Grant programs and funding initiatives.

C. Public awareness and education.

D. Development initiatives and protection programs.

E. Heritage tourism efforts.

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

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

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

Transportation Infrastructure & Service Standards

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

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

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

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

A. Minimizing or mitigating impacts of proposed developments on roadway LOS standards.
B. Minimizing or mitigating impacts on specific roadway segments or intersections.
C. Accessibility between and within development areas, such as; activity centers/intermodal hubs and neighborhoods.
D. Safety issues (motorists, pedestrians, bikers, and other system users).

Policy 1.2 Developer Contributions. Utilize developer agreements to ensure private developers pay for the impacts caused to the City's transportation infrastructure system. Agreements shall be utilized to acquire, expand, and maintain existing and new transportation facilities including:

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

Policy 1.3 Infill and Redevelopment Considerations. Utilize the development order process to ensure that transportation concerns are addressed for all infill and redevelopment projects including:

A. Impacts on existing road systems.
B. Need for new transportation infrastructure including new streets, sidewalks, landscaping, bike lanes, parking, and bus shelters.

Policy 1.4 Siting Considerations. Utilize transportation location criteria to establish appropriate locations for all new transportation infrastructure systems and facilities. Criteria include:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Commented [DS5]: Still current reference?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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A. Funding for roadway improvements listed in the 2030 Long Range Transportation Plan (LRTP) and FDOT District 1 Five-Year Work Program.
B. Infrastructure capital improvement and impact fee expenditures within extra jurisdictional planning areas are coordinated with Sarasota County.
C. Establishment of developer agreements requiring development to address impacts on all roadways including Sarasota County and FDOT facilities.
D. Implementation of the transportation standards of the adopted Joint Planning Agreement and /Interlocal Service Boundary Agreement (JPA/ILSBA) between the City of Venice and Sarasota County.

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

Utilities Element

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

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

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

Policy 1.2 Development Expansions. Require development to connect to City public utility services as part of the site and development review process in accordance with the following criteria:

A. Size of development, types of structures, and land uses.
B. Proximity to existing infrastructure.
C. Available capacity.
D. Demand of future development projects.
E. Growth management controls.

Policy 1.3 Private Service Providers Coordination. Coordinate new development practices with private utility services such as cable, power, and telecommunication utilities.

Policy 1.4 Shared Development Improvements. The City shall work with developers to create shared development agreements for the extension of utility lines and expansion of utility services, especially in regard to annexed properties.

Policy 1.5 Infrastructure Utilization. Maximize existing public utility infrastructure systems by encouraging infill development and redevelopment of established service areas.

Policy 1.6 Coastal High Hazard Area Infrastructure. The City will minimize public utility infrastructure in the Coastal High Hazard Area.

Policy 1.7 Annexation Utility Connection. Newly annexed properties shall connect to the City of Venice utility systems within 365 days of the date of annexation unless service is not available, or unless another service provider has been designated under the terms of the Joint Planning Agreement and Interlocal Service Boundary Agreement (JPA/ILSBA) between the City of Venice and Sarasota County. If service is not available, properties must connect as soon as it becomes available.

Policy 1.8 Extrajurisdictional and Joint Planning Areas. Expansion of utility system should be consistent with the Extrajurisdictional Planning Areas and Joint Planning Areas.

A. City and Sarasota County service providers and private property owners shall utilize development agreements to coordinate service delivery as prescribed in the Joint Planning Agreement.

Policy 1.9 Best Management Practices. Utilize best management practices to improve the City's:

A. Utility operations and service management.
B. Public safety.
C. System effectiveness.
D. Environmental Protection.

E. Financial feasibility.

Policy 1.10 Existing System Improvements. Utilize the site and development process to ensure new development addresses the impact and deficiencies of existing infrastructure systems by improving the systems':

A. Effectiveness through a more compact and better-utilized utility system.
B. Efficiency and safety by looping the system.
C. Economic sustainability by evaluating its financial feasibility and charging appropriate rates.
D. Operational effectiveness, system functionality, and cost expenditures in coastal high hazard areas.
E. Conservation of water resources.
F. Utilization, whenever possible, of alternative energy sources such as solar energy for the provision of electrical power to island sewage pumping facilities, toward eventually reducing water utility rates.

Policy 1.11 Project Coordination. Project scopes of works, schedules, and workplans should be coordinated with other infrastructure improvements that are needed in the same area. Examples of such coordinated enhancements include:

A. Street projects that include utility, stormwater, sidewalk, and streetscape improvements.
B. Utility projects that include community park, sidewalk, stormwater, or roadway improvements.
C. Stormwater projects that include roadway, utility, and sidewalk improvements.

Policy 1.12 Facility Coordination. Utilize the site and development process to facilitate the coordination, extension, and co-location of shared essential infrastructure systems and services in order to promote neighborhood interconnectivity. Such systems include:

A. Stormwater management.
B. Roads and driveways.
C. Utility easements.
D. Parks.
E. Sidewalks and trails.
F. Lift stations and gravity collection systems.
G. Utility infrastructure systems.

Policy 1.13 Utility Master Plans. Update the City's utility master plans based on an overall infrastructure prioritization schedule to ensure consistency with partner agency plans and reflect best industry practices. The City's utility master plans include:

A. Water Master Plan.
B. Wastewater and Reclaimed Water Master Plan.
C. Stormwater Master Plan.

Policy 1.14 Utility Inventory. In conjunction with the development of the utility master plans, develop and maintain stormwater, reclaimed water, potable water, and wastewater service inventories to identify and address potential deficiencies in capacity. The inventory shall include:

A. Current plant capacity.
B. Existing use (number and types of hook-ups).
C. All future committed capacity based upon approved site and development plans (number and type of hook-ups).
D. All future committed capacity based upon maximum density allowed if no site and development plan has been approved.
E. Potential service area needs.

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

Policy 1.16 Fee and Cost Reviews. Annually, review all fees, costs, and expenditures to continually ensure infrastructure systems are properly funded and promote resource conservation. The following funds are used to pay for infrastructure system improvements:

A. Potable Water: Utilities Fund.
B. Reclaimed Water: Utilities Fund.
C. Wastewater: Utilities Fund.
D. Stormwater Management: Stormwater Fund.
E. Solid Waste Services: Solid Waste Fund.

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

Policy 2.1 Facility Inspections and Monitoring. Continue the City's inspection and compliance monitoring practices used at the City utility plants and facilities. Ensure that such practices are consistent with state and federal standards and regulations.

Policy 2.2 Environmental Considerations. Protect human and natural communities by providing public utility services that:

A. Maximize existing facilities prior to developing new infrastructure systems.
B. Contain wastewater facilities during a storm event.

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

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

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

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

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

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

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

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

A. Wellhead Protection Program.

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

Policy 2.7 Private Wells and Septic Systems. The City will not permit new private well and septic systems within environmentally sensitive areas or areas currently served by potable water, reclaimed water, and wastewater systems.
A. Existing or new private well and septic systems are required to connect to City utilities upon service availability.

Policy 2.8 Reclaimed Water Utilization. Utilize the site and development process to encourage the use of reclaimed water for irrigation where supplies are available. Areas that should be addressed include:
A. Golf courses.
B. Public and private common areas and greenspace.
C. Roadway medians.
D. Landscaped areas in parks and other public properties.
E. Residential irrigation in all new proposed development areas.

Policy 2.9 Reclaimed Water Infrastructure. Utilize the site and development process to ensure that development projects address the need for increased reclaimed water capacity for irrigation purposes throughout the City.

Policy 2.10 Solid Waste Disposal. Coordinate with Sarasota County to ensure that waste disposal and treatment practices minimize negative impacts on natural resources.

Policy 2.11 Solid Waste Disposal Facility. During the update to the City's Capital Improvement Program, and prior to 2025, the City shall coordinate with Sarasota County to evaluate the interlocal agreement regarding the use of the Sarasota Central County Solid Waste Disposal Complex to ensure adequate solid waste disposal capacity beyond 2025.

Policy 2.12 Solid Waste Pick-up. The City shall continue to evaluate the appropriateness of implementing once per week pick-up. The evaluation should include a cost benefit analysis to convert the existing collection system into an automated pick-up system.

Policy 2.13 Solid Waste Regulation Compliance. The disposal, collection, and treatment of waste shall be consistent with best practices and state and federal regulations.

Policy 2.14 Hazardous Waste. Protect the public and natural communities against the harmful impacts of hazardous waste by:

A. Monitoring the sources of waste within the City.
B. Enforcing local, regional, state, and federal regulations and restrictions.
C. Educating the public about proper waste disposal practices.

Policy 2.15 Waste Recycling. The City will continue to improve recycling efforts in order to protect natural resources and extend the life of landfill by:

A. Educating the public about recyclable materials.
B. Completing assessments of commercial waste products to help with reduction of solid waste costs.
C. Coordinating disposal of residential household hazardous waste with Sarasota County.
D. Participating in Project Green Sweep for businesses to dispose of small quantities of hazardous waste, computers, and rechargeable batteries.
E. Promoting Green Business Partnership, a Sarasota County program assisting businesses to be environmentally responsible.
F. Identifying new recyclable materials and practices.

Policy 2.16 Public Conservation Efforts. Utilize the City of Venice Water Conservation Plan to encourage public conservation efforts by providing:

A. Recycling and water conservation programs.
B. Public incentives for reducing, recycling, and reusing natural resources and waste products.
C. Information on reducing waste and minimizing energy use.
D. Provide incentives for water conservation.

Policy 2.17 Public Education. Inform the public on ways to decrease their impacts on natural resources, reduce their public service demands, and save money. Such efforts should be coordinated with public and private entities and address:

A. Reducing, reusing, and recycling waste products.
B. Utilizing energy saving and water efficient fixtures.
C. Utilizing reclaimed wastewater for irrigation.
D. Minimizing irrigation, fertilization and pest control needs through the use of native, drought tolerant and Florida Friendly landscaping materials and planting techniques.
E. Using products with recycled components and packaging.
F. Annual water and energy conservation school presentations and contests.

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy 4.5 Ground Water Resource Coordination. Coordinate with SWFWMD, Peace River/Manasota Water Supply Authority, and other water related agencies and organizations on the identification and protection of artesian aquifers and natural ground water recharge areas.

Policy 4.6 Regional Water Supply System. Continue to cooperate with partner entities including Sarasota County, SWFWMD, and Peace River/Manasota Water Supply Authority regarding an interconnected potable water supply system, regional water planning, and coordination of supply system lines.

Policy 4.7 Stormwater Management Coordination. Coordinate with Florida Department of Environmental Protection, SWFWMD, and other regional, state, and federal entities to ensure that all proper stormwater drainage permits, regulations, and restrictions are met.

Policy 4.8 Solid Waste Coordination. Coordinate the disposal of solid waste by continuing to implement solid waste interlocal agreements with Sarasota County. Add additional locations as needed and monitor tipping fees.

Policy 4.9 Solid Waste Facility Capacity. The City will continue to coordinate with Sarasota County on the provision of solid waste facilities for the Greater Venice Area and surrounding Sarasota County.

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

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

Policy 5.2 Potable Water Conservation. Maximize water efficiency by supporting FGBC and/or LEED criteria and SWFWMD programs such as the Water Conservation Hotel and Motel Program (Water CHAMP), the Water Program for Restaurant Outreach (Water Pro) and the Florida Star Gold (residential) program.

Commented [DS7]: Update references as necessary

Policy 5.3 Potable Water Capital Improvements. Through updates to the Capital Improvement Plan, the City shall identify and give priority to projects that correct identified potable water system facility deficiencies.

Policy 5.4 Potable Water Availability. Evaluate proposed land use changes to ensure availability of potable water supplies and potable water supply facilities.

Policy 5.5 Development Orders. Prior to issuance of a development order the City shall utilize the Concurrency Management System to ensure development is served by adequate potable water services and facilities.

Policy 5.6 Water Shortage. The City will abide by Southwest Florida Water Management District's emergency water shortage plan, and when necessary, the City may implement more restrictive water conservation measures, as may be required to protect and maintain the potable water utility system.

Policy 5.7 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. The update will include an evaluation of impacts from developments and plan amendments approved in the interim.

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Public Facilities & Properties Element

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

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

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

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

Policy 1.3 Government Use Designations. Develop procedures to review the application of the Government Use designation for the provision of public facilities and properties.

Policy 1.4 Siting Considerations. Locate public facilities and properties based on the needs and demands of residents in the local area and surrounding neighborhoods. Prominent civic buildings should be located to maximize visual and physical community connectivity. Siting criteria includes:

A. Surrounding land uses.

B. Neighborhood Demographics (i.e. families with young children, active adults, and seniors).

C. Proximity of similar facilities and properties.

D. Future development impacts.

E. City demands and needs.

F. Neighborhood design standards (i.e., Northern Italian Renaissance, Mediterranean Revival, etc.).

G. Adequacy of essential service vehicles (fire, police, solid waste, utility, etc).

H. Cost effectiveness of service delivery to site.

Policy 1.5 Development Considerations. Utilize the site and development review process to continue ensuring new and renovated public facilities and properties address community needs and promote neighborhood character. Considerations should include:

A. Neighborhood compatibility features.
B. Future service demands.
C. Multimodal (walk, bike, transit) accessibility.
D. Co-location with other entities' services and programs.
E. Multi-purpose facilities and properties.
F. Functionality during emergency events including ability to access site and/or to utilize site as shelter space.
G. Service area functionality (i.e. ability of solid waste trucks to access site or utility personnel to access meters).

Policy 1.6 Landscaping and Buffering Considerations. Promote community character and resource conservation by landscaping public facilities and properties to enhance visual preference and neighborhood compatibility. Criteria to consider when developing landscaping plans include:

A. Use of native plant species, especially low maintenance ground covers instead of grass.

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

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

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

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

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

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

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

H. Use of best management practices.

I. Integrated pest management practices.

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

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

Policy 2.3 Revenue Generation. The City shall continue to identify and consider opportunities for generating revenues for the use of public facilities and properties including:
A. User fees for special purposes or additional services.
B. Use of facilities and properties for private events.
C. Grants and other such resources.

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

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

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

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

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

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

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

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

Emergency Management Element

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

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

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

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

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

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

report its findings. Areas to focus on include:

A. State Coastal Planning Area.

B. Coastal Construction Control Line.

C. Gulf Front Setback Line.

D. Erosion Control Line.

E. Special Flood Hazard Areas.

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

G. Need for additional hurricane shelters.

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

A. An interconnected road system.

B. Secondary emergency access points.

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

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

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

B. Funding through the capital improvements schedule.

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

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

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

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

A. Distinction between hurricane categories and evacuation zones

B. Evacuation routes

C. Public and private shelter options

D Home preparedness planning

E. Flood insurance

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

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

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

B. Distance from station to emergency event.

C. Ability to access major roadways and community connectors.

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

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

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

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

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

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

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

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

Policy 3.3 Shelter Building Standards. Utilize the site and development review process to ensure shelters meet and/or exceed approved shelter design standards including windows and structure strength.

Policy 3.4 Pet Friendly Shelters. Coordinate with Sarasota County Emergency Management, Red Cross, and private developments to ensure that appropriate shelter space is available for pets.

Policy 3.5 Shelter Coordination. Continue to coordinate with Sarasota County Emergency Management and Red Cross in the identification and operation of shelters within the Venice community. Ensure that there are appropriate shelter types for the various levels of storms and emergency events from minor to severe.

Policy 3.6 Shelter Co-location. Identify and expand opportunities to develop new shelter facilities as part of construction projects at schools, community agencies, and other local, regional, and state facilities.

Policy 3.7 Community Organization Shelter Facilities. Coordinate with Sarasota County Emergency Management, the State of Florida, and the Federal Emergency Management Agency (FEMA) to identify funding for private community organizations to upgrade facilities to shelters.

Policy 3.8 Evacuation Planning. Coordinate evacuation routes and timing with local, regional, and state partners. Ensure that residents have time and transportation resources to evacuate safely. Provide residents maps and other information needed.

Policy 3.9 Family Response Planning. Educate the public about the need for developing a family evacuation/shelter plan including:

A. Storm evacuation category.

B. Evacuation routes.

C. Shelter options.

D. Family/friends notification about evacuation plans.

E. Development of hurricane kit.

F. House preparation needs.

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

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

Policy 4.2 Emergency Planning and Response. Coordinate with local, state, and regional

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

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

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

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

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

A. Location of shelters in community.

B. Construction of new public and private shelter space.

C. Operation of shelters during an emergency event.

D. Provision of pet friendly shelter space.

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

Parks & Public Spaces Element

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Conservation & Open Space Element

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

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

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

The strategies to be evaluated include:

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

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

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

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

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

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

native habitats.

Commented [DS9]: Revise – A, B, and G say basically the same thing.

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

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

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

A. Consider the site's location in relation to the sun and other sources of renewable energy, access to transportation alternatives, and availability of water and natural resources.

B. Reduce use of building materials by creating open floor plans, building smaller units, and more compact, efficient design.

C. Encourage "Florida Friendly" landscaping.

D. Maximize water efficiency by supporting SWFWMD water conservation programs such as the Water Conservation Hotel and Motel Program (Water CHAMP), the Water Program for Restaurant Outreach (Water Pro) and the Florida Water Star Gold (residential) Program.

E. Make smart use of materials and resources.

F. Reuse, recycle, and reduce amount of waste products.

G. Safeguard indoor environmental quality.

H. FGBC and/or LEED criteria.

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

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

Commented [DS10]: Combine into previous.

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

Commented [DS11]: Covered in 1.5

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

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

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

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

Policy 1.13 Natural Drainage Channels Protection. Construction and development activities in natural drainage channels shall be limited, except for public flood protection projects designed to correct specifically identified pre-existing flood conditions and for which no reasonable alternative flood control measures are available, provided that:

A. Such activities shall not increase the flood potential for areas outside the project target area
B. The overall water quality of the affected drainage channels shall not be reduced as a result of the activities.

Policy 1.14 Mining Operations. Encourage efficient mineral resource extraction through resource conserving extraction methods, use of reclaimed water when available, and other cost effective and resource conserving techniques.

Policy 1.15 Mining Regulatory Oversight. Coordinate with local, regional, state, and federal mining regulatory agencies to ensure that new and existing mining operations meet all governmental requirements. Fugitive dust, noise, illumination, and truck traffic should be minimized to avoid unnecessary impacts to abutting or nearby properties.

Policy 1.16 Reclamation Plan. Upon discontinuation of mining activity, the City shall require mining operations to produce a reclamation plan to eliminate or mitigate post-mining environmental concerns.

Commented [DS12]: Combine into one Policy?

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

Policy 2.1 Open Space System. The City of Venice shall utilize its site and development process to expand its open space system. The features of the City's open space system are:

A. Permanently set aside undeveloped land or common areas for public or private use.
B. Reserved for passive or active recreation parks, walking paths, or other passive natural uses.
C. Accessible and interconnected pedestrian trails and bikeways.

Policy 2.2 Open Space Areas and Natural Communities. The City's open space system shall provide habitat for natural species that are able to live within urban development corridors and coexist with human populations. Open space areas are not intended to act as natural habitats and conservation lands.

Policy 2.3 Open Space Corridor Study. Through the land development review process, the City shall continue to identify opportunities for:

A. Creating an interconnected open space corridor system that links existing open spaces, greenways, public right of ways, and trails.
B. Prioritizing where future open space areas should be created.
C. Connecting the City's open spaces with those in Sarasota County.

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

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

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

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

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

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

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

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

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

Policy 3.2 Endangered or Threatened Species Protection. Consistent with Policy 1.6 of this Element, the City shall protect threatened or endangered native species from incompatible development by requiring that proposed greenfield development sites be examined for location of Listed Species. By 2013, the City will:

A. Consider implementing a plan to identify, manage, and protect critical habitats and endangered or threatened species, or species of special concern identified in official federal, state, or international treaty lists.
B. Require applicants to consult with the appropriate agencies, to use recognized sampling techniques to identify listed species, and to provide documentation of such coordination and compliance prior to City approval to conduct any activities that could disturb listed species or their habitat.
    1. If endangered or threatened species, or species of special concern are found, such species' habitat shall be identified on the proposed site plan and a plan for mitigation shall be discussed in the site plan narrative.
    2. Such information shall be addressed through the project staff report.
C. Coordinate with Sarasota County Environmental Services' Resource Protection Programs in meeting this objective.

Policy 3.3 Effects of Pre-Construction Clearing of Native Habitats. In developing the Land Development Regulations (LDRs), the City shall evaluate the effects of pre-construction clearing of native habitats, characterize the problem, and develop a strategy which may include new regulations to avoid the loss of native habitat functions and values.

A. As part of the development review process, the City shall require area-wide wildlife surveys for determining wildlife corridors for both protected species and existing wildlife populations.
    1. All wildlife corridors shall be integrated into Statewide or Countywide corridor systems whenever possible.
B. By 2013, ordinances shall be enacted and/or amended to protect significant native habitats.

Policy 3.4 Endangered and Threatened Species Coordination. Partner with local, regional, state, and federal environmental agencies in the promotion, maintenance, and protection of environmental state and federal law. Areas of special consideration ought to include the habitats of natural communities identified as threatened or endangered by state and federal law.

Policy 3.5 Public Resources and Conservation Lands. Protect the natural diversity, processes, and functions of natural communities in the greater Venice area's public resource and conservation lands including the Myakka Wild and Scenic River, Myakka State Forest, and Oscar Scherer State Park. Coordinate conservation activities in these areas with local, regional, state, and federal government partners including Sarasota County, Florida Department of Fish and Wildlife, and Florida Department of Environmental Protection.

Policy 3.6 Non-Native Invasive Species. As financially feasible, prevent the spread of non-native

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

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

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

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

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

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

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

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

and other public and private environmental organizations to ensure that:

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

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

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

Commented [DS13]: Revise to reduce overlap with Coastal Waterfront Management

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

Commented [DS14]: Combine into 3.2

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

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

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

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

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

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

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

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

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

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

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

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

Policy 3.19 Runoff Filtration Processes. The City will continue to utilize appropriate stormwater filtration processes to purify stormwater runoff before the runoff filtrates into surface waters and natural water systems. Methods to be utilized include, but are not limited to:

A. Bio-retention strips or rain gardens (i.e., grass buffers, sand beds, and ponding areas).
B. Vegetative buffers, swales, and filter strips.
C. Disconnected impervious areas and separate localized water detention cells.
D. Cistern collection systems.
E. Regular sweeping of paved surfaces areas.
F. Planted littoral zones to provide water quality treatment for surface water and wildlife habitat.
G. Promote the use of pervious concrete or asphalt on beach parking lots, drives, accesses, etc.
H. Continue to pre-treat stormwater runoff from new development prior to its discharge so stormwater runoff does not violate applicable local, state or federal water quality standards or degrade the quality of the receiving water body.

Policy 3.20 Groundwater Resources. The City shall protect and conserve surface and groundwater resources and require that land use and development activities in important groundwater recharge areas be consistent with water resource protection criteria established by the Southwest Florida Water Management District.

Policy 3.21 Location of Hazardous Substances. The City shall maintain a current list of all hazardous wastes and uses within 500 feet of every wellhead.

Policy 3.22 Hazardous Substances in Floodplain. The storage of hazardous or acutely hazardous substances or wastes are prohibited within the 100 year floodplain of any watercourse or within 200 feet of wetlands associated with any watercourse, whichever is greater.

Policy 3.23 Pollution Prevention and Enforcement. The City shall coordinate with the Sarasota County, Florida Department of Environmental Protection, and other governmental entities in identifying pollution problems and providing documentation and other relevant assistance as appropriate and feasible towards the mitigation and remediation of pollution problems, including assistance as necessary in cases where sanctions may be imposed for violations of applicable environmental regulations.

Objective 4 **Regional Environmental Coordination. Utilize intergovernmental partnerships to expand the City's ability to protect, enhance, and maintain its open spaces and natural resources.**

Policy 4.1 Funding Resources. Pursue funding from county, regional, state, or federal sources to

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

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

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

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

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

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

Commented [DS15]: Move and Consolidate to Regional Partnerships?

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

Policy 5.1 Wildlife Corridors. The City will coordinate with Sarasota County to establish and maintain wildlife corridors and coordinate with state and federal wildlife agencies when reviewing development proposals within the JPA/ILSBA Planning Areas set forth in Future Land Use Map Series.

Policy 5.2 Myakka River Protection. The City supports protection of the Myakka River corridor and the implementation of the Myakka Wild and Scenic River Management Plan protection requirements and will prohibit new or increased public access of motorized watercraft to the river within the JPA/ILSBA Planning Areas set forth in the Future Land Use Map Series. Buffers for new developments within the Myakka River Protection Zone shall be a minimum of two hundred twenty (220) feet.

Policy 5.3 Manatee Habitat Protection Zones. The Sarasota County Manatee Protection Plan requirements shall apply to the areas of the Myakka River located within the JPA/ILSBA Planning Areas set forth in the Future Land Use Map Series.

Policy 5.4 Habitat Conservation. The City shall continue to participate in the development and implementation of the Habitat Conservation Plan in coordination with Sarasota County.

Coastal & Waterfront Management Element

GOAL **PRESERVE VENICE'S WATER-BASED LIFESTYLE AND COMMUNITY CHARACTER BY PROTECTING AND IMPROVING THE CITY'S COASTAL AREAS, WATERWAYS, AND LANDS ADJACENT TO THEM.**

Objective 1 **Coastal Waterway Priorities. Execute master planning strategies for protecting and preserving marine/beach access, water-based facilities, and natural resources.**

Policy 1.1 Waterfront Land Uses. Environmentally friendly public use and enjoyment of the City's waterfront shall be preserved and encouraged.

Policy 1.2 Docks and Marinas. Public docks and marinas shall be preserved and allowed where appropriate based on environmental and neighborhood compatibility.

Policy 1.3 Public Access to Waterfront Areas. Encourage developers to provide public waterfront access adjacent to the waterfront. Such access may include walkways, bikeways, water taxis, canoeing/kayaking, public spaces, dining areas, and the like.

Policy 1.4 Conservation Easements. Collaborate with private property owners to implement conservation easements along sensitive waterfront areas. Utilize such easements to increase public openness to such waterfront areas and to protect vital natural resources such as mangroves, dune systems, and coastal tidal areas.

Policy 1.5 Florida Native Vegetation and Features. Promote the use of native Florida vegetation and protection of natural features in coastal and waterfront development.

Policy 1.6 Public Coastal and Waterway Access. Provide community members and tourists access to coastal and waterway areas by ensuring that transportation resources such as parking facilities and transit services are available to the public.

A. Coordinate bike and pedestrian facilities with Sarasota County and the Sarasota-Manatee MPO.

B. Coordinate all transit resources with Sarasota County Area Transit.

C. Encourage the use of electric water taxis.

Policy 1.7 Publicly Owned Lands. Identify opportunities to increase public ownership of the City's coastal and waterfront resources and to utilize such resources to improve the City's quality of life and community character and to preserve and protect natural resources and sensitive habitats.

Policy 1.8 Waterfront Planning. By 2012, consider developing and implementing Intracoastal Waterway waterfront development and/or redevelopment strategies including the Venetian Seaboard Master Plan, Venice Strategic Plan 2030, and John Nolen's 1926 General Plan for the City of Venice, preserving the character of the City.

Policy 1.9 Navigation and Waterways. The City shall coordinate with the United States Coast Guard and the West Coast Inland Navigation District to ensure proper:

A. Navigational markers.
B. Speed and wake zones are in place for public safety and manatee protection.

Policy 1.10 Public Safety and Waterways. The City shall coordinate with the Florida Marine Patrol, the Sarasota County Sheriff's Department and Venice Police Department's Marine Control to ensure safety on the waterways.

Objective 2 Coastal and Waterfront Development Standards. Promote Venice's coastal and waterfront areas by establishing standards for improving their use, access, and character.

Policy 2.1 Infrastructure Coordination. All new coastal and waterfront development shall be timed and coordinated with the provision of utilities and other public infrastructure as established in the City's Capital Improvements Schedule.

Policy 2.2 Intracoastal Waterway Redevelopment. By 2012, the City shall consider developing a plan to address ways of improving community livability and quality of life along the Intracoastal Waterway. This effort shall be coordinated with the Venetian Seaboard Redevelopment Plan that is being developed by the City and Sarasota County.

Policy 2.3 Intracoastal Waterway Connectivity. As part of the site and development review process, the City shall encourage private access easements for properties adjacent to the Venetian Waterway Park to connect commercial and residential activity centers located near the Intracoastal Waterway along U.S. 41 Bypass and Business U.S. 41.

Objective 3 Coastal High Hazard Area Development. Minimize the impact of natural hazards to the community by directing development away from coastal high hazard areas.

Policy 3.1 Coastal Area Developments. The City of Venice shall manage development of the City's coastal areas along the Gulf of Mexico, Roberts Bay, Intracoastal Waterway (ICW), and other waters by implementing the following coastal area development practices:

A. Restrictions on residential density and height for properties lying within the Coastal High Hazard Area.

B. Use of the State's Coastal Construction Control Line (CCCL) and Mean High Water Line (MHWL) 50-Foot Setback, defined by Sections 161.052 and 161.053, F.S. and Chapter 62B-33, F.A.C., as the City's land development code setback requirement for coastal properties.

C. Regulation of new buildings through the City building code, and local, state, and federal coastal construction regulations.

D. Ensuring public access to coastal areas.

E. Minimizing obstructions to views of coastal areas.

F. Administering coastal excavation permits in conjunction with the Department of Environmental Protection and other applicable agencies.

G. Requiring construction standards to meet wind loads, wave loads, erosion impacts, and other structural forces.

Policy 3.2 Coastal Development Practices. The City shall utilize the site and development review process to ensure that proposed coastal development projects minimize the influences of man-made structures, reduce the impacts of people, and, as possible, restore altered beach areas and dune systems to predevelopment conditions.

Policy 3.3 Coastal Setbacks and Planning Areas. Diminish the impact of natural events by enforcing the gulf-front set-back line and utilizing a Coastal High Hazard planning area.

Policy 3.4 Coastal High Hazard Area Designation. The City designates the coastal high hazard area (CHHA) as defined in Chapter 163.3178(2)(h), F.S. as the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model prepared by the Southwest Florida Regional Planning Council.

Policy 3.5 Coastal High Hazard Area. The City shall coordinate with the Southwest Florida Regional Planning Council on applicable updates to the Coastal High Hazard Area (CHHA) designation based on the area below the elevation of the Catergory 1 storm surge line as established by the Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model currently being prepared by the Southwest Florida Regional Planning Council.

Policy 3.6 CHHA Public Expenditures. Public expenditures in the CHHA are to be limited to flood control and hazard mitigation programs, natural resource improvements, maintenance of existing utilities and services, expansion of public beach and gulf front access, and purchase of public lands.

Policy 3.7 Coastal High Hazard Area Infrastructure Systems. Limit public infrastructure system expenditures in the CHHA except as necessary to protect the public health, welfare, and

safety.

Policy 3.8 Post-Disaster Redevelopment Plan. Continue to utilize *Creating a Hurricane Tolerant Community*, which was approved by the Florida Department of Community Affairs, for post disaster redevelopment planning.

Policy 3.9 Coastal High Hazard Area Mitigation. City of Venice shall continue to mitigate against the impacts of coastal hazards on human life and property by:

A. Directing population concentrations away from known or predicted Coastal High Hazard areas.
B. Establishing community neighborhood standards for coastal residential areas.
C. Participating in the National Flood Insurance Program (NFIP) Community Rating System (CRS), Sarasota County Unified Local Mitigation Strategy.
D. Administrating building and rebuilding regulations consistent with local, state, and federal regulations.
E. Prohibiting of beach sand dune alteration.

Policy 3.10 Disaster Planning Best Management Practices. The City shall update, as needed, *Creating a Hurricane Tolerant Community* in order to ensure that it reflects the best practices for disaster planning.

Policy 3.11 Coastal Regulations Coordination. Ensure that all projects located in coastal and waterfront areas meet all applicable local, regional, state, and federal regulations including those pertaining to the Coastal Zone Protection Act and Coastal High Hazard Areas.

Policy 3.12 Natural Shoreline Systems. The City shall promote natural shoreline systems by utilizing the site and development process to:

A. Discourage the hardening of the Gulf of Mexico and other natural waterway shorelines. This would include requiring an environmental impact study and a special City Council variance for any sea wall construction.
B. Encourage the softening of the shorelines.
C. Promote the installation of native vegetation and removal of existing hardening structures.

Objective 4 **Marine Habitats and Resources. Preserve, restore, expand, and protect marine resources for both people and natural communities. The marine resources in Venice include Gulf of Mexico, Roberts and Dona Bays, Intracoastal Waterway, Myakka River, Curry and Hatchett Creeks, and their tributaries.**

Policy 4.1 Impaired Water Bodies. The City shall continue to work with other regional partners to improve impaired water bodies within the City as identified by the Florida Department of Environmental Protection.

Policy 4.2 Marine Habitat Protection and Improvements. Protect and improve the quality of the City's marine habitats through partnerships with local, regional, state, and federal marine environment agencies by:

A. Retaining and, as possible, reestablishing native marine habitats.
B. Preserving the natural features and functions of the City's shorelines.
C. Maintaining and restoring beach, dune, sea grass, mangrove wetland, and river habitats and natural systems.
D. Filtering runoff pollutants before they enter the City's water bodies.
E. Providing water quality treatment, as possible, to minimize runoff pollutants before they enter the waterways.
F. Implementing and enforcing storm water retention requirements.
G. Discouraging impervious surfaces.

Policy 4.3 Dune and Beach Area Restoration. Restoration and enhancement of disturbed or degraded dune and beach areas shall be implemented with the appropriate methods and quality of material necessary to enable successful reestablishment.

Policy 4.4 Beach and Dune Systems Protection. The specific and cumulative impacts of development and redevelopment of the City's beach and dune systems shall be alleviated by:

A. Maintaining publicly owned beach areas.
B. Enforcing coastal setback requirements.
C. Continuing dune renourishment and beach replacement efforts.
D. Providing vehicular parking, dune walkovers, and bike resources.
E. Prohibiting use of vehicles on all beach areas.
F. Educate homeowners associations about the need to utilize dune walkovers in beach access areas.
G. Coordinating beach renourishment and dune improvement funding with county, regional, state, and federal agencies.

Policy 4.5 Wetland Habitats Protection. Protect the health and well-being of wetland, stream, and river natural habitats and native species by:

A. Preserving and restoring natural environments and protecting aquatic species and wildlife through partnerships with local, state, and federal environmental agencies.
B. Utilizing stormwater best practices to filter chemical, biological and other pollutants associated with urban and suburban runoff.
C. Achieving established water quality standards and protecting water resources from point and nonpoint pollutants.
D. Achieving water recharge standards for surficial aquifers through wetland areas.
E. Protecting water resources through utilization of Low Impact Development techniques and groundwater recharge zones standards.
F. Control flooding and erosion through storage of agricultural and urban runoff in wetland areas.
G. Protecting coastal areas from tidal storm surges by maintaining wetland and shoreline

areas as a natural buffer.

H. Supporting natural flood protection systems by protecting the natural functions of stream and wetlands areas.

I. Utilizing wetlands for environmental educational purposes.

J. Working with local, regional, state, and federal water partners on watershed planning and oversight of water resource uses.

K. Consider entering into an Interlocal Agreement with Sarasota County to share data collected through the Sarasota County's *Native Habitat Mapping and Risk Assessment,* completed in September 2008.

Policy 4.6 Harbor Management Plan. By 2012, the City shall consider developing and implementing a Harbor Management Plan to expand and enhance boating and protect marine resources in Roberts Bay and surrounding areas. The plan should address:

A. Navigation on the City's waterways.

B. Boating accessibility.

C. Improved boating facilities at Higel Park.

D. Roberts Bay mooring field.

E. Economic considerations of transient boaters.

F. Hurricane safe harbor.

G. Identification, protection and restoration of seagrass beds and marine ecosystems.

Policy 4.7 Public Waterfront Areas. Maintain and acquire publicly owned waterfront conservation areas when available and where financially feasible.

Policy 4.8 Existing Marine and Boating Facilities. Utilize the site and development process to preserve existing marine and boating facilities and to encourage such facilities to receive and maintain the Florida Clean Marina designation from the Florida Department of Environmental Protection.

Policy 4.9 New Marine and Boating Facilities. Require that new marine and boating facilities receive and maintain the Florida Clean Marina designation from the Florida Department of Environmental Protection and ensure that such facilities are compatible with environmental and neighborhood conditions, including demands on bridge openings.

Policy 4.10 Boat Discharge. Utilize the City's marine police patrol to prevent boats from discharging in City waterways in order to protect the natural habitats and environmental conditions in Roberts Bay and Dona Bay.

Policy 4.11 Landfill and Dredging Activities. Landfill and dredging activities shall comply with all applicable local, state and federal requirements.

Objective 5 **Water Resource Coordination. Coordinate with marine resource intergovernmental partners to improve coastal and waterfront development areas and protect water resources.**

Policy 5.1 Estuarine Environment. Coordinate with the local, regional, state, and federal entities for the protection of the estuarine environment and water quality.

Policy 5.2 Regulation Compliance. Continue to utilize the technical review process to ensure that development and redevelopment activities within coastal and waterfront areas adhere to all local, regional, state, and federal laws.

Policy 5.3 Boating Use Coordination. Coordinate the boating use of Venice's waterways with local, regional, state, and federal entities. Issues to be addressed include:

A. Implementation of navigational systems.

B. Maintenance and enforcement of manatee protection zones.

C. Enforcement of no wake areas.

D. Public safety and boating laws.

Policy 5.4 Manatee Protection Plan. The City shall partner with Sarasota County on Manatee Protection Plan consistency reviews. Through the partnership, the City and County will cooperate with the Florida Department of Environmental Protection in utilizing the Manatee Protection Plan for siting of boat facilities including marinas, boat ramps, multi-family docks, boating regulations, and manatee research, management, and education.

Policy 5.6 Water Quality Assessment. Partner with Sarasota County, SWFWMD, CHNEP, and other water agencies to conduct a baseline assessment of water quality in coastal streams, bays, and estuaries including the Myakka River and its tributaries.

Policy 5.7 Red Tide Mitigation. Coordinate with local, regional, and State organizations to reduce red tide impacts on coastal communities. Such organizations include Sarasota County and the Red Tide Alliance of the Florida Marine Research Institute, Mote Marine Laboratory, the Florida Department of Health, and Solutions to Avoid Red Tide (START).

Policy 5.8 National Estuary Program Partnerships. Coordinate with the Sarasota Bay National Estuary Program and the Charlotte Harbor National Estuary Program on the development and implementation of regional environmental water policies and programs.

Policy 5.9 Myakka River Coordination. Participate as a member of the Myakka River Management Coordinating Council to address issues related to the Myakka River Area, per the Myakka River Wild and Scenic Designation and Preservation Act, Section 258.501, F.S.

Policy 5.10 Resource Funding. Pursue funding from county, regional, state, or federal sources to maintain the marine areas of the City. Specific areas in need of funding include:

A. Beach renourishment.

B. Revegetation of the dune system.

C. Outfall maintenance.

D. Acquisition of potential sites for public coastal and waterfront access.

E. Marine facilities.

Capital Improvements Element

GOAL TO PROVIDE FOR THE FINANCIAL NEEDS OF A HIGHLY EFFECTIVE ORGANIZATION.

Commented [DS16]: Seems to need rewording. "To provide for the financial needs of the City in a highly efficient manner"

Objective 1 **Pay as You Grow. Future development will pay for current and future impacts caused to the City's public services and infrastructure services.**

Policy 1.1 Development Orders. Issuance of development orders and permits shall be coordinated with the execution and implementation of the Capital Improvements Element as reflected in the Five-year Capital Improvements Schedule (CIS).

Policy 1.2 Private Development Contributions. Each development project will bear the proportional cost of providing services and public infrastructure systems necessitated by the development. Such costs include but are not limited to:

A. Public safety services such as fire and police i.e. staffing, equipment, and facilities.

B. Transportation network such as roads, urban trails, transit facilities, sidewalks, bike-pedestrian facilities and shelters, and streetscape systems.

C. Construction of passive and active public park and space resources such as sport fields and facilities, walking trails, open fields, community centers, playgrounds, picnic areas, and courtyards.

D. Extension of public potable water, wastewater, stormwater, solid waste, and other public infrastructure systems.

E. Maintenance of all public facility services and infrastructure systems constructed as part of private development projects.

Policy 1.3 Established Funding Sources. No new development may proceed that would impact the adopted level of service until the necessary funding has been programmed through the CIS, private financing, public-private development agreements, or independent special-purpose units of government.

Policy 1.4 Developer Agreements. Utilize developer agreements to ensure private developers pay for impacts caused to the City's public service and infrastructure systems. Agreements shall be utilized to finance, develop, acquire, construct, expand, and maintain existing and new facilities and services including:

A. Passive and active parks and public spaces.

B. Potable water, waste water, stormwater, and solid waste facilities and infrastructure systems.

C. School facilities and education services.

D. Emergency management systems and facilities for police, fire, and ambulatory services.

E. Transportation infrastructure and service systems for biking, walking, mass transit, and driving.

Objective 2 **Service Standards Implementation. Provide a safe, effective, environmentally sensitive, and financially sound public service and infrastructure system by ensuring:**

A. Established level of service standards are appropriately funded and maintained through the City's CIS and Proportionate Fair Share Program.

B. Future development pays a proportionate share of the costs of capital facility capacity needed for future development needs and LOS standards.

C. Facility improvements and capacity increases are coordinated with the City's fiscal planning and budgeting processes.

Policy 2.1 Level of Service Standards. Implement the following Level of Service Standards established within the comprehensive plan:

A. Parks and Public Spaces. 7 acres of dedicated or designated parks or public spaces for each 1,000 functional population. Parks and public spaces shall be created based on the needs of the community and the surrounding community and shall be located with a ¼ mile of the neighborhood area.

B. Potable Water. LOS of 152 gpd/ERU based on average annual flow and a Peak LOS of 227 gpd/ERU based on maximum daily flow.

C. Wastewater. LOS of 123 gpd/ERU based on average annual flow and a Peak LOS of 244 gpd/ERU based on maximum daily flow.

D. Stormwater. The post-development runoff may not exceed pre-development runoff for a 24-hour, 25-year storm event.

E. Solid Waste. A collection and capacity of 6.8 pounds per day; and collection of residential solid waste shall occur at least weekly.

F. Schools. Achieve school concurrency standards as established within the School Concurrency and Facilities Element.

G. Emergency Services. Achieve emergency management standards established within the Emergency Management Element.

H. Roadways. Achieve transportation standards established within the Transportation and Infrastructure Service Standards Element.

Policy 2.2 Concurrency Management LOS Evaluations. The City shall continue to utilize the Concurrency Management System as provided within the City of Venice Code of Ordinances, to ensure all proposed developments meet adopted level of service standards prior to the issuance of a development order or certificate of concurrency in accordance with Section 163.3180(2)(a), (b), and (c), F.S.

Policy 2.3 Concurrency Management Outcomes. If the adopted LOS standards is not achieved, the City shall take one of the following actions:

A. Develop a proportionate fair share agreement, or other mechanism to create to additional capacity.

B. Limit development in the affected area until the capacity is available.

C. Deny additional development permits.

Policy 2.4 Level of Service Fiscal Planning. In instances where new public services and infrastructure systems have been identified as necessary to maintain the City's LOS standards, no new development may be permitted until such time that a Proportionate Fair-Share Agreement is executed as required by the Proportionate Fair-Share Ordinance or the necessary improvements are programmed as part of the CIS.

A. Basic improvements necessary to meet existing demand and needs of the City's public service and infrastructure system may be constructed as part of the City's CIS.

Policy 2.5 Concurrency Requirements. For sanitary sewer, solid waste, stormwater management and potable water facilities, the following standards shall be met to satisfy concurrency requirements:

A. The issuance of a development order or permit is subject to the condition that, at the time of the issuance of a certificate of occupancy or its functional equivalent, the necessary facilities and services, including potable water supply, are in place and available to serve the new development; or

B. At the time the development order is issued, the necessary facilities and services, including potable water supply, must be guaranteed in an enforceable development agreement, pursuant to Section 163.3220-3243, F.S.

Policy 2.6 Concurrency. The City shall continue to utilize the Concurrency Management System as provided within the City of Venice Code of Ordinances to ensure the requirements for concurrency are met for parks and recreation facilities, transportation facilities and school facilities.

Objective 3 **Capital Improvements System. Utilize the Capital Improvements System for construction of public services, capital facilities, and infrastructure systems needed to:**

A. Implement the Comprehensive Plan Update's planning framework.
B. Accommodate the needs of current and future populations.
C. Maintain and achieve adopted level of service (LOS) standards.
D. Meet existing service deficiencies by replacing obsolete or worn-out facilities.

Policy 3.1 Capital Improvement System. Manage the fiscal budgeting and delivery of public services by coordinating the following components of the Capital Improvement System:

A. Capital Improvement Element (CIE): The Capital Improvement Element prioritizes the capital improvements needed to implement the Comprehensive Plan Update planning framework and established LOS. The CIE coordinates the City's planning framework and LOS with the City exists and planning public services, facilities, and infrastructure systems; work plan schedules; and fiscal demands, costs, and funding sources.

B. Capital Improvement Schedule (CIS): The Capital Improvement Schedule provides the financial foundation necessary to implement capital improvements needed to implement the Comprehensive Plan and achieve and maintain adopted LOS. The CIS guides the development of public facilities and infrastructure systems over a five-year period. The CIS is structured according to the City's planning priorities, estimated project costs, and availability of funding resources. Since the CIS includes only those items necessary to achieve and maintain the comprehensive plan planning framework and LOS, it does not include all items found within the City-wide CIP.

C. Capital Improvement Program (CIP): The Capital Improvement Program plans for the provision of City-wide capital budgeting needs. The capital budget deals with projects for the construction, renovation, improvement, acquisition of any facilities, buildings, structures, land, or land rights. The plan identifies the development schedule for all capital projects, related expenditures, and financing needs proposed within the City. Note: Since the CIP is a comprehensive, city-wide capital budgeting tool, there are items in the CIP that will not be included within the comprehensive plan CIS.

D. Annual Budget: Supports the day-to-day operations of the City for a single fiscal year. It includes all planned services and programs, their expenditure requirements and revenue estimates to support the stated level of activity.

Policy 3.2 Five-year Capital Improvements Program. The City will implement the CIE by ensuring consistency with the execution and management of the annual budget and five-year CIS.

A. The City is responsible for ensuring the financial feasibility of all public facility and infrastructure system projects identified by the CIS.

Policy 3.3 CIS Coordination with Land Use Decisions. The CIS shall be coordinated with the City's site and development processes to ensure that land use decisions correspond to

construction of capital improvements, public facility and infrastructure capacity, and adopted LOS standards.

A. All site and development projects must be financially feasible and must have identified funding sources.

B. Projects that will impact the adopted LOS must have funding established through private financing, public-private development agreements, or independent special-purpose units of government.

C. Projects scheduled for the first three years of the five-year CIS must have committed funding sources.

Policy 3.4 CIS Coordination with Fiscal Planning and Budgeting. The CIS shall be coordinated with the City's fiscal planning and annual budgeting processes. As part of this process, the City shall ensure that the CIS:

A. Includes all capital improvements that are large scale and high in cost.

B. Forecasts capital improvement needs and construction projects for a five-year schedule.

C. Annually updated based on the City's annual budget, current fiscal capacity and projected five-year capital needs and demands.

D. Includes all capital projects needed to maintain and achieve LOS standards.

Policy 3.5 CIS Programs and Projects. Programs and projects identified in the five-year CIS will be prioritized and implemented according to the following practices:

A. Programs and projects scheduled for the first, second, and third years are those necessary for immediate implementation and construction. These programs and projects shall have identified funding sources required for maintenance and achievement of LOS standards.

B. Programs and projects scheduled for the forth and fifth years are those planned for future implementation and construction. These programs and projects may be moved ahead in the schedule, moved back, or removed as deemed necessary by the City in its annual update of the CIS.

Policy 3.6 Scheduling of Development Orders. The City shall manage its fiscal resources to ensure that capital improvements needed because of previously issued development orders and future development orders are provided in accordance with the Five-Year CIS.

Policy 3.7 Capital Improvements Schedule Updates. The City shall annually review and update the projects scheduled within the CIS based on the following criteria:

A. Is the project needed to protect the public health and safety; fulfill the City's legal commitments; or provide full use of existing facilities?

B. Does the project improve existing facilities; mitigate future improvement costs; provide services to developed areas; or promote infill development?

C. Is the City capable of maintaining the facility on an on-going basis?

Policy 3.8 Proportionate Fair Share. All developments that lack the necessary capacity to satisfy the City's Concurrency Management System, including applicable services, infrastructure, and facilities maintained by other government entities, must adhere to the City's Proportionate Fair Share Program.

Policy 3.9 Programmed Development Projects. All City development projects funded through the Proportionate Fare Share Program shall be included in the CIS as a revenue stream.

A. The City shall conduct annual reviews of the CIS in order to ensure that proportional share contributions are addressed appropriately.

Policy 3.10 Programmed Transportation Improvements. During the City's annual updates of the CIS, the City shall amend Map TRANS-1, Future Traffic Circulation Plan, of the Transportation Infrastructure & Service Standards Element as necessary. The updates shall include publicly programmed and privately planned needed roadways and reflect proportionate fair share contributions.

A. Programmed roadway improvements are those listed in the City or County five-year CIS or State Transportation Improvement Program (STIP).

Policy 3.11 Five-Year Schedule of Capital Improvements Implementation. The City will continue to adopt a Five-Year Capital Improvement Schedule (CIS) as part of the annual budgeting process. The CIS will be coordinated with the annual review of the Capital Improvements Element.

Policy 3.12 Airport Capital Improvements. Utilize the Venice Municipal Airport Master Plan to prioritize capital improvements.

Policy 3.13 Grant Opportunities. Identify and pursue grant opportunities to improve airport facilities and operations including those sponsored by the FAA and FDOT.

Objective 4 **Fiscal Planning. Provide for the financial demand and operational needs of the City through effective and proactive fiscal planning. Issues to consider include work plan and service demands, cost centers, revenue generators, and debt management.**

Policy 4.1 Revenue Generation. Identify opportunities for generating revenues for the City's operations and work plan efforts. Potential revenue generation opportunities include:

A. User fees for special purpose or additional services.

B. Use of public facilities and properties for private events.

C. Grants and other such resources.

Policy 4.2 Impact Fees Reviews. Continually review the City's impact fees, or similar mechanisms, to ensure new development pays a proportionate share of the capital facility and capacity improvements costs needed to address the demands generated by new development.

A. Consider creating fees for public facilities, services, and infrastructure systems not yet charged.

Policy 4.3 Coordinated Work Efforts. Maximize financial resources and improve operational and work project efficiencies by coordinating public service and infrastructure system work efforts. Examples of such coordinated enhancements include:

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

B. Utility projects that include community parks, sidewalks, stormwater, and road enhancements.

C. Stormwater projects that include roads, utility, and sidewalk improvements.

Policy 4.4 Coastal High Hazard Area Expenditures. Public expenditures in the coastal high-hazard area are to be limited to work efforts necessary to protect the health, welfare, and safety of the public and natural environment including:

A. Flood control and hazard mitigation programs.

B. Natural resource restoration/preservation.

C. Maintenance of existing utilities and services.

D. Expansion of public beach and gulf front access.

E. Purchase of public lands.

Policy 4.5 Revenue Bonds. Rates will be set, as a minimum, to ensure the ratio of revenue to debt service meets the City's bond indenture requirement of 1.2/1. The City goal will be to maintain a minimum ratio of revenue to debt service of 1.6/1 to ensure debt coverage in times of revenue fluctuations attributable to weather or other causes and to ensure a balanced pay-as-you-go Capital Improvement Plan.

Policy 4.6 Enterprise and Special Revenue Funds. Annually review all fees, costs, and expenditures to continually ensure the City's public services and infrastructure systems are properly funded. The following funds are utilized to pay for the City's public service and infrastructure system improvements:

A. Potable Water: Utilities Fund (Enterprise Fund).

B. Reclaimed Water: Utilities Fund (Enterprise Fund).

C. Wastewater: Utilities Fund (Enterprise Fund).

D. Stormwater Management: Stormwater Fund (Enterprise Fund).

E. Solid Waste Services: Solid Waste Fund (Enterprise Fund).

F. Airport: Airport Fund (Enterprise Fund).

G. Building: Building Fees Fund (Special Revenue Fund).

Policy 4.7 Alternative Funding Sources. The City shall continue to identify and secure alternative funding sources for the execution of capital improvement projects. Such funding includes, but is not limited to, grants, low interest loans, private funds, and developer contributions.

Policy 4.8 Debt Service Limitations. In evaluating debt capacity, general-purpose annual debt service payments should generally not exceed 10% of General Fund revenues, and in no case should they exceed 15%.

Objective 5 Public School Facilities. The City of Venice shall ensure that future needs are addressed consistent with the adopted level of service standards for public schools with input from Sarasota County School Board, Sarasota County, Cities of North Port and Sarasota, and Town of Longboat Key.

Policy 5.1 School Level of Service Standards. Consistent with the Amended Interlocal Agreement for Public School Facility Planning, the LOS standards shall be applied consistently by all the local governments within Sarasota County and by the School Board district-wide to all schools of the same type. However, within designated concurrency service areas for identified backlog facilities interim standards shall apply. The level of service standards within these designated areas, over the period covered by the 10-year schedule of improvements, will be improved to the district-wide standard. The level-of service standards are initially set as follows:

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.

Policy 5.2 Development Contributions. The City of Venice shall ensure that future development pays its share of the costs of capital facility capacity needed to accommodate new development and to assist in maintaining adopted level of service standards, via impact fees and other legally available and appropriate methods in development conditions.

Policy 5.3 Capital Facilities Planning Coordination. The City of Venice hereby incorporates by reference the Sarasota School District Five-Year Capital Facilities Plan, dated October 2, 2009, that includes school capacity sufficient to meet anticipated student demands projected by the City and other local governments based upon identified improvements over the short-term and long-term planning periods, in consultation with the School Board's projections of student enrollment, based on the adopted level of service standards.

The School Board, in coordination with the City of Venice shall annually update its Five-Year Capital Facilities Plan, to ensure maintenance of a financially feasible capital improvements program and to ensure level of service standards will continue to be achieved and maintained during the planning period.

Policy 5.4 CIP Annual Updates. The City of Venice will update its Capital Improvements Schedule on an annual basis to incorporate by reference the upcoming Sarasota School District Five-Year Capital Facilities Plan. The City of Venice and Sarasota County School Board will coordinate during updates or amendments to the City's Comprehensive Plan and updates or amendments to long-range plans for School Board facilities.

Policy 5.5 Deficiency and Backlogged Facility Priorities. Sarasota County adopts the 10-year long term schedule of improvements for the purpose of correcting existing deficiencies and setting priorities for addressing backlogged facilities within the designated concurrency service areas. The long term schedule includes capital improvements and revenues sufficient to meet the anticipated demands for backlogged facilities within the 10 year period. The long term schedule improves interim levels of service for backlogged facilities and ensures the district-wide standards are achieved by 2017. The long-term schedule will be updated, by December 1st of each year, in conjunction with the annual update to the Sarasota School District Five-Year Capital Facilities Plan.

Policy 5.6 Existing School Deficiencies and Future Needs. The City of Venice's strategy, in coordination with the School Board, for correcting existing deficiencies and addressing future needs includes:

A. Implementation of a financially feasible Five-Year Capital Facilities Plan to ensure level of service standards are achieved and maintained.

B. Implementation of interim level of service standards within designated concurrency service areas with identified backlogged facilities in conjunction with a long-term (10-year) schedule of improvements to correct deficiencies and improve level of service to the district-wide standards.

C. Identification of adequate sites for funded and planned schools.

D. Expansion of revenues for school construction from updated impact fees.

Objective 6 Capital Improvement Schedule and Maintenance Partnerships.

The City shall continue to coordinate with intergovernmental partners entities including Sarasota County, State of Florida, and United States Federal Government in the financing and maintenance of the City's public service and infrastructure systems.

Policy 6.1 Impact Fee Coordination. The city shall continue to annually coordinate with Sarasota County on the collection of impact fees to finance capital improvements with the Venice area. Such improvements may include transportation, parks, libraries, and other public facilities.

Policy 6.2 Capital Improvement Coordination. The City shall coordinate the annual review of its CIE with the Sarasota County CIE to ensure the consistency of project development and timing.

Policy 6.3 Local Infrastructure Surtax. The City shall coordinate the continued application of the penny sales tax revenue to fund capital improvements.

Policy 6.4 Coordinated Infrastructure and Facility Capital Improvements. The City shall coordinate development, expansion, maintenance, and financial feasibility of public services and infrastructure systems with local, regional, state, and federal partner agencies. Such efforts, as appropriate, shall include:

A. Parks and public spaces.

B. Library systems.

C. Utility systems (potable water, wastewater, stormwater, and solid waste).

D. Schools and educational services.

E. Emergency management services.

F. Transportation systems including roadways, urban trails, bikeways, sidewalks, waterways, and transit resources.

Objective 7: JPA/ILSBA Planning Areas. Ensure the coordinated and efficient provision of infrastructure as set forth in the Joint Planning and Interlocal Service Boundary Agreement (JPA/ISLBA) between the City of Venice and Sarasota County.

Policy 7.1 JPA/ILSBA Planning Areas Service Delivery. The City shall work to ensure the efficient provision of public services and infrastructure in the areas established through the JPA/ILSBA. Prior to annexation, necessary public improvements and associated fiscal responsibility to meet adopted LOS standards shall be identified. Proposed annexation petitions must evaluate and address, at a minimum, the list of potential deficiencies set forth in the Analysis of Cumulative Impacts found in the Supplemental Data and Analysis, Volume II, dated October 2010.

Policy 7.2 JPA/ILSBA Planning Area Concurrency Reviews. Within the JPA/ILSBA Planning Areas the City and County, will coordinate concurrency reviews based on the local comprehensive plans, land development regulations, and other methodologies to ensure impacts of mutual concern related to public facilities and financial feasibility.

Policy 7.3 JPA/ILSBA Facility Partnerships. Within the JPA/ILSBA Planning Areas, the City and Sarasota County will collaborate on the location and delivery of public facilities and services. Through this collaboration, the City and County will consider opportunities for infrastructure and public service partnerships including:

A. System interconnections.

B. Facility co-location.

C. Joint financing.

D. Project construction.

Policy 7.4 JPA/ILSBA Infrastructure Connections. As development projects are approved within the JPA/ILSBA Planning Areas, they shall connect to utilities as provided for in the JPA/ILSBA.

Public School Facilities Element

GOAL: COLLABORATE AND COORDINATE WITH THE SCHOOL BOARD OF SARASOTA COUNTY TO

PROVIDE AND MAINTAIN A HIGH QUALITY PUBLIC EDUCATION SYSTEM WHICH MEETS THE NEEDS OF VENICE'S EXISTING AND FUTURE POPULATION. UTILIZE INTERGOVERNMENTAL PARTNERSHIPS TO PROVIDE THE VENICE COMMUNITY A HIGH QUALITY OF LIFE AND ADEQUATE LEVEL OF PUBLIC SERVICES.

Objective 1 **Coordination and Consistency. The City shall implement and maintain mechanisms designed to more closely coordinate with the School Board in order to provide consistency between the City's comprehensive plan and public school facilities programs, such as:**

A. Greater efficiency for the School Board and the City by the placement of schools to take advantage of existing and planned roads, water, sewer, parks, and drainage systems;

B. Improved student access and safety by coordinating the construction of new and expanded schools with road and sidewalk construction programs;

C. The location and design of schools with parks, ball fields, libraries, and other community facilities to take advantage of shared use opportunities; and,

D. The expansion and rehabilitation of existing schools so as to support neighborhoods.

Policy 1.1 Adequate School Capacity. Manage the timing of new development to coordinate with adequate school capacity. Where existing and planned capacity will not be available to serve students from the property seeking a plan amendment for residential development, the City may use the lack of school capacity as a basis for denial.

Policy 1.2 Interlocal Agreement. In cooperation with the School Board and the other local governments within Sarasota County, the City will implement the Interlocal Agreement for Public School Facility Planning for the County of Sarasota, Florida, between Sarasota County, all legislative bodies of the municipalities including the Town of Longboat Key, the City of North Port, the City of Sarasota, and the City of Venice, and the School Board. The Interlocal Agreement for Public School Facility Planning, as required by Sections 1013.33 & 163.31777, Florida Statutes, includes procedures for:

A. Joint meetings;
B. Student enrollment and population projections;
C. Coordinating and sharing of information;
D. School site analysis;
E. Supporting infrastructure;
F. Comprehensive plan amendments, rezonings, and development approvals;
G. Education Plant Survey and Five-Year District Facilities Work program;
H. Co-location and shared use;
I. Implementation of school concurrency;
J. Level of service standards;
K. Concurrency service areas;
L. Proportionate-Share Mitigation;
M. Oversight process; and,
N. Resolution of Disputes.

Policy 1.3 School Board Representative. The City shall include a representative of the school district, appointed by the School Board, as a nonvoting member of the local planning agency, as required by Section 163.3174, Florida Statutes.

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

Policy 2.1 Coordinate Land Uses for School Sites. The City will continue to coordinate with the School Board to assure that proposed public school facility sites are consistent with the land use categories and policies of the City's Comprehensive Plan, pursuant to the Interlocal Agreement for Public School Facility Planning.

Policy 2.2 Land Use Designations. Consistent with Section 163.3177, Florida Statutes, the City will include sufficient allowable land use designations for schools approximate to residential development to meet the projected needs for schools.

Policy 2.3 Bicycle and Pedestrian Access. All public schools shall provide bicycle and pedestrian access consistent with Section 1006.23, Florida Statutes. Bicycle access to public schools should be incorporated in the city bicycle plan. Adequate parking at public schools will be provided consistent to applicable Land Development Regulations.

Policy 2.4 Crosswalks and Sidewalks for Schools. In coordination with the School Board, the City will evaluate school crossing zones to consider safe crossing of children along major roadways, including prioritizing existing developed and subdivided areas for sidewalk improvements at locations such as schools with a high number of pedestrian and bicycle injuries or fatalities, schools requiring courtesy busing for hazardous walking conditions, schools with significant walking populations, but poor pedestrian and bicycle access, and needed safety improvements. The City will coordinate with the MPO Long Range Transportation Plans to ensure funding for safe access to schools including: development of sidewalk inventories and list of priority projects coordinated with the School Board recommendations are addressed.

Policy 2.5 Safe Walking Conditions. At the time of site plan or final plat approval, development, if applicable, will provide for safe walking conditions consistent with Florida's safe ways to school program which are:

A. New developments adjacent to school properties shall be required to provide a right-of-way and a direct safe access path for pedestrian travel to existing and planned school sites, and shall connect to the neighborhood's existing pedestrian network;
B. For new development and redevelopment within 2 miles of an existing or planned school, the City shall require sidewalks (complete, unobstructed, and continuous) along the corridor that directly serves the school, or qualifies as an acceptable designated walk or bicycle route to the school.

Policy 2.6 School Related Infrastructure Improvements. The School Board and City will jointly determine the need for and timing of on-site and off-site improvements necessary to support each new school or the proposed renovation or expansion of an existing school,

and will enter into a written agreement as to the timing, location, and the party or parties responsible for constructing, operating and maintaining the required improvements, pursuant to Section 6 of the Interlocal Agreement for Public School Facility Planning.

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

Policy 3.1 School Impact Fees. The City will continue to collect the Educational System Impact Fees for the School Board that requires future growth to contribute its fair share of the cost of required capital improvements and additions for educational facilities.

Policy 3.2 Review of School Impact Fees. The School Board, Sarasota County, and municipal governments within Sarasota County, shall review and recommend amendments, as necessary, to the Educational System Impact Fees ordinance, consistent with applicable laws.

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

Policy 4.1 Co-location of Facilities. Coordinate with the School Board to continue to permit the shared-use and co-location of school sites, recreation, infrastructure, and City facilities with similar facility needs, according to the Interlocal Agreement for Public School Facility Planning for the County of Sarasota, Florida. Coordinate in the location, phasing, and design of future school sites to enhance the potential of schools as recreation areas.

Policy 4.2 Green School Buildings. Encourage the School Board to use sustainable design and performance standards, such as using energy efficient and recycled materials, to reduce lifetime costs

Policy 4.3 Schools as Emergency Shelters. The City shall coordinate efforts with the School Board to build new school facilities, and facility rehabilitation and expansions to be designed to provide emergency shelters.

Objective 5 **Ensure Adequate School Capacity. Coordinate petitions for future land use, rezoning, and subdivision and site plans for residential development in locations with adequate school capacity. This will be accomplished recognizing the School Board's statutory and constitutional responsibility to provide a uniform system of free and adequate public schools, and the City's authority for land use, including the authority to approve or deny petitions for future land use, rezoning, and subdivision and site plans for urban residential development that generate students and impact the Sarasota County Public School system.**

Policy 5.1 School Board Findings. The City will consider the School Board's comments and findings on the availability of adequate school capacity when considering proposed comprehensive plan amendments and other land use decisions as provided for in Section 163.3177(6)(a), Florida Statutes.

Policy 5.2 Location of Residential Development. Petitions for future land use, rezoning, and subdivision and site plans for urban residential development should be in areas with adequate school capacity. Where capacity will not be available to serve students from the property seeking a land use change, the applicant will coordinate with the School Board to ensure adequate capacity is planned and funded. Where feasible, in conjunction with the plan amendment or zoning change, early dedications of school sites shall be encouraged. To ensure adequate capacity is planned and funded, the School Board's long range facilities plans over the five-year, ten-year and twenty-year planning periods shall be amended to reflect the needs created by the land use plan amendment.

Policy 5.3 Review of Petitions. Consistent with Section 7.4 of the Interlocal Agreement for Public School Facility Planning, in reviewing petitions for future land use, rezoning, and subdivision and site plans for urban residential development which may affect student enrollment or school facilities, the City will consider the following issues:

A. Provision of school sites and facilities within planned neighborhoods.
B. Insuring the compatibility of land uses adjacent to existing schools and reserved school sites.
C. The co-location of parks, recreation and community facilities with school sites.
D. The linkage of schools, parks, libraries and other public facilities with bikeways, trails, and sidewalks.
E. Insuring the development of traffic circulation plans to serve schools and the surrounding neighborhood.
F. Providing off-site signalization, signage, access improvements and sidewalks to serve all schools.
G. The inclusion of school bus stops and turnarounds in new developments.
H. Encouraging the private sector to identify and implement creative solutions to developing adequate school facilities in residential developments.
I. School Board staff comments and findings of available school capacity for comprehensive plan amendments and other land-use decisions.
J. Available school capacity or planned improvements to increase school capacity.
K. Whether the proposed location is consistent with any local government's school design and planning policies.

Objective 6 **Implement Public School Concurrency. The City shall manage the timing of petitions for future land use, rezoning, and subdivision and site plans for residential development to ensure adequate school capacity is available consistent with adopted level of service standards for public school concurrency**

Policy 6.1 Public School Concurrency Standards. Consistent with the Interlocal Agreement for Public School Facility Planning, the School Board and County agree to the following standards for school concurrency in Sarasota County:

A. Consistent with the Amended Interlocal Agreement for Public School Facility Planning, school concurrency requirements shall be effective for all applications for

construction plans accepted on or after October 1, 2008. School concurrency under these LOS standards shall be as follows, however, within designated concurrency service areas for identified backlogged facilities, interim standards shall apply. The interim level of service standard within these designated areas shall apply over the period covered by the 10-year schedule of improvements. The level-of service standards are initially set as follows:

Type of School	Level of Service (LOS) Standard
Elementary	Initial standard: 115% of permanent program capacity. By Year 2012 elementary schools, with the exception of backlogged facilities, will achieve 105% of permanent program capacity. By Year 2017 all elementary school backlogged facilities will achieve 105% of permanent program capacity.
Middle	Initial standard: 100% of permanent program capacity. By Year 2012 all middle schools, with the exception of backlogged facilities, will achieve 100% of permanent program capacity. By Year 2017 all middle school backlogged facilities will achieve 100% of permanent program capacity.
High	Initial standard: 105% of permanent program capacity. By Year 2012 all high schools, with the exception of backlogged facilities, will achieve 100% of permanent program capacity.
Special Purpose	100% of total program capacity includes relocatables.

Within designated concurrency service areas for backlog facilities, interim standards as identified in Table PSFE 23 of the supporting data and analysis shall apply. The interim level of service standard within these designated areas will be improved to the district-wide standard over the period covered by the ten-year schedule of improvements corresponding to the long term concurrency management program.

Potential amendments to the level of service standards may be considered at least annually at the staff working group meeting to take place no later than April 1 of each year. If there is agreement to amend the level of service standards, it shall be accomplished by the execution of an amendment to the Interlocal Agreement by all parties and the adoption of amendments to the County and municipal comprehensive plans. The amended level of service standard shall not be effective until all plan amendments are effective and the amendment to the Interlocal Agreement for Public School Facility Planning is fully executed.

No change to level of service shall be adopted without a showing that the amended level of service is financially feasible, supported by adequate data and analysis, and can be achieved and maintained within the period covered by the first five years of the School Board's Capital Facilities Plan or within the period covered by the ten-year schedule of capital improvements for backlogged facilities. A plan amendment is required to add any school facility to the listing of backlogged facilities. As capacity improvements for backlogged facilities are included in the five-year schedule of capital improvements, the facility will no longer be backlogged, shall be removed from the listing of such facilities, and shall meet the standards for that school type established herein. After the first five-year schedule of capital improvements, or for the initial 10-year schedule of improvements for backlogged facilities, level of service standards shall be maintained within each year of subsequent five-year schedules of capital improvements.

B. Consistent with Subsection 4.2(c), of the Interlocal Agreement for Public School Facility Planning, the concurrency service area shall be coterminous with the applicable student attendance zone for elementary, middle and high schools. The most recent student attendance zones are shown on Maps PSFE 4, 5, and 6 of the supporting data and analysis. The concurrency service areas for special schools and charter schools are district-wide. For the purpose of implementing a long term concurrency management system, Maps PSFE 12 and 15 of the supporting data and analysis depict the concurrency service areas where backlogged facilities exist.
C. Potential amendments to the concurrency service areas, other than periodic adjustments to student attendance zones, shall be considered annually at the staff working group meeting to take place each year no later than April 1. If there is agreement to amend the concurrency service area to establish boundaries other than those that are coterminous with student attendance zones, it shall be accomplished by the execution of an amendment to the Interlocal Agreement by all parties and amendment to the County's and each municipal comprehensive plan. The amended concurrency service area shall not be effective until the Amended Interlocal Agreement for Public School Facility Planning is fully executed and comprehensive plan amendments are in effect. No concurrency service area shall be amended without a showing that the amended concurrency service area boundaries are financially feasible.
D. Concurrency service areas shall be established and subsequently modified to maximize available school capacity and make efficient use of new and existing public schools in accordance with level of service standards taking into account transportation costs, limiting maximum student travel times, the effect of court-

approved desegregation plans, achieving social-economic, racial and cultural diversity objectives, and other relevant factors as determined by the School Board's policy on maximization of capacity. Other considerations for amending concurrency service areas may include safe access (including factors such as the presence of sidewalks, bicycle paths, turn lanes and signalization, general walkability), diversity and geographic or man-made constraints to travel. The types of adjustments to school operations that will be considered in the County shall be determined by the School Board's policies on maximization of capacity.

E. Concurrency service areas shall be designed so that the adopted level of service will be able to be achieved and maintained within the five years or applicable 10 years of the capital facilities plan, and so that the five-year or applicable 10-year schedule of capital improvements is financially feasible. Plan amendments are required for changes to the concurrency service area other than modifications to student attendance zones.

Policy 6.2 Student Generation Rates. As provided in Section 4.2(f) of the Interlocal Agreement for Public School Facility Planning, the costs per student station and student generation rates are to be established annually by the school district in the adopted Five-Year Capital Facilities Plan. The student generation rates, used to determine the impact of a particular development application on public schools, shall be reviewed and updated at least every 2 years in accordance with professionally accepted methodologies.

Policy 6.3 School Capacity and Enrollment. The uniform methodology for determining if a particular school is overcapacity, based on the adopted level of service standards, shall be determined by the School Board. The School Board hereby selects permanent program capacity as the methodology to determine the capacity of elementary, middle and high schools. Relocatables (portables) are not considered permanent capacity. For special schools, the methodology to determine capacity shall be based on total program capacity (includes portables). Consistent with Section 3.1 of the Interlocal Agreement for Public School Facility Planning, school enrollment shall be based on the annual enrollment of each individual school based on actual counts reported to the Department of Education in October of each year. The School Board will determine whether adequate capacity exists for a proposed development, based on the level of service standards and concurrency service areas according to the standards set in Section 4.2 (a) of the Interlocal Agreement Public School Facility Planning.

Policy 6.4 Concurrency Availability Standard.

A. The City shall amend the concurrency management systems in its concurrency regulations to require that all new residential developments be reviewed for school concurrency at the time of subdivision final plat or site plan, using the coordination processes specified in Section 7 of Interlocal Agreement for Public School Facility Planning, within one year of the effective date of the plan amendments to adopt public school concurrency. The City may choose to provide an informational assessment of school concurrency at the time of preliminary plat, but the test of concurrency shall be at subdivision final plat or site plan approval.

B. The City shall not deny a subdivision or site plan for residential development for the failure to achieve and maintain the adopted level of service for public school capacity where:

1. Adequate school capacity will be in place or under actual construction within three years after the issuance of the subdivision or site plan (or functional equivalent) within the concurrency service area, or a contiguous concurrency service area and the impacts of development can be shifted to the area; or
2. The developer executes a legally binding commitment to provide mitigation proportionate to the demand for public school facilities to be created by the actual development of the property subject to the subdivision or site plan, as provided in Section 4.2(f) in the Interlocal Agreement for Public School Facility Planning.

C. In evaluating a subdivision final plat or site plan for concurrency, any relevant programmed improvements in the current year or years two or three of the five-year schedule of improvements shall be considered available capacity for the project and factored into the level of service analysis. Any relevant programmed improvements in years four or five of the five-year schedule of improvements shall not be considered available capacity for the project unless funding for the improvement is assured through School Board funding to accelerate the project, through proportionate share mitigation, or some other means of assuring adequate capacity will be available within three years. The School Board may use relocatable classrooms to provide temporary capacity while funded schools or school expansions are being constructed

D. This Action Strategy shall not be construed to limit the authority of the City to deny the subdivision final plat or site plan for residential development for reasons other than failure to achieve and maintain the adopted level of service for public school capacity.

E. Consistent with Subsection 4.2(f) of the Interlocal Agreement for Public School Facility Planning, in the event that there is not sufficient capacity in the affected concurrency service area based on the adopted level of service standard to address the impacts of a proposed development and the availability standard for school concurrency cannot be met, the following shall apply:

1. The project shall provide capacity enhancement(s) sufficient to meet its impact through proportionate share mitigation; or,
2. The project shall be delayed to a date when the level of service can be assured through capital enhancement(s) or planned capacity increases; or,
3. A condition of approval of the subdivision or site plan shall be that the project's impact shall be phased and phases delayed shall be delayed to a date when capacity enhancement and level of service can be assured; or,
4. The project shall not be approved.

Policy 6.5 Proportionate Share Mitigation. Options for providing proportionate share mitigation for any approval of residential dwelling units that triggers a failure of level of service for public school capacity shall include the following:

1. Contribution of, or payment for, acquisition of new or expanded school sites;
2. Construction or expansion of, or payment for, permanent school district facilities;
3. Mitigation banking within designated areas based on the construction of a public school facility in exchange for the right to sell capacity credits. Capacity credits shall be sold only to developments within the same concurrency service area or a contiguous concurrency service area; and,
4. Educational Facility Benefit Districts.

Mitigation shall be directed to projects into the School District's Five-Year Capital Facilities Plan that the School Board agrees will satisfy the demand created by that development approval, and shall be assured by a legally binding development agreement between the School Board, the City, and the applicant executed prior to the issuance of the subdivision or site plan.

If the School Board agrees to the mitigation, the School Board must commit in the agreement to placing the improvement required for mitigation into its Five-Year Capital Facilities Plan. This development agreement shall include the developer's commitment to continuing renewal of the development agreement until the mitigation is completed as determined by the School Board.

Policy 6.6 Amount of Mitigation. The amount of mitigation required shall be determined by calculating the number of student stations for each school type for which there is not sufficient capacity using the student generation rates applicable to a particular type of development and multiplying by the local costs per student station for each school type applicable to Sarasota County, as determined by the School Board. These costs are in addition to any land costs for new or expanded school sites, if applicable.

Policy 6.7 Financial Feasibility. Each year, the City will adopt plan amendments: 1) adding a new fifth year; 2) updating the financially feasible public schools capital facilities program; 3) coordinating the program with the 5-year district facilities work plan, the plans of other local governments; and, as necessary, 4) updating the concurrency service area map. The annual plan amendments shall ensure that the capital improvements program continues to be financially feasible and that the level of service standards will continue to be achieved and maintained.

Objective 7 **Monitoring and Evaluation.** On an annual basis, the School Board's Facility Strategy Team shall monitor and evaluate the Public School Facilities Chapter in order to assure the best practices of the joint planning processes and procedures for coordination of planning and decision-making.

Policy 7.1 Monitoring and Evaluation Strategies. The Public School Facilities Chapter shall be monitored for adherence to the established goals, objectives and policies and to ensure these goals, objectives and policies accurately reflect the existing needs and conditions of the public schools. This will be accomplished in a three-fold approach:

1. Each Action Strategy will be supported by identified implementation tasks, schedules and contact person(s). This allows for quick review for the implementation status of the adopted policies.
2. It is the intent of the City to meet annually with the School Board to review the progress in implementing the Public School Facilities Element. This provides the opportunity to formally review the implementation progress and review the current status of public schools.
3. Consistent with Section 163.3191, Florida Statutes, the City will prepare an evaluation and appraisal report for its comprehensive plan once every seven years. This process will provide an in-depth analysis of the success of the Public School Facilities Chapter to improve the conditions of public schools.

Public School Facilities Element

GOAL: COLLABORATE AND COORDINATE WITH THE SCHOOL BOARD OF SARASOTA COUNTY TO PROVIDE AND MAINTAIN A HIGH QUALITY PUBLIC EDUCATION SYSTEM WHICH MEETS THE NEEDS OF VENICE'S EXISTING AND FUTURE POPULATION. UTILIZE INTERGOVERNMENTAL PARTNERSHIPS TO PROVIDE THE VENICE COMMUNITY A HIGH QUALITY OF LIFE AND ADEQUATE LEVEL OF PUBLIC SERVICES.

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Policy 3.2 Review of School Impact Fees. The School Board, Sarasota County, and municipal governments within Sarasota County, shall review and recommend amendments, as necessary, to the Educational System Impact Fees ordinance, consistent with applicable laws.

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Policy 4.2 Green School Buildings. Encourage the School Board to use sustainable design and performance standards, such as using energy efficient and recycled materials, to reduce lifetime costs

Policy 4.3 Schools as Emergency Shelters. The City shall coordinate efforts with the School Board to build new school facilities, and facility rehabilitation and expansions to be designed to provide emergency shelters.

Objective 5 Ensure Adequate School Capacity. Coordinate petitions for future land use, rezoning, and subdivision and site plans for residential development in locations with adequate school capacity. This will be accomplished recognizing the School Board's statutory and constitutional responsibility to provide a uniform system of free and adequate public schools, and the City's authority for land use, including the authority to approve or deny petitions for future land use, rezoning, and subdivision and site plans for urban residential development that generate students and impact the Sarasota County Public School system.

Policy 5.1 School Board Findings. The City will consider the School Board's comments and findings on the availability of adequate school capacity when considering proposed comprehensive plan amendments and other land use decisions as provided for in Section 163.3177(6)(a), Florida Statutes.

Policy 5.2 Location of Residential Development. Petitions for future land use, rezoning, and subdivision and site plans for urban residential development should be in areas with adequate school capacity. Where capacity will not be available to serve students from the property seeking a land use change, the applicant will coordinate with the School Board to ensure adequate capacity is planned and funded. Where feasible, in conjunction with the plan amendment or zoning change, early dedications of school sites shall be encouraged. To ensure adequate capacity is planned and funded, the School Board's long range facilities plans over the five-year, ten-year and twenty-year planning periods shall be amended to reflect the needs created by the land use plan amendment.

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L. Provision of school sites and facilities within planned neighborhoods.

M. Insuring the compatibility of land uses adjacent to existing schools and reserved school sites.
N. The co-location of parks, recreation and community facilities with school sites.
O. The linkage of schools, parks, libraries and other public facilities with bikeways, trails, and sidewalks.
P. Insuring the development of traffic circulation plans to serve schools and the surrounding neighborhood.
Q. Providing off-site signalization, signage, access improvements and sidewalks to serve all schools.
R. The inclusion of school bus stops and turnarounds in new developments.
S. Encouraging the private sector to identify and implement creative solutions to developing adequate school facilities in residential developments.
T. School Board staff comments and findings of available school capacity for comprehensive plan amendments and other land-use decisions.
U. Available school capacity or planned improvements to increase school capacity.
V. Whether the proposed location is consistent with any local government's school design and planning policies.

Objective 6 **Implement Public School Concurrency. The City shall manage the timing of petitions for future land use, rezoning, and subdivision and site plans for residential development to ensure adequate school capacity is available consistent with adopted level of service standards for public school concurrency**

Policy 6.1 Public School Concurrency Standards. Consistent with the Interlocal Agreement for Public School Facility Planning, the School Board and County agree to the following standards for school concurrency in Sarasota County:

F. Consistent with the Amended Interlocal Agreement for Public School Facility Planning, school concurrency requirements shall be effective for all applications for construction plans accepted on or after October 1, 2008. School concurrency under these LOS standards shall be as follows, however, within designated concurrency service areas for identified backlogged facilities, interim standards shall apply. The interim level of service standard within these designated areas shall apply over the period covered by the 10-year schedule of improvements. The level-of service standards are initially set as follows:

Type of School	Level of Service (LOS) Standard
Elementary	Initial standard: 115% of permanent program capacity. By Year 2012 elementary schools, with the exception of backlogged facilities, will achieve 105% of permanent program capacity. By Year 2017 all elementary school backlogged facilities will achieve 105% of permanent program capacity.

Middle	Initial standard: 100% of permanent program capacity. By Year 2012 all middle schools, with the exception of backlogged facilities, will achieve 100% of permanent program capacity. By Year 2017 all middle school backlogged facilities will achieve 100% of permanent program capacity.
High	Initial standard: 105% of permanent program capacity. By Year 2012 all high schools, with the exception of backlogged facilities, will achieve 100% of permanent program capacity.
Special Purpose	100% of total program capacity includes relocatables.

Within designated concurrency service areas for backlog facilities, interim standards as identified in Table PSFE 23 of the supporting data and analysis shall apply. The interim level of service standard within these designated areas will be improved to the district-wide standard over the period covered by the ten-year schedule of improvements corresponding to the long term concurrency management program.

Potential amendments to the level of service standards may be considered at least annually at the staff working group meeting to take place no later than April 1 of each year. If there is agreement to amend the level of service standards, it shall be accomplished by the execution of an amendment to the Interlocal Agreement by all parties and the adoption of amendments to the County and municipal comprehensive plans. The amended level of service standard shall not be effective until all plan amendments are effective and the amendment to the Interlocal Agreement for Public School Facility Planning is fully executed.

No change to level of service shall be adopted without a showing that the amended level of service is financially feasible, supported by adequate data and analysis, and can be achieved and maintained within the period covered by the first five years of the School Board's Capital Facilities Plan or within the period covered by the ten-year schedule of capital improvements for backlogged facilities. A plan amendment is required to add any school facility to the listing of backlogged facilities. As capacity improvements for backlogged facilities are included in the five-year schedule of capital improvements, the

facility will no longer be backlogged, shall be removed from the listing of such facilities, and shall meet the standards for that school type established herein. After the first five-year schedule of capital improvements, or for the initial 10-year schedule of improvements for backlogged facilities, level of service standards shall be maintained within each year of subsequent five-year schedules of capital improvements.

G. Consistent with Subsection 4.2(c), of the Interlocal Agreement for Public School Facility Planning, the concurrency service area shall be coterminous with the applicable student attendance zone for elementary, middle and high schools. The most recent student attendance zones are shown on Maps PSFE 4, 5, and 6 of the supporting data and analysis. The concurrency service areas for special schools and charter schools are district-wide. For the purpose of implementing a long term concurrency management system, Maps PSFE 12 and 15 of the supporting data and analysis depict the concurrency service areas where backlogged facilities exist.
H. Potential amendments to the concurrency service areas, other than periodic adjustments to student attendance zones, shall be considered annually at the staff working group meeting to take place each year no later than April 1. If there is agreement to amend the concurrency service area to establish boundaries other than those that are coterminous with student attendance zones, it shall be accomplished by the execution of an amendment to the Interlocal Agreement by all parties and amendment to the County's and each municipal comprehensive plan. The amended concurrency service area shall not be effective until the Amended Interlocal Agreement for Public School Facility Planning is fully executed and comprehensive plan amendments are in effect. No concurrency service area shall be amended without a showing that the amended concurrency service area boundaries are financially feasible.
I. Concurrency service areas shall be established and subsequently modified to maximize available school capacity and make efficient use of new and existing public schools in accordance with level of service standards taking into account transportation costs, limiting maximum student travel times, the effect of court-approved desegregation plans, achieving social-economic, racial and cultural diversity objectives, and other relevant factors as determined by the School Board's policy on maximization of capacity. Other considerations for amending concurrency service areas may include safe access (including factors such as the presence of sidewalks, bicycle paths, turn lanes and signalization, general walkability), diversity and geographic or man-made constraints to travel. The types of adjustments to school operations that will be considered in the County shall be determined by the School Board's policies on maximization of capacity.
J. Concurrency service areas shall be designed so that the adopted level of service will be able to be achieved and maintained within the five years or applicable 10 years of the capital facilities plan, and so that the five-year or applicable 10-year schedule of capital improvements is financially feasible. Plan amendments are required for changes to the concurrency service area other than modifications to student attendance zones.

Policy 6.2 Student Generation Rates. As provided in Section 4.2(f) of the Interlocal Agreement for Public School Facility Planning, the costs per student station and student generation rates

are to be established annually by the school district in the adopted Five-Year Capital Facilities Plan. The student generation rates, used to determine the impact of a particular development application on public schools, shall be reviewed and updated at least every 2 years in accordance with professionally accepted methodologies.

Policy 6.3 School Capacity and Enrollment. The uniform methodology for determining if a particular school is overcapacity, based on the adopted level of service standards, shall be determined by the School Board. The School Board hereby selects permanent program capacity as the methodology to determine the capacity of elementary, middle and high schools. Relocatables (portables) are not considered permanent capacity. For special schools, the methodology to determine capacity shall be based on total program capacity (includes portables). Consistent with Section 3.1 of the Interlocal Agreement for Public School Facility Planning, school enrollment shall be based on the annual enrollment of each individual school based on actual counts reported to the Department of Education in October of each year. The School Board will determine whether adequate capacity exists for a proposed development, based on the level of service standards and concurrency service areas according to the standards set in Section 4.2 (a) of the Interlocal Agreement Public School Facility Planning.

Policy 6.4 Concurrency Availability Standard.

A. The City shall amend the concurrency management systems in its concurrency regulations to require that all new residential developments be reviewed for school concurrency at the time of subdivision final plat or site plan, using the coordination processes specified in Section 7 of Interlocal Agreement for Public School Facility Planning, within one year of the effective date of the plan amendments to adopt public school concurrency. The City may choose to provide an informational assessment of school concurrency at the time of preliminary plat, but the test of concurrency shall be at subdivision final plat or site plan approval.

B. The City shall not deny a subdivision or site plan for residential development for the failure to achieve and maintain the adopted level of service for public school capacity where:

3. Adequate school capacity will be in place or under actual construction within three years after the issuance of the subdivision or site plan (or functional equivalent) within the concurrency service area, or a contiguous concurrency service area and the impacts of development can be shifted to the area; or
4. The developer executes a legally binding commitment to provide mitigation proportionate to the demand for public school facilities to be created by the actual development of the property subject to the subdivision or site plan, as provided in Section 4.2(f) in the Interlocal Agreement for Public School Facility Planning.

C. In evaluating a subdivision final plat or site plan for concurrency, any relevant programmed improvements in the current year or years two or three of the five-year schedule of improvements shall be considered available capacity for the project and

factored into the level of service analysis. Any relevant programmed improvements in years four or five of the five-year schedule of improvements shall not be considered available capacity for the project unless funding for the improvement is assured through School Board funding to accelerate the project, through proportionate share mitigation, or some other means of assuring adequate capacity will be available within three years. The School Board may use relocatable classrooms to provide temporary capacity while funded schools or school expansions are being constructed

D. This Action Strategy shall not be construed to limit the authority of the City to deny the subdivision final plat or site plan for residential development for reasons other than failure to achieve and maintain the adopted level of service for public school capacity.

E. Consistent with Subsection 4.2(f) of the Interlocal Agreement for Public School Facility Planning, in the event that there is not sufficient capacity in the affected concurrency service area based on the adopted level of service standard to address the impacts of a proposed development and the availability standard for school concurrency cannot be met, the following shall apply:

5. The project shall provide capacity enhancement(s) sufficient to meet its impact through proportionate share mitigation; or,
6. The project shall be delayed to a date when the level of service can be assured through capital enhancement(s) or planned capacity increases; or,
7. A condition of approval of the subdivision or site plan shall be that the project's impact shall be phased and phases delayed shall be delayed to a date when capacity enhancement and level of service can be assured; or,
8. The project shall not be approved.

Policy 6.5 Proportionate Share Mitigation. Options for providing proportionate share mitigation for any approval of residential dwelling units that triggers a failure of level of service for public school capacity shall include the following:

5. Contribution of, or payment for, acquisition of new or expanded school sites;
6. Construction or expansion of, or payment for, permanent school district facilities;
7. Mitigation banking within designated areas based on the construction of a public school facility in exchange for the right to sell capacity credits. Capacity credits shall be sold only to developments within the same concurrency service area or a contiguous concurrency service area; and,
8. Educational Facility Benefit Districts.

Mitigation shall be directed to projects into the School District's Five-Year Capital Facilities Plan that the School Board agrees will satisfy the demand created by that development approval, and shall be assured by a legally binding development agreement between the School Board, the City, and the applicant executed prior to the issuance of the subdivision or site plan.

If the School Board agrees to the mitigation, the School Board must commit in the agreement to placing the improvement required for mitigation into its Five-Year Capital Facilities Plan. This development agreement shall include the developer's commitment to continuing renewal of the development agreement until the mitigation is completed as determined by the School Board.

Policy 6.6 Amount of Mitigation. The amount of mitigation required shall be determined by calculating the number of student stations for each school type for which there is not sufficient capacity using the student generation rates applicable to a particular type of development and multiplying by the local costs per student station for each school type applicable to Sarasota County, as determined by the School Board. These costs are in addition to any land costs for new or expanded school sites, if applicable.

Policy 6.7 Financial Feasibility. Each year, the City will adopt plan amendments: 1) adding a new fifth year; 2) updating the financially feasible public schools capital facilities program; 3) coordinating the program with the 5-year district facilities work plan, the plans of other local governments; and, as necessary, 4) updating the concurrency service area map. The annual plan amendments shall ensure that the capital improvements program continues to be financially feasible and that the level of service standards will continue to be achieved and maintained.

Objective 7 **Monitoring and Evaluation.** On an annual basis, the School Board's Facility Strategy Team shall monitor and evaluate the Public School Facilities Chapter in order to assure the best practices of the joint planning processes and procedures for coordination of planning and decision-making.

Policy 7.1 Monitoring and Evaluation Strategies. The Public School Facilities Chapter shall be monitored for adherence to the established goals, objectives and policies and to ensure these goals, objectives and policies accurately reflect the existing needs and conditions of the public schools. This will be accomplished in a three-fold approach:

4. Each Action Strategy will be supported by identified implementation tasks, schedules and contact person(s). This allows for quick review for the implementation status of the adopted policies.
5. It is the intent of the City to meet annually with the School Board to review the progress in implementing the Public School Facilities Element. This provides the opportunity to formally review the implementation progress and review the current status of public schools.
6. Consistent with Section 163.3191, Florida Statutes, the City will prepare an evaluation and appraisal report for its comprehensive plan once every seven years. This process will provide an in-depth analysis of the success of the Public School Facilities Chapter to improve the conditions of public schools.

City of Venice
2017-2027 Comprehensive Plan
Market Assessment

Venice, FL

City of Venice
401 West Venice Avenue
Venice, FL 34285

Kimley»Horn

Market Analysis

The City of Venice recognized the need for a Market Analysis as part of the Comprehensive Plan update process to understand the competing market forces at play within the City both locally and regionally. The following is the final Market Analysis.

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Conservation Open Spaces

Intent OS 1.2 – Conservation Open Spaces.

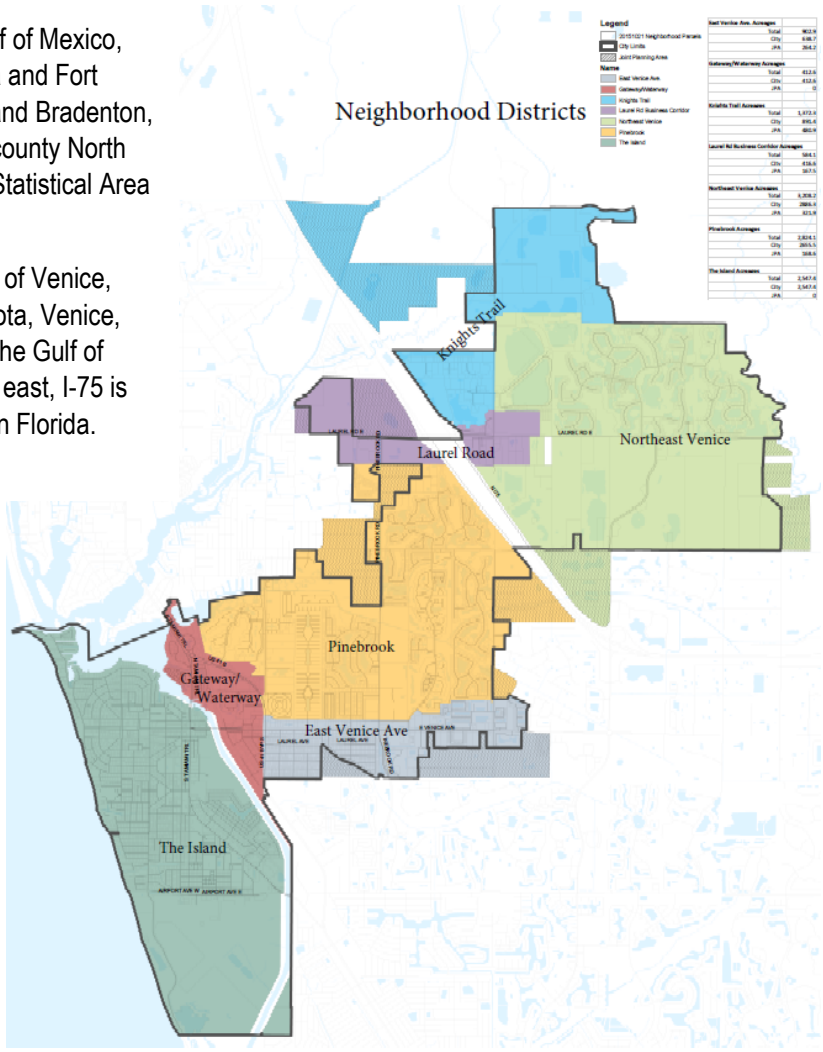
Introduction

Kimley-Horn was retained by the City of Venice to conduct a market analysis as part of the 2016-2026 Comprehensive Plan Update process. This analysis documents 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 City of Venice is located on the Gulf of Mexico, approximately half-way between Tampa and Fort Myers. Venice, in addition to Sarasota and Bradenton, comprise the principal cities in the two-county North Port-Sarasota-Bradenton Metropolitan Statistical Area (MSA).

Two major thoroughfares serve the City of Venice, US-41 and I-75. US-41 connects Sarasota, Venice, and North Port, following closely along the Gulf of Mexico coastline. Located further to the east, I-75 is the major north-south corridor in western Florida.

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. Development in recent years has gravitated northeast capitalizing on proximity to the I-75 corridor, connecting Venice to Sarasota and Tampa to the north and Fort Myers to the south.



Map 1: Proposed Neighborhood Districts, City of Venice, 2015

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.

2. Economic Anchors and demand Drivers

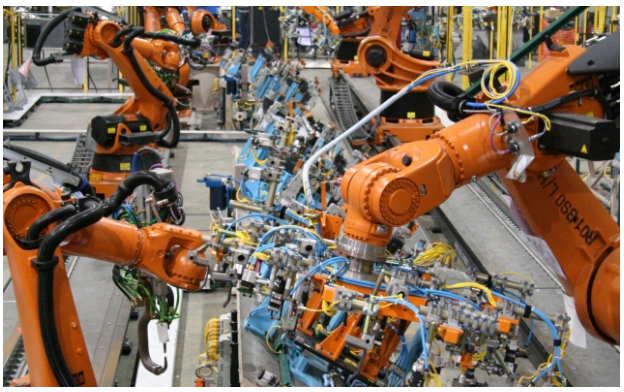
2.1 TOURISM

The City of Venice offers approximately 14 miles of beaches from Casey Key to Manasota Key, attracting visitors from all over the United States with interests in swimming, fishing, boating, and other recreational activities. The North Port-Sarasota-Bradenton MSA has received several accolades for its tourist and visitor attraction. In a study conducted by the National Association of Realtors, the North Port-Sarasota-Bradenton MSA ranked among the top ten locations in 2015 for international home buyers in Florida, with foreign housing transactions capturing 7% of housing transactions.

Sarasota County's tourism development tax collected $16,944,401 in 2014, an increase of 14% from the previous year. When combined, condos and hotels/motels made up 90% of the tourism tax collected.

For fiscal year 2014, Venice accounted for 6.6% of the Sarasota County tourism tax revenue. The City of Venice experienced the largest percentage increase of any city in Sarasota County, increasing its capture of Sarasota County tourism tax dollars by 23.2%. Siesta Key (in Sarasota County) and the City of Sarasota have the highest collections of tourism taxes. Siesta Key generated the highest percentage of collections at 32.3%, followed by the City of Sarasota with collections of 29.7%.

2.2 MANUFACTURING



PGT Industries, Inc. is the largest employer in Sarasota County, headquartered in Venice. PGT, located in the Triple Diamond Commerce Park, along the I-75 corridor at the Laurel Road interchange, is a manufacturer of metal window and door products with nearly 2,000 employees.

In early 2015, PGT was approved by Sarasota County to receive $300,000 in incentives through the State of Florida's Energy Economic Zone Pilot Program (EEZ). The program's objective is to help communities cultivate green economic development, encourage renewable electric energy generation, and promote the manufacturing of products that contribute to conserving energy and creation of green jobs.

The Tervis Tumbler national headquarters is also located in the Triple Diamond Commerce Park, on the north side of Laurel Road at I-75. Tervis Tumbler manufactures multiple lines of tumblers and assorted drinkware and employs close to 1,000 people. Tervis has a 90,000-square-foot manufacturing and office facility that opened in 2011, as well as a 21,000-square-foot design and innovation facility that opened in 2014.

2.3 HEALTHCARE AND SOCIAL ASSISTANCE

According to the U.S Census Bureau, the 3,861 Healthcare and Social Assistance jobs in Venice comprise approximately 30% of City's employment base. Comparatively, 17% of the North Port-Sarasota-Bradenton MSA's jobs are in Healthcare.

Venice Regional Bayfront Health has 1,200 full time employees. Venice Regional Bayfront Health is a 312-bed health care system providing a comprehensive array of healthcare services to the region. The hospital was built in 1951 and is located on Nokomis Avenue on the Island. It was recently named one of the Top 50 cardiovascular programs in the country by Thomson Reuters.

The third largest employer in Sarasota County is Sarasota Memorial Hospital, with more than 4,000 employees, including staff members, physicians, and volunteers. The hospital system ranked #1 on the U.S. News and World Report's Best Hospital rankings for 2015-2016 for the North Port-Sarasota-Bradenton MSA, and it tied for #7 among all Florida hospitals for overall quality, safety and care. In 2013, Sarasota Memorial Hospital opened a two-story, 12,000-square-foot urgent care facility in Venice at US-41 Bypass and Tamiami Trail.

Sarasota Memorial Hospital has identified an opportunity to build a new hospital in Venice on Laurel Road, west of I-75. The 65-acre property was purchased by the hospital system in 2005 for $25 million. This would supplement the existing urgent care facility operated by Sarasota Memorial Hospital. While initial plans were to construct a primary care and out-patient facility, no specific details on the development have been announced recently.

2.4 AIRPORTS

The Venice Municipal Airport (VNC) was built in the early 1940s, and is located on the south side of the Island. It is a general aviation facility and offers charter and air taxis with a total of 212 aircrafts. The 835-acre property has two 5,000-foot intersecting runways. Airport operations are supported entirely by an airport enterprise fund based on on-site land leases.

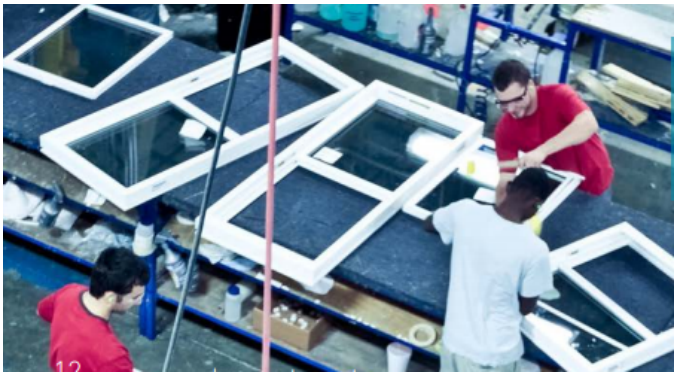
Four international airports are within a 90-minute drive from the City of Venice. The Sarasota Bradenton International Airport serves more than one million business and leisure national and international passengers. The hubs of Air Canada, Delta Airlines, Jet Blue, United Airlines, and American Airlines operate out of the Sarasota Bradenton International Airport. Tampa International Airport, St. Petersburg-Clearwater International Airport and Southwest Florida International Airport in Fort Myers all are all within a reasonable drive and are major United States and international air portals.

2.4 PORT OF MANATEE

Port Manatee, located just 45 minutes north of Venice outside the City of Bradenton, is an international port that generates more than $2.3 billion in annual economic impact to the local economy and supports 24,000 jobs. The port handles approximately eight million tons of cargo each year. Port Manatee is strategically located with proximity to numerous highway connections: I-75, I-275, and I-4. Trucks leaving the port reach I-75 and I-275 in less than four minutes. The port is located just 14 miles north of the Sarasota Bradenton International Airport along the Gulf of Mexico

Port Manatee is one of Florida's largest ports and is the closest United States Deepwater seaport to the Panama Canal. In 2013, an 11-year, $200 million expansion to the Port was completed. The expansion involved the rehabilitation of its berths to prepare the port for the Panama Canal expansion. With direct connection via I-75, Venice could offer an attractive location for companies wishing to be within a one-hour drive of the Port of Manatee.

2.5 BUSINESS AND TAX CLIMATE



The North Port-Sarasota-Bradenton MSA was ranked by *Forbes* as #22 in the country for "Best Places for Businesses and Careers" and #20 in Job Growth in 2015. The MSA ranked #1 among U.S. metro areas in *Gallup's* 2014 Well-Being Index, which measures physical health, financial stability, community activity, and supportive relationships.

In addition, the economic development Ad Valorem Tax Exemption (EDAVTE) program is a Sarasota County-wide program designed to encourage new businesses to locate to the area. The program authorizes the City of North Port, City of Sarasota, and City of Venice to grant qualifying new and expanding businesses a property tax exemption of up to 100% for up to ten years on both real and tangible personal property.

The Sarasota MSA has made the establishment of economic powerhouse zones or districts a priority in recent years. The Sustainable Energy Economic District (SEED) program, administered by Sarasota County, is one of two pilot programs in Florida that incentivizes clean tech and green businesses through tax credits, job credits, and other funding. Other incentives administered throughout the MSA are Enterprise Bonds, Economic Development Incentive Grants, and Road Impact Fee Mitigation programs.

2.6 US-41 BYPASS PROJECT

The Florida Department of Transportation (FDOT) is widening a three-mile stretch of US-41 between Bird Bay Drive and Gulf Coast Boulevard from four to six lanes. The project is particularly significant because it is one of the busiest corridors in Venice. By 2032, the bypass is projected to have 73,200 vehicles daily, an increase of 35% from its 2012 vehicle count.

Construction on the first 2.3-mile phase, from Bird Bay Drive to Gulf Coast Boulevard, began in November 2015 and expected to finish in spring of 2018. The second phase of the project, the widening of the bypass from Gulf Coast

Boulevard to Center Road, is not anticipated to begin until 2019. The $80 million project will take about two years to complete and will add a lane in each direction, bike lanes, and sidewalks. It also includes the installation of lighting, traffic signals, and bus pads.

3. Employment Profile

This section analyzes annual employment and wage trends by industry over the last five years for the two-county North Port-Sarasota-Bradenton MSA (hereafter referred to as the Sarasota MSA), and more specifically for the City of Venice, describing overall growth and shifts between sectors. The Sarasota MSA includes Sarasota and Manatee counties. Employment density is shown for the City of Venice, indicating concentration of jobs.

3.1 ANNUAL EMPLOYMENT BY INDUSTRY

3.1.1 SARASOTA MSA

As shown in *Table 1*, employment in the Sarasota MSA increased by 24,339 jobs, or 10.2%, between 2009 and 2014. The gain was attributable to strong growth in Accommodation and Food Services, Retail Trade, and Healthcare and Social Assistance. Job gains were recorded in all but five of the 20 industry sectors reported. The industries that added the most jobs between 2009 and 2014 included:

- Accommodation and Food Services (+5,985)
- Retail Trade (+5,908)
- Healthcare and Social Assistance (+4,712)
- Construction (+2,531)
- Professional and Technical Services (+2,210)

Table 1: Annual Employment by Industry, Sarasota MSA, 2009-2014

			2009-2014 Δ	
Industry Classification	**2009**	**2014**	**#**	**%**
Accommodation and Food Services	24,348	30,333	5,985	24.6%
Retail Trade	33,838	39,746	5,908	17.5%
Health Care and Social Assistance	38,302	43,014	4,712	12.3%
Construction	16,008	18,539	2,531	15.8%
Professional and Technical Services	11,995	14,205	2,210	18.4%
Manufacturing	13,249	15,074	1,825	13.8%
Transportation and Warehousing	4,024	5,574	1,550	38.5%
Educational Services	15,279	15,969	690	4.5%
Wholesale Trade	6,640	7,201	561	8.4%
Other Services, Ex. Public Admin	8,857	9,343	486	5.5%
Arts, Entertainment, and Recreation	8,382	8,827	445	5.3%
Real Estate and Rental and Leasing	5,502	5,901	399	7.3%
Administrative and Waste Services	17,439	17,471	32	0.2%
Utilities	678	687	9	1.3%
Mining	77	84	7	9.1%
Information	3,376	3,249	-127	-3.8%
Public Administration	12,276	11,972	-304	-2.5%
Finance and Insurance	8,316	7,952	-364	-4.4%
Agriculture, Forestry, Fishing & Hunting	6,306	5,248	-1,058	-16.8%
Management of Companies and Enterprises	3,308	2,150	-1,158	-35.0%
Total	**238,200**	**262,539**	**24,339**	**10.2%**

Source: Florida Department of Economic Opportunity, Kimley-Horn

In 2014, the largest employment sectors in the Sarasota MSA included Healthcare and Social Assistance, Retail Trade, and Accommodation and Food Services. The 262,539 jobs reported in these three sectors in 2014 made up

43% of the total jobs in the region. The largest losses were experienced in Agriculture and Management of Companies, with a combined decline of 2,216 jobs.

3.1.2 CITY OF VENICE

Employment data for the City of Venice was obtained by US Census' Longitudinal Employer Household Dynamics data set. The most recent data release from this source was in 2013. The City of Venice had 12,877 jobs in 2013, a 26.7% increase from 2008 (*Table 2*). The 3,861 jobs in the Healthcare and Social Assistance industry, represented 30% of the total jobs in the City. This sector increased by 26.7% over the five-year period. Healthcare and Social Assistance, Manufacturing, and Retail Trade were the City's largest sectors in 2013. Combined, the four largest industries comprised two-thirds of the total jobs in Venice in 2013. Industries that experienced the greatest increase in the City of Venice over the five year period included:

- Healthcare and Social Assistance (+813)
- Retail Trade (+424)
- Accommodation and Food Services (+372)
- Public Administration (+309)
- Arts, Entertainment, and Recreation (+297)

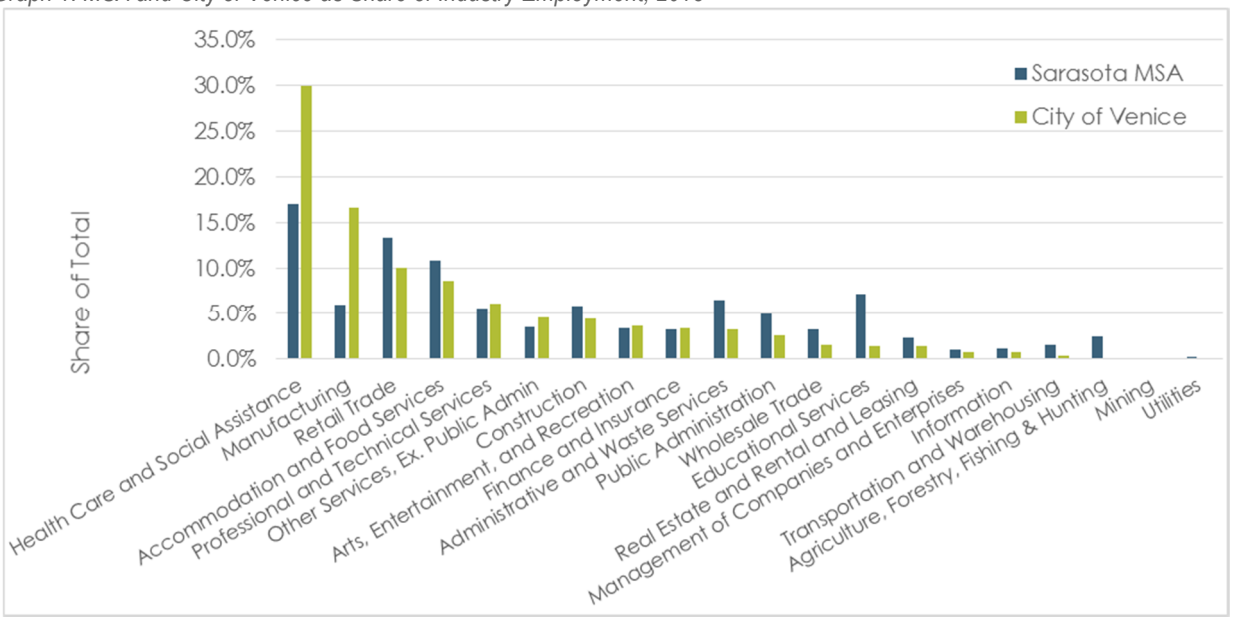
Table 2: Annual Employment by Industry, City of Venice, 2008-2013

			2008-2013 Δ	
Industry Classification	**2008**	**2013**	**#**	**%**
Health Care and Social Assistance	3,048	3,861	813	26.7%
Retail Trade	879	1,303	424	48.2%
Accommodation and Food Services	742	1,114	372	50.1%
Public Administration	31	340	309	996.8%
Arts, Entertainment, and Recreation	178	475	297	166.9%
Manufacturing	1,856	2,152	296	15.9%
Administrative and Waste Services	260	424	164	63.1%
Finance and Insurance	351	432	81	23.1%
Management of Companies and Enterprises	25	100	75	300.0%
Educational Services	130	186	56	43.1%
Other Services, Ex. Public Admin	540	586	46	8.5%
Real Estate and Rental and Leasing	142	182	40	28.2%
Agriculture, Forestry, Fishing & Hunting	10	5	(5)	-50.0%
Transportation and Warehousing	66	50	(16)	-24.2%
Wholesale Trade	223	206	(17)	-7.6%
Information	126	98	(28)	-22.2%
Construction	606	575	(31)	-5.1%
Professional and Technical Services	929	785	(144)	-15.5%
Mining	n/a	3	n/a	n/a
Utilities	23	n/a	n/a	n/a
Total	**10,165**	**12,877**	**2,712**	**26.7%**

Source: U.S. Census Bureau; Kimley-Horn

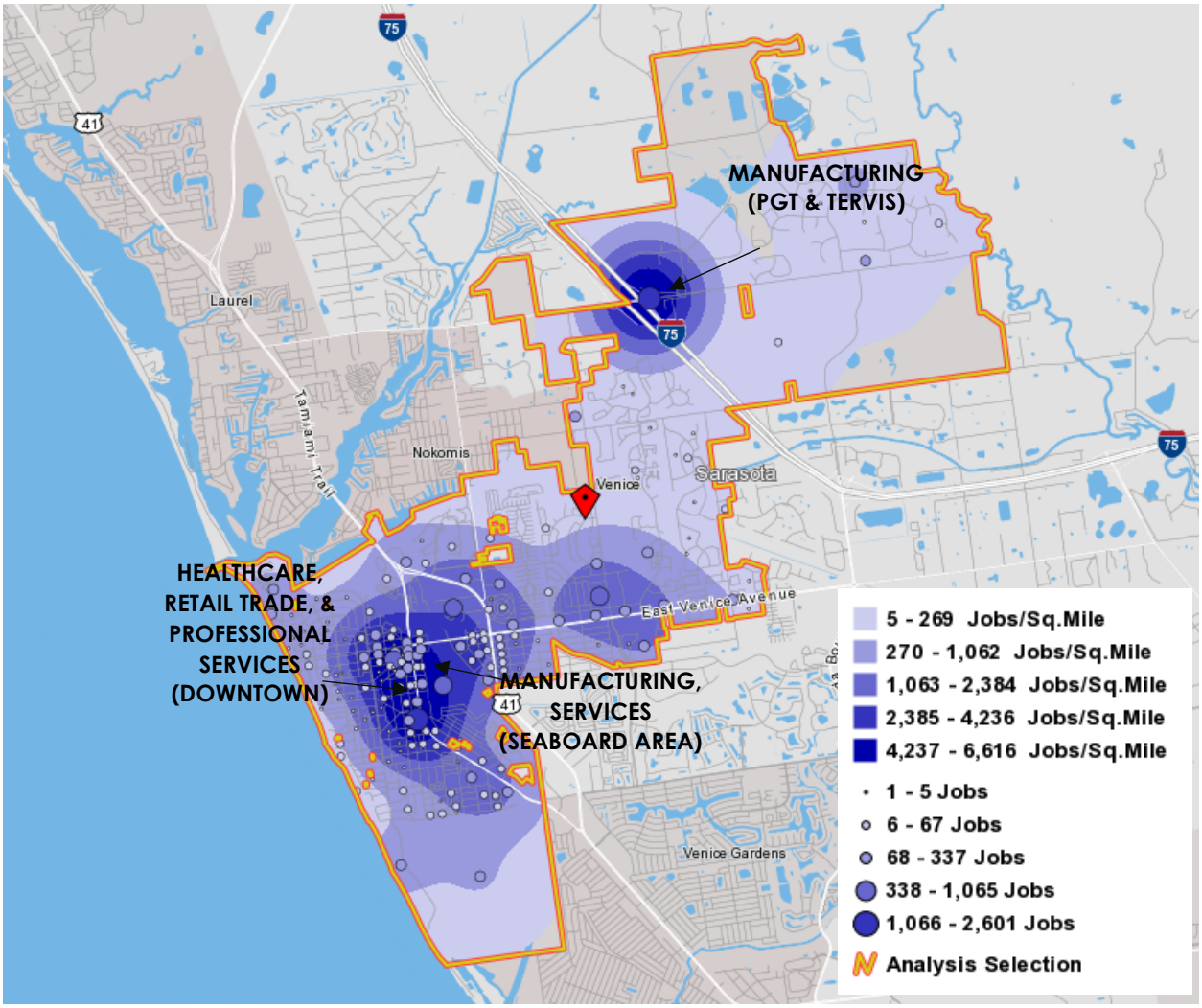
The City of Venice accounted for 5.2% of the total employment in the Sarasota MSA in 2013. By industry, Venice represented notably higher shares of Healthcare and Social Assistance and Manufacturing jobs. This is attributable to the presence of Venice Regional Medical Center, Sarasota Memorial Hospital's urgent care facility, PGT Industries, Inc, and Tervis Tumbler. The Sarasota MSA had a more diverse and established base of Retail Trade, Construction, Educational Services, Accommodation and Food Services, and Public Administration jobs.

Graph 1: MSA and City of Venice as Share of Industry Employment, 2013



Map 2 shows the concentration of jobs across the City of Venice. Downtown Venice has a high job concentration, driven by the strong presence of Retail Trade, Accommodation and Food Services, Professional Services, and Healthcare jobs. With an estimated 1,200 employees, Venice Regional Medical center jobs make up approximately 9% of the City total. PGT Industries, Inc. and Tervis Tumbler, on the north side of Laurel Road at I-75, creates another concentration of employment. PGT jobs comprise an estimated 11% of Venice total employment.

Map 2: Employment Density, City of Venice, 2013



3.2 WAGES BY INDUSTRY

In 2014, the average annual wage for the Sarasota MSA was $49,734, an increase of $6,868, or 16%, from $42,866 in 2009 *(Table 3*). All but one industry sector posted increases, with the strongest growth as follows:

- Management of Companies and Enterprises (+$63,716)
- Utilities (+$20,485)
- Finance and Insurance (+$10,782)
- Real Estate Rental and Leasing (+$7,729)
- Wholesale Trade (+$7,023)

Management of Companies and Enterprises had the highest average wage of $127,154 in 2014, but those jobs made up only 0.8% of the total. The two largest sectors, Healthcare and Social Services and Manufacturing, had annual average wages of $44,259 and $49,949, respectively. Only Other Services measured a decline over the last five years, which could be due, in part, to reclassification of some industries into this sector.

Table 3: Annual Wages by Industry, Sarasota MSA, 2009-2014

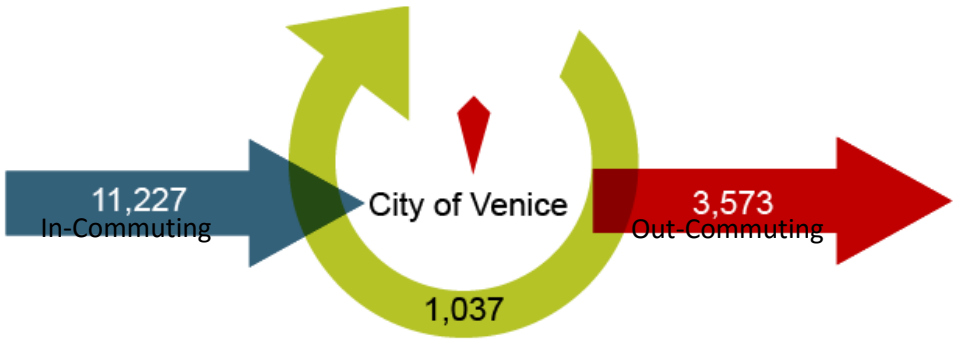
Industry Classification	2009	2014	2009-2014 Δ #	2009-2014 Δ %
Management of Companies and Enterprises	$63,438	$127,154	$63,716	100.4%
Utilities	$79,433	$99,918	$20,485	25.8%
Finance and Insurance	$64,282	$75,064	$10,782	16.8%
Real Estate Rental and Leasing	$33,898	$41,627	$7,729	22.8%
Professional and Technical Services	$54,283	$61,306	$7,023	12.9%
Wholesale Trade	$51,206	$56,893	$5,687	11.1%
Agriculture, Forestry, Fishing & Hunting	$17,925	$23,283	$5,358	0.0%
Information	$48,312	$53,317	$5,005	10.4%
Arts, Entertainment, and Recreation	$27,014	$31,460	$4,446	16.5%
Manufacturing	$46,875	$49,949	$3,074	6.6%
Construction	$38,957	$41,220	$2,263	5.8%
Health Care and Social Assistance	$42,514	$44,259	$1,745	4.1%
Accommodation and Food Services	$17,794	$19,445	$1,651	9.3%
Retail Trade	$26,481	$28,078	$1,597	6.0%
Public Administration	$47,581	$48,839	$1,258	2.6%
Administrative and Waste Services	$30,266	$31,324	$1,058	3.5%
Mining	$45,944	$46,346	$402	0.0%
Transportation and Warehousing	$40,840	$41,055	$215	0.5%
Educational Services	$44,443	$44,598	$155	0.3%
Other Services, Ex. Public Admin	$35,826	$29,542	-$6,284	-17.5%
Total	**$42,866**	**$49,734**	**$ 6,868**	**16.0%**

Source: U.S. Census Bureau, Kimley-Horn

3.3 COMMUTING

As shown in *Figure 1*, 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 1: Commuting Patterns, City of Venice, 2013



4. Demographic Profile

This section analyzes population and household trends by age, income, and tenure for the Sarasota MSA and the City of Venice. Ethnic diversity and educational attainment are also highlighted for the current population base.

4.1 POPULATION

With a population increase of 2.2% between 2013 and 2014, the Sarasota MSA was the 18th fastest growing metro area by percent change in the United States. Six other Florida Metro Areas were in the top 20: The Villages, FL; Cape Coral, FL; Naples, FL; Orlando, FL; and Panama City, FL.

As depicted in *Table 4*, the City of Venice had an estimated 21,982 residents in 2015, an increase of 2,617 people or 13.5% from the 2000 US Census. The Sarasota MSA grew at a faster rate of 25.0% between 2000 and 2015, equating to an absolute increase of 147,514 residents. The Compound Annual Growth Rates (CAGR) for the City of Venice and the MSA were 0.8% and 1.5%, respectively.

Table 4: Comparison of Population Trends, 2000-2015

				2000-2015 Δ		
Geography	**2000**	**2010**	**2015**	**#**	**%**	**CAGR**
City of Venice	19,365	20,748	21,982	2,617	13.5%	0.8%
Sarasota County	325,957	379,448	390,962	65,005	19.9%	1.2%
Sarasota MSA	589,959	702,281	737,473	147,514	25.0%	1.5%
Venice % of MSA	**3.3%**	**3.0%**	**3.0%**	**1.8%**		

Source: ESRI; US Census; Kimley-Horn

4.1.1 POPULATION BY AGE COHORT

Table 5 demonstrates population change between 2000 and 2015 by age cohort 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 cohort also posted the highest rate of growth over the five-year period at 29.9%. Only two of the age cohorts experienced declines, 0-14 and 35-44, representing a loss in population typically representing families.

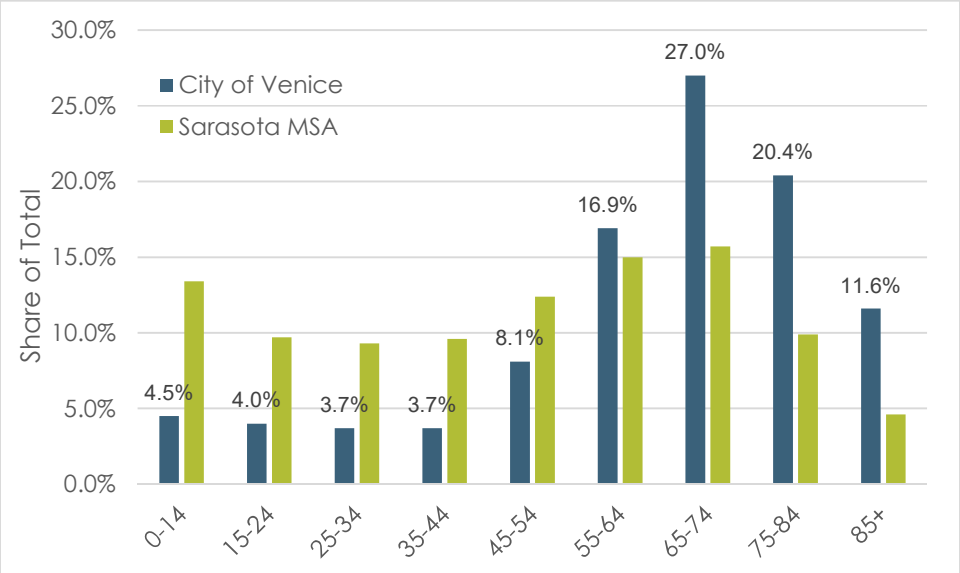
Table 5: Population by Age Cohort, City of Venice, 2000-2015

				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

Graph 2 compares the share of the Venice population from each age cohort to the 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 Sarasota MSA.

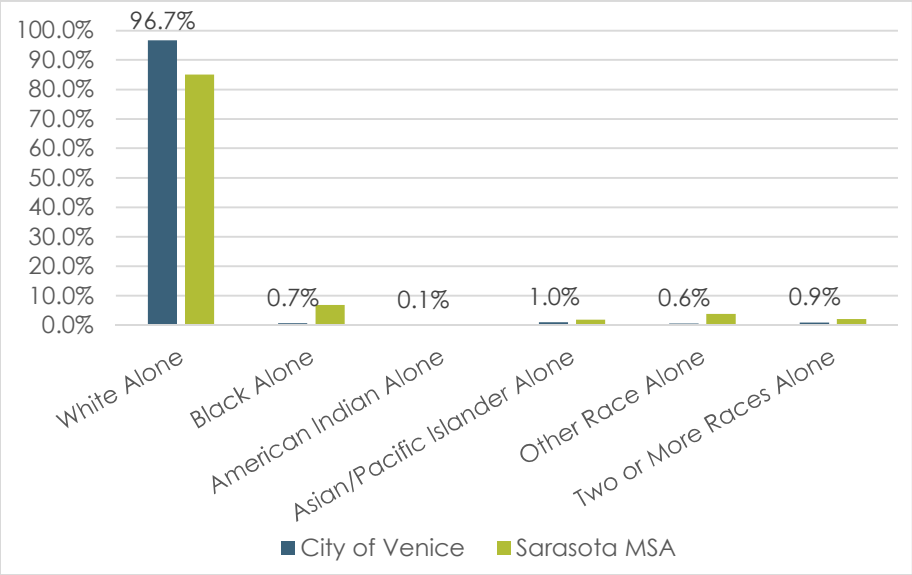
Graph 2: Comparison of Population by Age Cohort, 2015



4.1.2 ETHNIC DIVERSITY

More than 96% of the total population in the City of Venice identifies as white, representing a higher measure than the 85% share for the Sarasota MSA (*Graph 3*). The second largest ethnic cohort in the City is Asian/Pacific Islander; however, these residents comprise only 1% of the population. Not noted in the graph below are residents of Hispanic origin, which can identify with any race. The Sarasota MSA experienced a 12.3% increase in residents of Hispanic origin between 2000 and 2015, approximately three times higher than the 3.3% increase in the City of Venice.

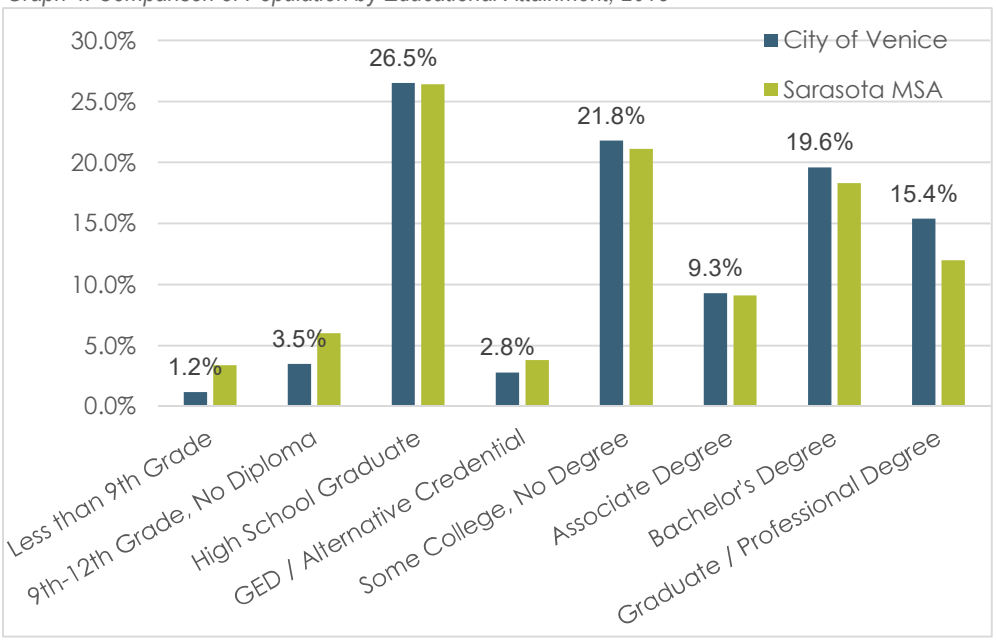
Graph 3: Comparison of Population Shares by Ethnicity, 2015



4.1.3 EDUCATIONAL ATTAINMENT

Graph 4 demonstrates a comparison of educational attainment of Venice and the Sarasota MSA for population over the age of 25. Generally, Venice mirrors the educational attainment of the larger MSA. Over 25% of the Venice population has a High School Degree, followed by 22% with some college experience. Approximately 35% of the total population has at least a Bachelor's Degree.

Graph 4: Comparison of Population by Educational Attainment, 2015



4.2 HOUSEHOLDS

The City of Venice had an estimated 12,255 households in 2015, comprising 3.8% of the regional total. Households in the City of Venice increased 17.4% from 2000 to 2015, while the MSA experienced 24.2% growth *(Table 6*). The CAGRs for the City and MSA were 1.1% and 1.5%, respectively. Venice captured 2.8% of MSA household growth over the last fifteen years.

Table 6: Comparison of Housing Trends, 2000-2015

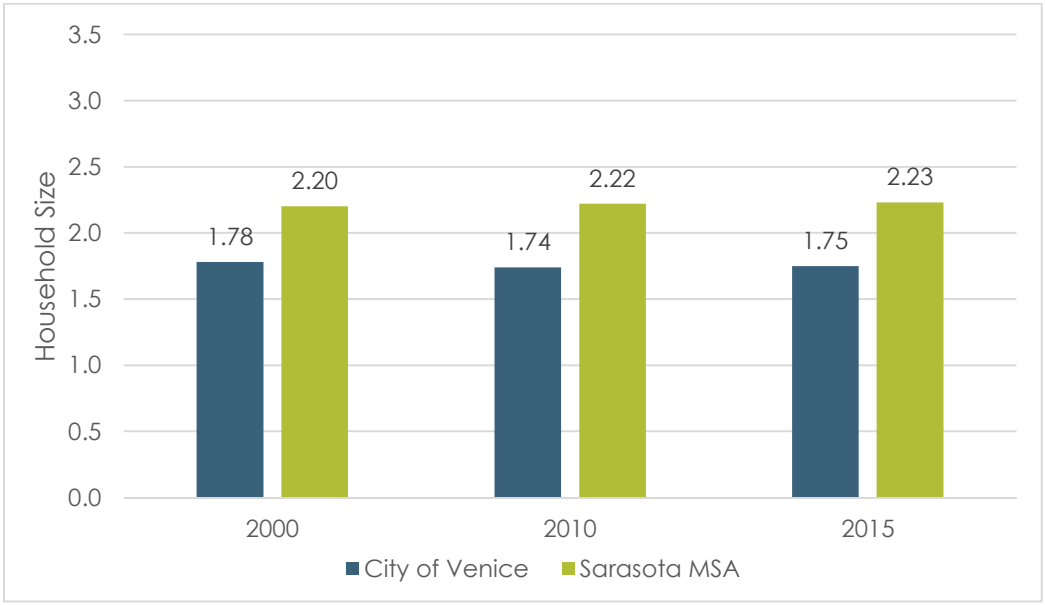
				2000-2015 Δ		
Geography	**2000**	**2010**	**2015**	**#**	**%**	**CAGR**
City of Venice	10,443	11,595	12,255	1,812	17.4%	1.1%
Sarasota County	149,937	175,746	181,218	31,281	20.9%	1.3%
Sarasota MSA	262,397	311,475	325,978	63,581	24.2%	1.5%
% MSA	**4.0%**	**3.7%**	**3.8%**	**2.8%**		

Source: ESRI; US Census; Kimley-Horn

4.2.1 HOUSEHOLD SIZE

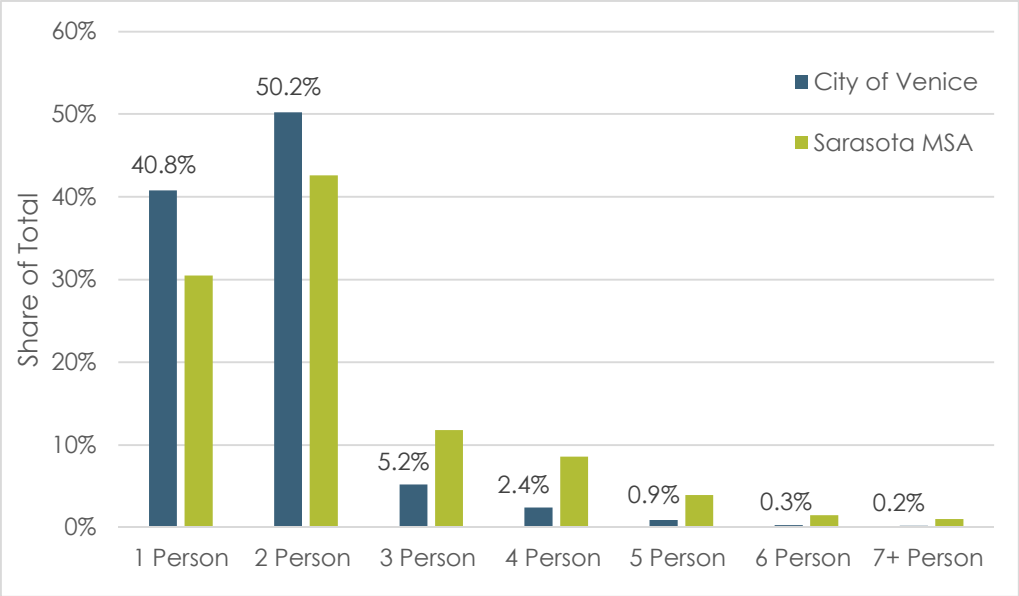
It should be noted that households in the City of Venice grew at a slightly faster rate than population between 2000 and 2015, indicating a declining household size. The average household size in the City of Venice was estimated at 1.75 people in 2015, less than 2.23 people for the Sarasota MSA (*Graph 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.

Graph 5: Comparison of Average Household Size, 2000-2015



As shown in *Graph 6*, one- and two-person households make up more than 90% of total in Venice. This is representative of the strong presence of Baby Boomers, who typically have smaller household sizes. The Sarasota MSA, which has higher shares of younger cohorts including families, had higher shares of all larger household sizes.

Graph 6: Comparison of Shares of Households by Size, 2010



4.2.2 HOUSEHOLDS BY INCOME COHORT

Household gains were noted in all but two income cohort between 2000 and 2015 in the City of Venice (*Table 7*). The strongest gain was among households earning $50,000-$74,999, adding 532 new households over the last 15 years. Overall, households earning between $50,000 and $150,000 annually represented three-quarters of the total growth in Venice between 2000 and 2015.

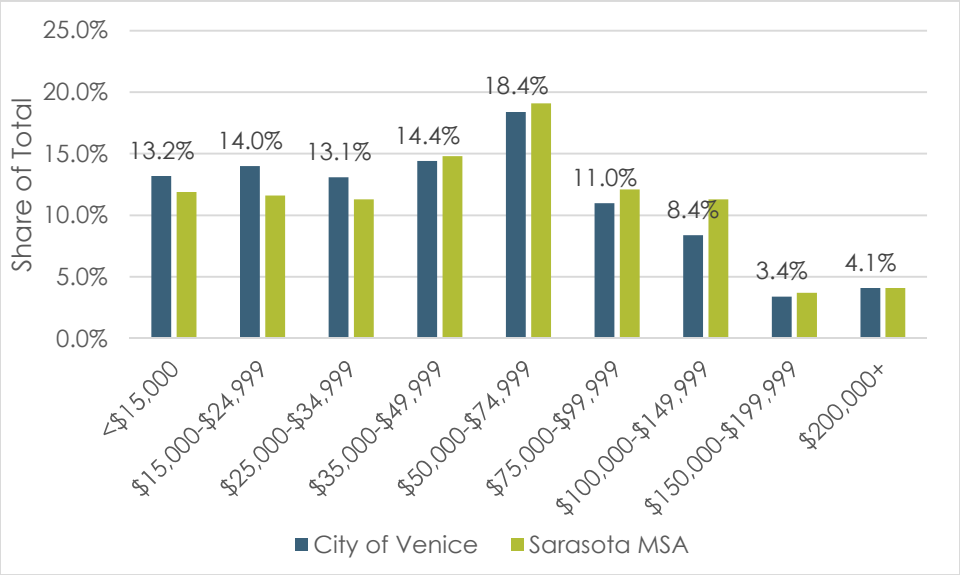
Table 7: Households by Income Cohort, City of Venice, 2010-2015

				2000-2015 Δ	
Cohort	**2000**	**2010**	**2015**	**#**	**%**
<$15,000	1,347	1,704	1,618	271	20.1%
$15,000-$24,999	1,681	1,983	1,716	34	2.0%
$25,000-$34,999	1,796	1,739	1,605	-191	-10.6%
$35,000-$49,999	2,015	1,565	1,765	-251	-12.4%
$50,000-$74,999	1,723	2,226	2,255	532	30.9%
$75,000-$99,999	929	1,160	1,348	419	45.0%
$100,000-$149,999	564	765	1,029	465	82.5%
$150,000-$199,999	188	243	417	229	121.7%
$200,000+	188	209	502	314	167.3%
Total	**10,443**	**11,595**	**12,255**	**1,812**	**17.4%**

Source: ESRI; US Census; Kimley-Horn

The City of Venice has a comparable distribution of households by income cohort when compared to the larger Sarasota MSA (*Graph 7*). Representing 18.4% of the total population, households earning between $50,000 and $74,999 annually comprise the largest concentration in the City of Venice. This group also is the largest in the Sarasota MSA, representing 20.9% of the total.

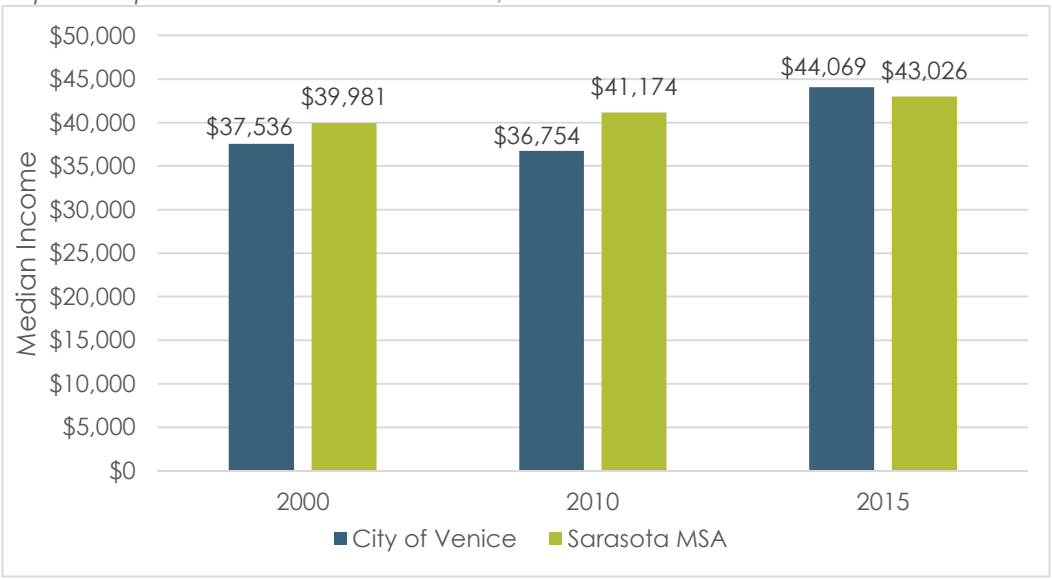
Graph 7: Comparison of Households by Income Cohort, 2014



4.3 MEDIAN HOUSEHOLD INCOME

Graph 8 shows the median incomes of the 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.

Graph 8: Comparison of Median Household Income, 2010-2020



5. REsidential Profile

This section provides an overview of the residential market in the City of Venice, including housing units by type, for-sale closing data and price points, and a review of the rental multifamily market. Housing unit trends are compared to the larger Sarasota MSA.

5.1 HOUSING UNIT OVERVIEW

As shown in *Table 8*, the City of Venice had an estimated 18,208 housing units in 2015, an increase of 25.3% from 2000. During the same time period, the Sarasota MSA added over 100,000 housing units, reaching approximately 421,218 in 2015. This equates to a 31.4% growth rate over the last 15 years. Venice housing units made up 4.3% of the Sarasota MSA total.

Table 8: Comparison of Housing Unit Trends, 2000-2015

				2000-2015 Δ		
Geography	2000	2010	2015	#	%	CAGR
City of Venice	14,533	17,328	18,208	3,675	25.3%	1.5%
Sarasota County	182,467	228,413	237,014	54,547	29.9%	1.8%
Sarasota MSA	320,595	401,103	421,218	100,623	31.4%	1.8%
Venice % MSA	**4.5%**	**4.3%**	**4.3%**	**3.7%**		

Source: ESRI; US Census; Kimley-Horn

The median year of completion for housing stock in the City of Venice was 1979, compared to 1984 for the Sarasota MSA (*Table 9*). More than 60% of the City of Venice housing units were completed between 1960 and 1980, a result of development on or near the Island. The 19.1% share of housing units completed since 2000 have largely been concentrated in northeastern Venice. Housing completions in Venice have slowed following the Recession; only 1.1% of the inventory has been completed since 2010. Comparatively, the decade with the highest concentration of completions in the larger region was the 1970s.

Table 9: Comparison of Housing Stock by Year Built, 2013

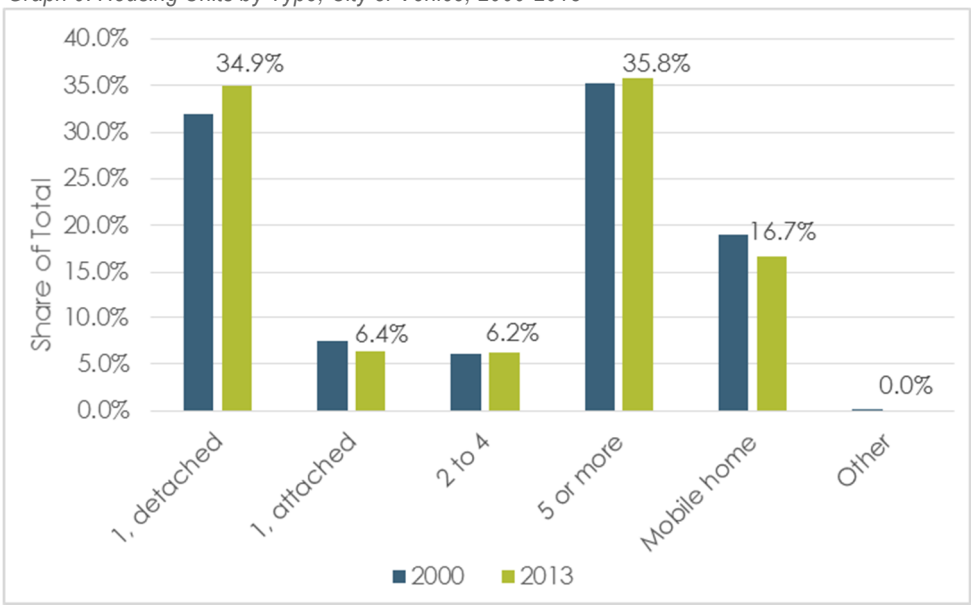
Year Built	City of Venice	Sarasota MSA
1939 or earlier	1.5%	1.5%
1940-1949	1.0%	1.5%
1950-1959	6.9%	7.2%
1960-1969	13.8%	10.4%
1970-1979	29.7%	21.9%
1980-1989	19.2%	20.7%
1990-1999	8.7%	15.2%
2000-2009	18.0%	21.0%
2010 or later	1.1%	0.5%
Total	**99.9%**	**99.9%**
Median Year	**1979**	**1984**

Source: ESRI; US Census; Kimley-Horn

5.1.1 HOUSING UNITS BY TYPE

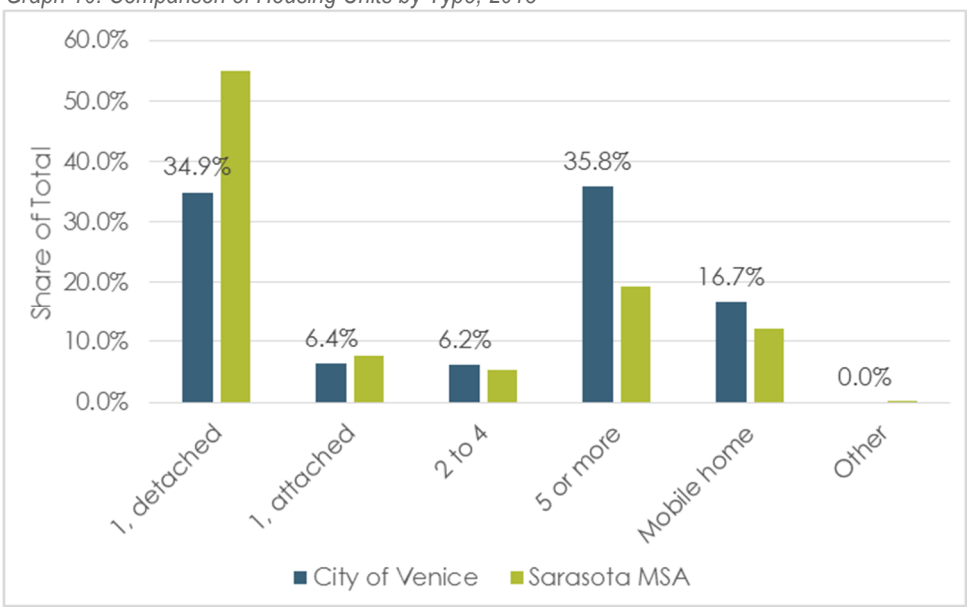
As shown in *Graph 9*, the share of single-family detached housing in the City of Venice experienced a slight increase between 2000 and 2013, from 32.0% to 34.9%. Larger multi-family developments, with five or more units, comprised the highest concentration of housing units by type at 35.8%. The share of mobile homes in Venice decreased from 19.0% in 2000 to 16.7% in 2013.

Graph 9: Housing Units by Type, City of Venice, 2000-2013



The Sarasota MSA had a significantly higher share of single-family detached housing stock than Venice, comprising 55.1% of the total (*Graph 10*). Conversely, the city of Venice had higher shares of multi-family product containing five or more units and mobile homes than the MSA.

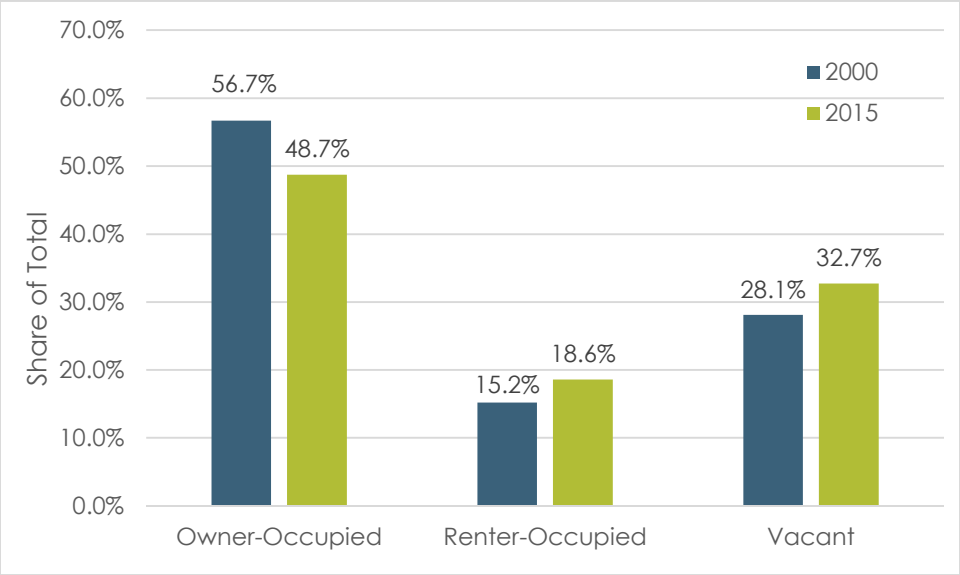
Graph 10: Comparison of Housing Units by Type, 2013



5.1.2 HOUSING TENURE

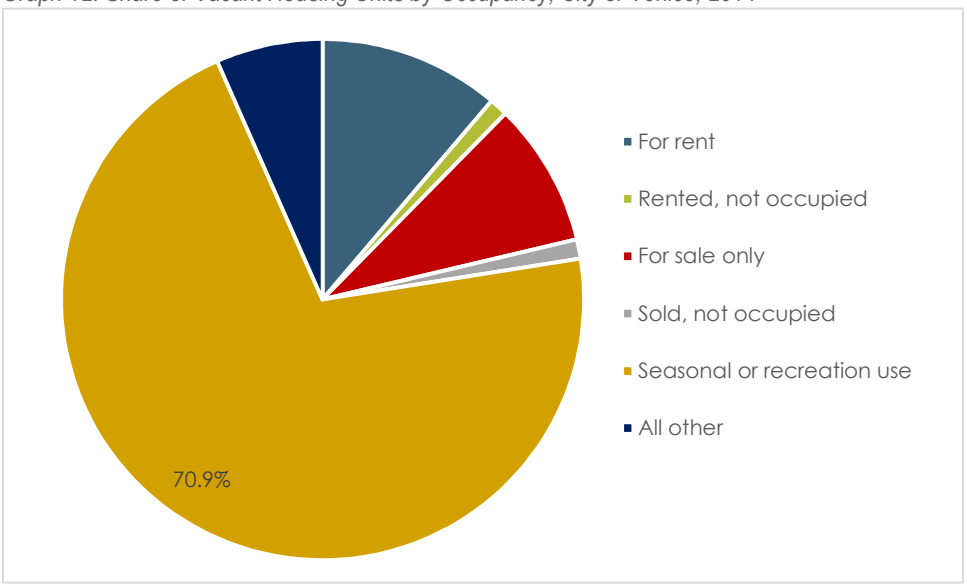
Consistent with national and state-wide trends, the share of owner-occupied units declined from 56.7% in 2000 to 48.7% in 2015 (*Graph 11*). Largely a result of the 2007-2009 Recession, the share of renter-occupied units and vacant units increased during the same time period.

Graph 11: Housing Unit Tenure, City of Venice, 2000-2015



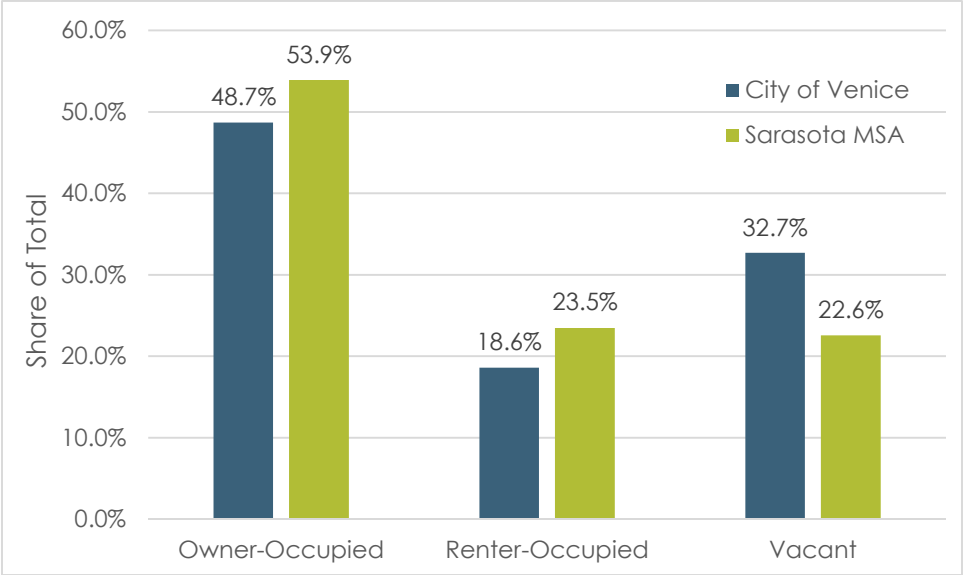
It should be noted that the share of vacant housing units in 2015 was notably higher than the national average of 11.6%, driven by seasonal households that reside in Venice for only a portion of the year. Of the estimated 18,208 housing units in the City of Venice, nearly 6,000 are vacant. More than 70% of all vacant housing units in the City of Venice are related to seasonal or recreational use (*Graph 12*). Less than 20% of the inventory is considered available and on the market (for rent and sold and for sale only categories).

Graph 12: Share of Vacant Housing Units by Occupancy, City of Venice, 2014



As shown in *Graph 13*, the 48.7% share of owner-occupied housing units in Venice was slightly less than 53.9% for the Sarasota MSA. However, the City of Venice's 23.5% share of renter-occupied units was higher than 18.6% in the MSA. The 32.7% share of vacant units in Venice was higher than 22.6% for the Sarasota MSA, a result of a more significant concentration of seasonal households.

Graph 13: Comparison of Housing Unit Tenure, 2015



5.2 FOR-SALE RESIDENTIAL

5.2.1 OWNER-OCCUPIED HOUSING UNIT OVERVIEW

Owner-occupied housing units comprise nearly one-half of the total inventory in the City of Venice. This section presents detail on owner-occupied market performance, including multiple listing service (MLS) trends for the Sarasota MSA and Sarasota County.

Table 10 shows median values of owner-occupied housing units in the City of Venice compared to the Sarasota MSA. The median value of owner-occupied units in Venice is slightly higher than the MSA, $175,500 and $170,900, respectively. Approximately 27.6% of the owner-occupied units have a median housing value between $100,000 and $200,000, representing the largest concentration in Venice. Owner-occupied housing units valued between $100,000 and $200,000 make up 32.0% in the Sarasota MSA. For both geographies, housing units less than $200,000 make up more than half of the inventory.

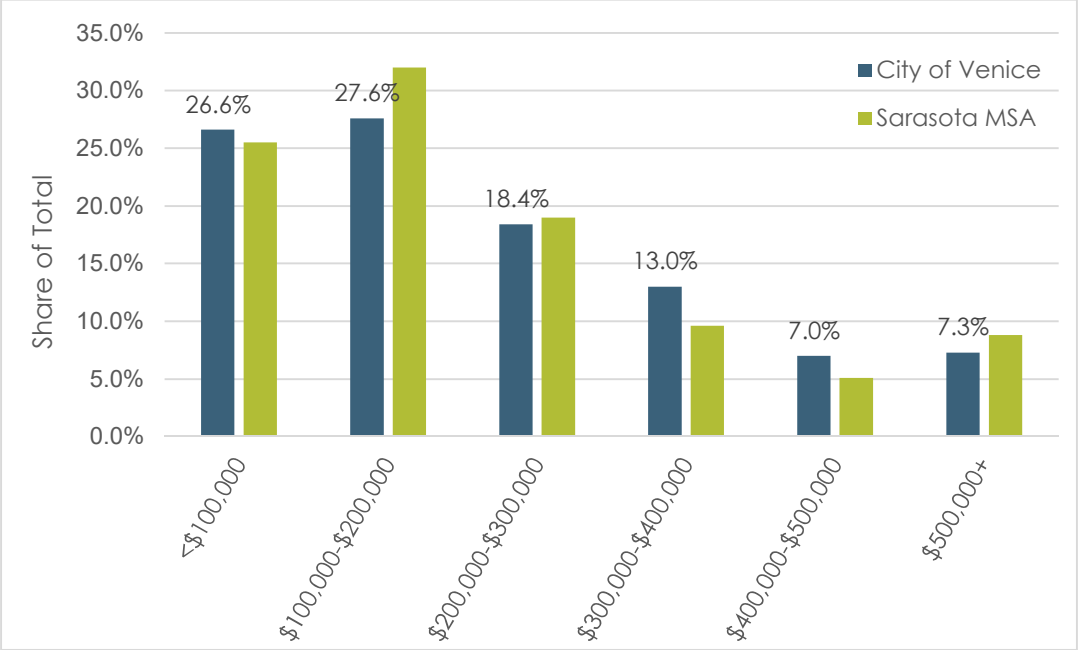
Table 10: Comparison of Owner-Occupied Housing Values, 2013

Owner-Occupied Housing Value	City of Venice	Sarasota MSA
<$100,000	26.6%	25.5%
$100,000-$200,000	27.6%	32.0%
$200,000-$300,000	18.4%	19.0%
$300,000-$400,000	13.0%	9.6%
$400,000-$500,000	7.0%	5.1%
$500,000+	7.3%	8.8%
Total	**99.9%**	**100.0%**
Median Value	**$175,500**	**$170,900**

Source: ESRI; US Census; Kimley-Horn

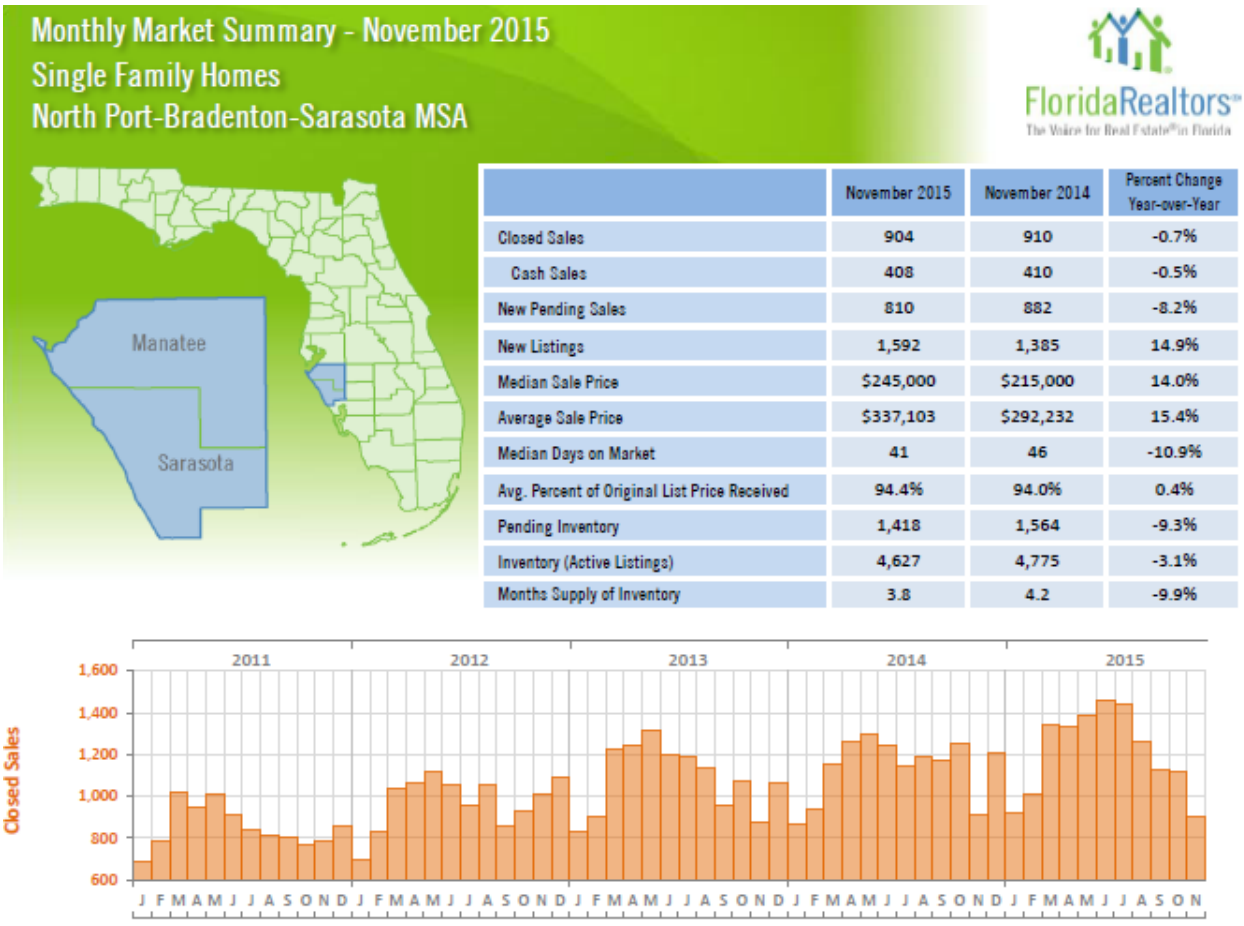
City of Venice has a comparable distribution of median home values when compared to the larger Sarasota MSA (*Graph 14*). The most notable variations are Venice's lower share of owner-occupied housing units valued from $100,000 to $200,000 and higher share of units between $300,000 and $400,000.

Graph 14: Comparison of Owner Occupied Housing Values, 2013



5.2.2 SARASOTA MSA FOR-SALE OVERVIEW

According to the Realtor Association of Sarasota and Manatee, the region was on pace to have the highest number of closings ever tracked in 2015. In 2014, the two-county area recorded nearly 19,400 for-sale residential closings. As of November 2015, the region reached 19,020 closings. Averaging more than 1,000 closings per month earlier in 2015, the region was expected to easily exceed the 19,400 measure from 2014. Additionally, the median sales price increased 13.9% in a 12-month period, from $215,000 in November 2014 to $245,000 in November 2015.

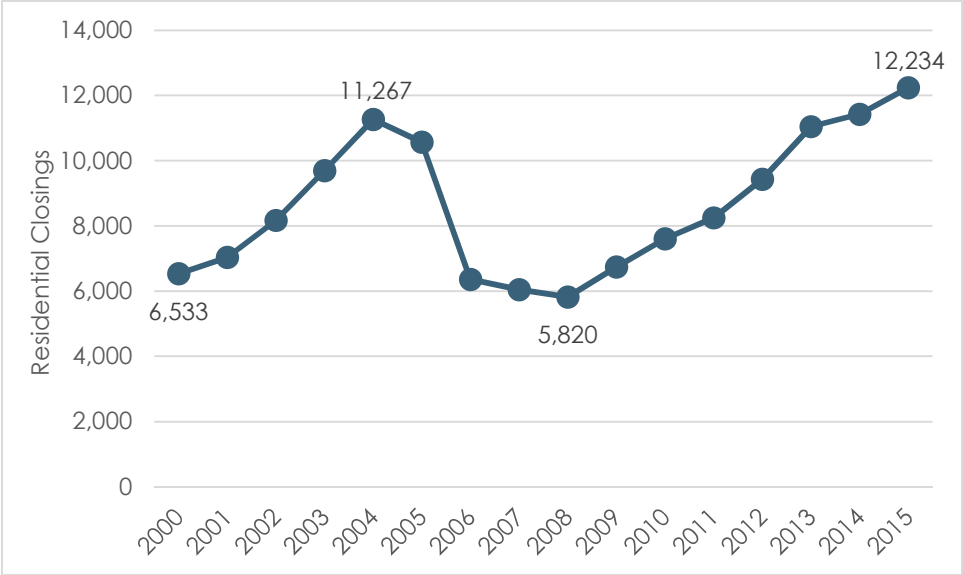


5.2.3 SARASOTA COUNTY FOR-SALE OVERVIEW

Residential Closings

Detailed residential closing and median price data for Sarasota County, including the City of Venice, was provided by the Realtor Association of Sarasota and Manatee. As shown in *Graph 15*, there were an estimated 12,234 residential closings in 2015 based on November to November data. Similar to the two-county Sarasota MSA, this marks the largest number of closings in a 12-month period on record. The number of annual closings more than doubled from 5,820 in 2008, representing the annual period most heavily reflecting the impacts of the 2007-2009 Recession.

Graph 15: Annual For-Sale Residential Closings, Sarasota County, 2000-2015



Between November 2011 and November 2015, there were more than 52,000 residential closings in Sarasota County (*Table 11*). Single-family detached units comprised 68.7% of the five-year total. Attached closings, including both townhouses and condominiums, made up the remaining 31.3%. Closings increased every 12-month annual period, from 8,248 units in 2011 to over 12,200 units in 2015. Overall, the closings recorded in 2015 made up 23.4% of the five-year total.

Table 11: For-Sale Residential Closings, Sarasota County, 2011-2015

Year	Single-Family	Attached	Total	Share of Total
2011	5,951	2,297	8,248	15.7%
2012	6,437	2,993	9,430	18.0%
2013	7,401	3,645	11,046	21.1%
2014	7,831	3,594	11,425	21.8%
2015	8,369	3,865	12,234	23.4%
Total	**35,989**	**16,394**	**52,383**	**100.0%**
Ann. Avg.	**7,198**	**3,279**	**10,477**	

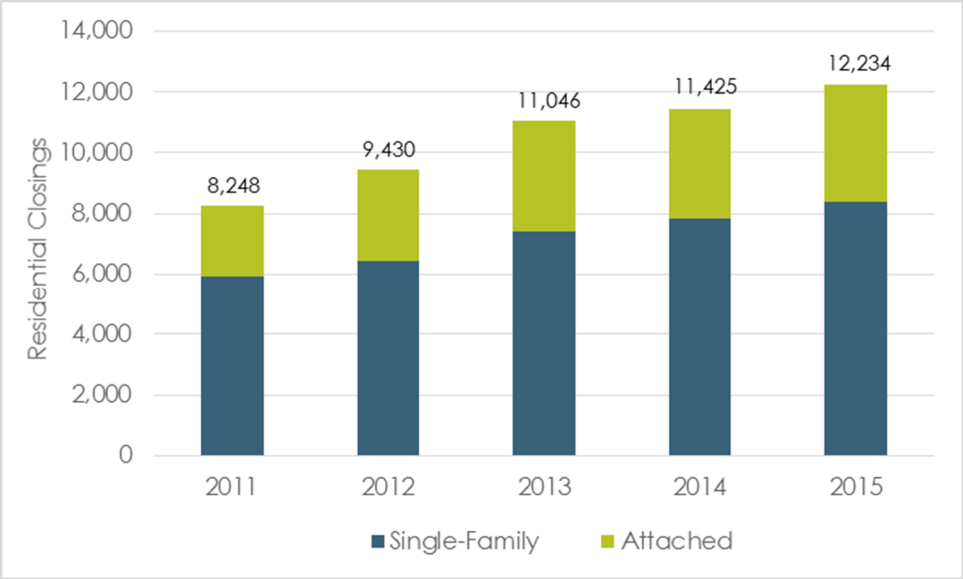
Note: November to November data.

Note: Attached includes townhouses and condominiums.

Source: Realtor Association of Sarasota and Manatee

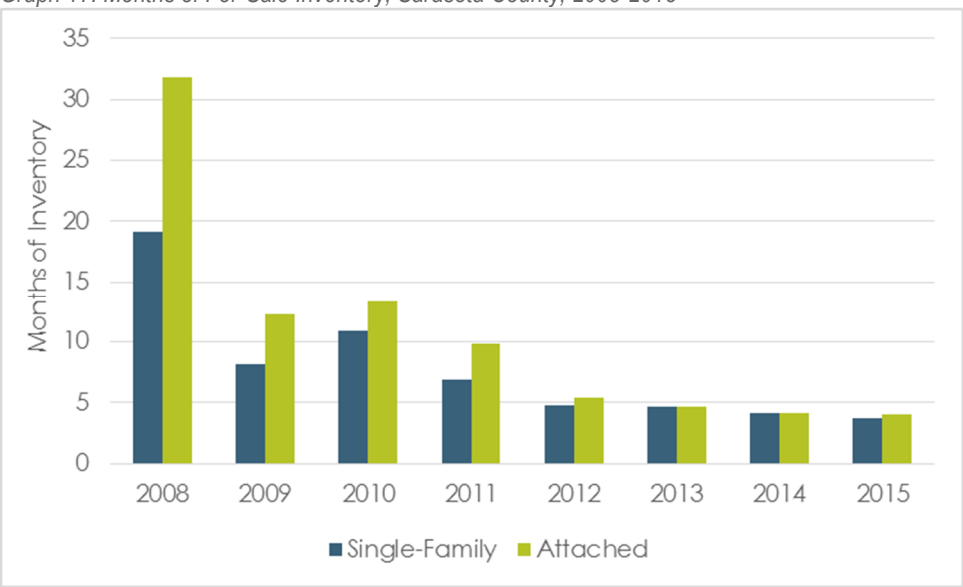
As demonstrated in *Graph 16*, the number of for-sale residential closings increased in every 12-month period between 2011 and 2015. Single-family detached closings have historically comprised more than two-thirds of the total closings. However, it should be noted that the share of single-family detached closings has decreased over the last five years, from 72.2% in 2011 to 68.4% in 2015. This indicates increased demand for a variety of for-sale residential product, including townhouses and condominiums.

Graph 16: For-Sale Residential Closings, Sarasota County, 2011-2015



Graph 17 demonstrates the months of remaining inventory in Sarasota County. This is an indicator of the state and health of residential product, namely whether it represents a 'buyers' or 'sellers' market. Typically, the benchmark for a balanced market is approximately 5.5 months. Higher numbers indicate a buyers' market, while lower numbers a sellers' market. Both single-family detached and attached product have measured below the 5.5-month equilibrium threshold since 2012. Representing a sellers' market, this is likely to put upward pressure on median housing prices.

Graph 17: Months of For-Sale Inventory, Sarasota County, 2008-2015

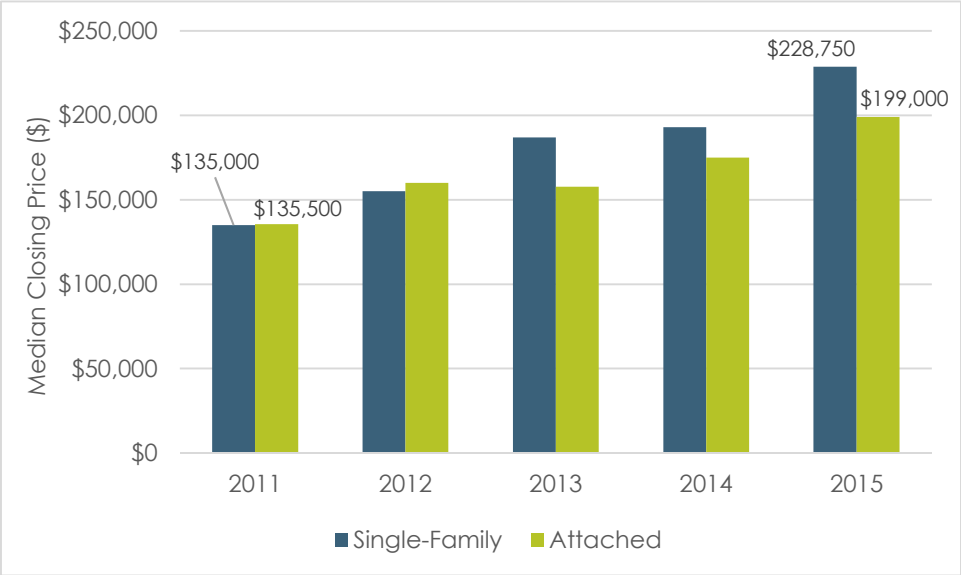


Median Closing Price

As of November 2015, the median closing prices for single-family detached and attached product was $228,750 and $199,000, respectively (*Graph 18*). For-sale single-family detached units demonstrated the greatest increase of

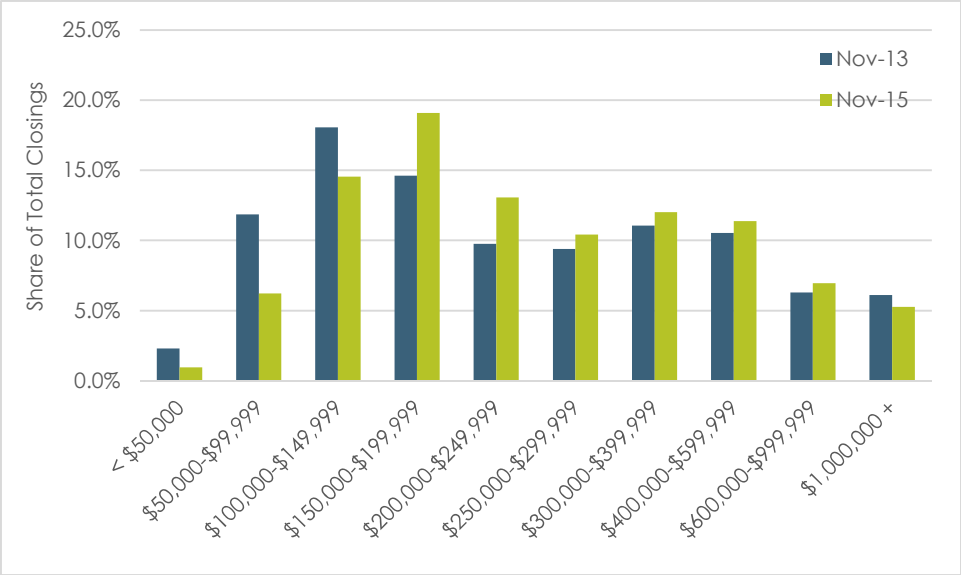
69.4%, up from $135,000 in 2011. Attached units, including townhouses and condominiums, experienced a 46.8% increase from $135,500 in November 2011 to $199,000 in November 2015.

Graph 18: Median Closing Price Trends, Sarasota County, 2011-2015



Graph 19 compares the share of closings in November by price range for 2013 and 2015. In November 2013, the largest concentration of closings was in the $100,000 to $149,999 price range, representing 18.1% of the total. Upward momentum in median closing price, caused the largest concentration of closings to shift to the $150,000 to $199,999 price range two years later. In general, the shares of closings at lower price points have fallen, while higher price points have increased.

Graph 19: Share of For-Sale Units by Closing Price Range, Sarasota County, 2013-2015



5.3 RENTAL RESIDENTIAL

5.3.1 RENTER-OCCUIPED UNIT OVERVIEW

Renter-occupied housing units comprise 18.6% of the total in Venice. Consistent with national trends, the renter-occupied share increased between 2000 and 2015, due in part to impacts from the 2007-2009 Recession and shifting demographic preferences.

Approximately 60% of the renter-occupied housing units in Venice offer average contract rents of less than $1,000 monthly (*Table 12*). Comparatively, 65.7% of the renter units in the Sarasota MSA are in that same price range. Overall, Venice and the Sarasota MSA have a similar distribution of rental units by monthly contract rent, resulting in comparable median averages of $838 and $836, respectively.

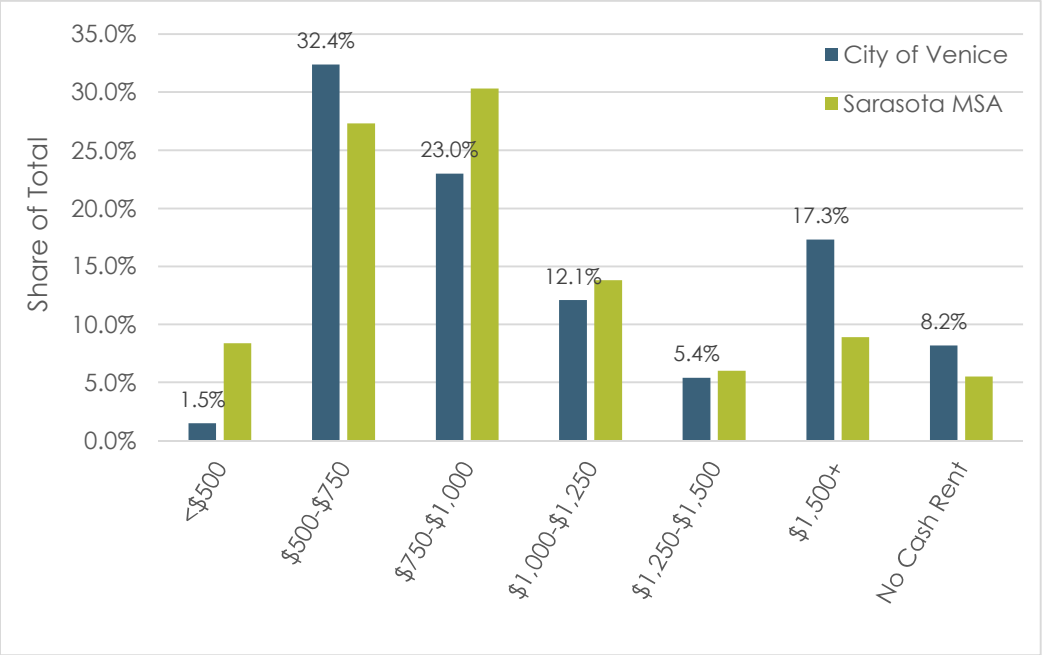
Table 12: Comparison of Renter-Occupied Contract Rent Values, 2013

Renter-Occupied Contract Rent	City of Venice	Sarasota MSA
<$500	1.5%	8.4%
$500-$750	32.4%	27.3%
$750-$1,000	23.0%	30.3%
$1,000-$1,250	12.1%	13.8%
$1,250-$1,500	5.4%	6.0%
$1,500+	17.3%	8.9%
No Cash Rent	8.2%	5.5%
Total	**99.9%**	**100.2%**
Median Rent	**$838**	**$836**

Source: ESRI; US Census; Kimley-Horn

The largest concentration of contract lease rates in renter-occupied housing units in the City of Venice is between $500 and $750 per month, comprising 32.4% of the total. In the MSA, rentals between $750 and $1,000 per month make up the largest share at 30.3%. However, it should be noted that the City of Venice has comparably higher concentrations of renter-occupied units with contract rents at $1,500 per month or greater. This highlights a common theme in stakeholder feedback of a need for housing units that are affordable to a variety of household incomes.

Graph 20: Comparison of Renter-Occupied Contract Rent Values, 2013



5.3.2 COMPARABLE RENTAL COMMUNITIES

Table 13 shows five multifamily communities that were identified to better understand the competitive for-rent market in and near the City of Venice. Two of the communities, Woodmere and Advenir at Monterrey, are located in unincorporated Sarasota County. The five communities contain a total of 824 units, ranging in size from 272 units at Woodmeer to 52 units at Citadel Apartments. The average 869-square-foot unit leases for $1,067 per month, or $1.23 per square foot. Communities have high shares of one- and two-bedroom units, with a heavy target on smaller-sized Baby Boomer and active retiree households.

Table 13: Competitive Apartment Communities, City of Venice, 2015

Community	Location	Jurisdiction	Year Open	Total Units	Avg. Sq.Ft.	Avg. Rent	Rent/ Sq.Ft.
Woodmere Apartments	3900 Woodmere Park Blvd	Sarasota County	1996	272	1,001	$1,070	$1.07
Advenir at Monterrey	1001 Center Road	Sarasota County	1987	243	765	$1,211	$1.58
The Venetian at Capri Isles	1050 Capri Isles Blvd	Venice	1983	180	942	$983	$1.04
Clubside Apartments	1020 Capri Isles Blvd	Venice	1986	77	648	$864	$1.33
Citadel Apartments of Venice	125 Airport Ave East	Venice	1973	52	737	$965	$1.31
Total/Avg.				**824**	**869**	**$1,067**	**$1.23**

Source: Kimley-Horn

The for-rent apartment product in Venice is primarily comprised of older apartment communities. Of the apartments studied, the newest product is Woodmere Apartments, built in 1996. However, both Citadel and Advenir at Monterrey have recently been remodeled (Citadel remodeled in 2011 and Advenir remodeled in 2014) to offer updated features and amenities. Of the five communities, four are located east of US-41 on the mainland. Only Citadel located on the Island, immediately north of the airport.

Woodmere, The Venetian, Advenir, and Citadel are similar in terms of features and amenities offered to residents, which is reflected in their monthly premiums. Some of the features offered among these apartments are private lakes and bike trails, business and fitness centers, as well as screened in patios and balconies in units. Among the recently renovated apartments, Citadel offers the most updated apartment units, featuring stainless steel appliances and granite countertops and Advenir offers two swimming pools and access to four lakes with nature trails.

Vacancy among the apartment communities is extremely low, with a combined 0.5% vacancy rate, equating to only four available units (*Table 14*). The industry-standard rule of thumb for vacancy representing a healthy market in equilibrium (where renters have options to move in and out of communities) is typically 7%. Clubside Apartments has the highest vacancy with a 2.6% vacancy and two units vacant. The Venetian and Citadel communities have no availability.

Table 14: Competitive Apartment Community Vacancy, City of Venice, 2015

Community	Location	Year Open	Total Units	Vac. Units	Vac. Rate
Woodmere Apartments	3900 Woodmere Park Blvd	1996	272	1	0.4%
Advenir at Monterrey	1001 Center Road	1987	243	1	0.4%
The Venetian at Capri Isles	1050 Capri Isles Blvd	1983	180	0	0.0%
Clubside Apartments	1020 Capri Isles Blvd	1986	77	2	2.6%
Citadel Apartments of Venice	125 Airport Ave East	1973	52	0	0.0%
Total/Avg.			**824**	**4**	**0.5%**

Source: Kimley-Horn

5.3.3 SENIOR LIVING FOR-RENT

This section of the report covers for-rent senior living options in the City of Venice. Venetian Walk and The Venetian Gardens are senior apartments highlighted in this report that offer independent living. Given the demographics in the area, demand for these communities will continue in the future. Additionally, there are several assisted living communities in Venice that are not covered in this report but represent an important aspect when considering a continuum of care and residents wishing to age in place.

Venetian Walk are senior-targeted apartments located at 201 Grove Street North that replaced Grove Terrace public housing. The apartments were built in 2014 by the Venice Housing Authority and Norstar Primerica for $10.3 million. This development represents an effort by the Venice Housing Authority to increase the supply of affordable senior housing. The first two phases of the Venetian Walk are complete and offer 61 apartment units, with 25 units reserved for public housing. Venetian Walk offers one- and two- bedroom units, with lease rates ranging from $617 to $734 per month. The apartment community offers a community dining room, media room, billiards room, library, and exercise room. Exterior features include a picnic pavilion overlooking Hatchett Creek, along with a shuffleboard court and access to walking trails in Ruscelletto Park.

The Venetian Gardens are senior apartments located at 1450 Venice East Boulevard. Venetian Gardens offers similar community amenities to Venetian Walk, which include an activity room, billiards lounge, computer room, fitness room, dining room, and library. The community also offers a swimming pool, walking paths, and patio and balconies in units. Units range in size from studio to two-bedroom. Studio premiums are an estimated $2,500. One bedrooms and two bedrooms range from $3,000 to $4,500 respectively. These premiums include three meals a day at the apartment facility, as well as cable, wifi, and shuttle services.

6. RETAIL PROFILE

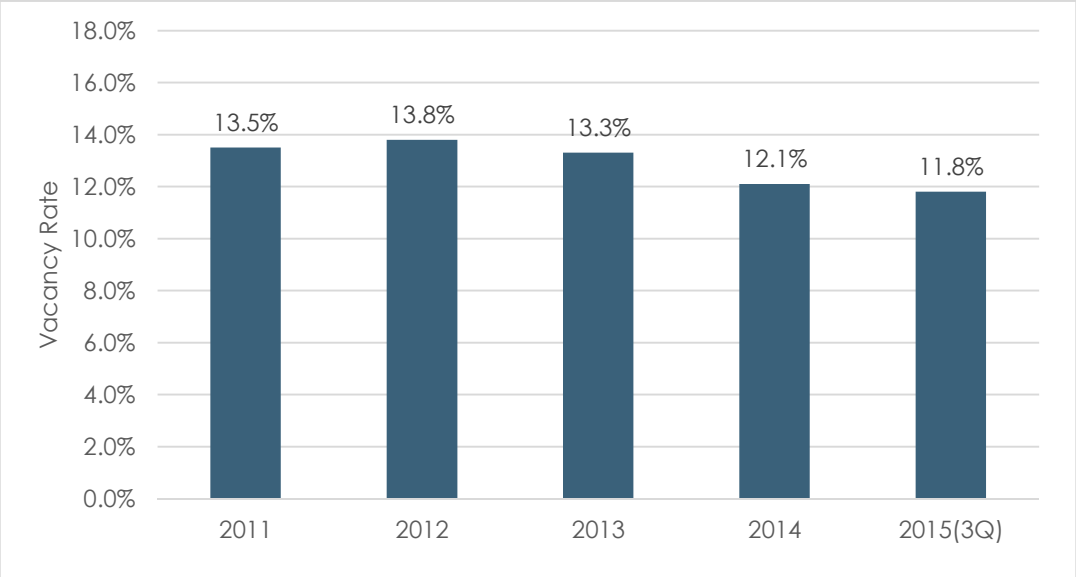
This section provides an overview of retail vacancy and rent trends in Sarasota and Manatee counties, including the City of Venice. There was no overall performance data available for a geography smaller than the Sarasota MSA. Vacancy and rent trends are measured using data provided by REIS, which is a proprietary database that provides commercial market information on real estate markets across the country. This data provides a high-level overview of multi-tenant retail product in Sarasota County over 25,000 square feet in size. Current leasing data for several shopping centers in the City of Venice has also been inventoried.

6.1 SARASOTA MARKET OVERVIEW

6.1.1 VACANCY RATE

Graph 21 shows the average retail vacancy rate for multi-tenant retail space by decade completed. REIS provides vacancy rate trend information for the Sarasota retail market annually between 2011 and 2014, as well as measures for third-quarter 2015. The retail vacancy rate for the Sarasota market decreased from 13.5% in 2011 to 11.8% in the third-quarter of 2015.

Graph 21: Vacancy Rate by Decade Completed, Sarasota Market, 2015



Multi-tenant retail space completed since 2009 has a reported vacancy rate of 2.0%, far lower than the aggregate vacancy rate of the total market or other decades (*Table 15*). Retail space completed prior to 1990 had vacancy rates measuring higher than the overall average of 11.8%. Newer retail, completed since 1990 all reported below average vacancy rates, indicating shifting demand for newer, more modern spaces.

Table 15: Retail Vacancy by Decade Complete, City of Venice, 2015

Decade Completed	Vac. Rate
Before 1970	15.2%
1970's	10.7%
1980's	13.1%
1990's	11.2%
2000's	8.5%
After 2009	2.0%
Overall Average	**11.8%**

Source: REIS

6.1.2 AVERAGE RENT PER SQUARE FOOT

Graph 16 demonstrates the average monthly rent per square foot for retail space in the Sarasota market between 2011 and third-quarter 2015. Overall, the average lease rate for retail space has increased gradually, representing a 2.6% increase over the five-year period. The increase in average lease rates has corresponded with the decline in overall vacancy.

Graph 22: Average Rent per Square Foot, Sarasota Market, 2015

Table 16 shows the average rent per square foot by decade completed for the Sarasota market according to REIS. The aggregate average monthly rent in third-quarter 2015 was estimated at $15.91. Generally, newer retail spaces, completed between since 2000, has average lease rates of at least $20.00 per square foot. Retail space delivered in the last five years has the highest premium of approximately $21.50 per square foot.

Table 16: Rent per Square Foot by Decade Completed, Sarasota Market, 2015

Decade Completed	Rent Sq/Ft
Before 1970	$15.56
1970's	$17.45
1980's	$15.63
1990's	$17.30
2000's	$20.23
After 2009	$21.50
Overall Average	**$15.91**

Source: REIS

6.2 CITY OF VENICE COMPETITIVE RETAIL CENTERS

In order to demonstrate market performance more specifically for Venice, an inventory of seven competitive shopping centers was prepared, including year built, square footage, vacancy rates, rents, and anchor tenants. Kimley-Horn conducted a review of shopping centers by interviewing owners and leasing agents to obtain information on rent and vacancy.

As shown in *Table 17*, the seven identified grocery anchored centers contain nearly 850,000 square feet of multi-tenant space. Developments range in size from 68,400 square feet at Plaza Venezia on Laurel Road to 181,534 square feet at Venice Village Shoppes. Only Venice Shopping Center, anchored by a Publix, is located on the Island. Plaza Venezia is the newest development, completed in 2013, and Venice Shopping Center is the oldest, built in 1961.

Table 17: Shopping Center Inventory in Venice, 2015

Name	Address	Year Built	Square Feet Total	Square Feet Available	Vacancy Rate	Quoted Rent/Sq.Ft.	Anchor Tenants
Venice Village Shoppes	4199 S Tamiami Trail	1989	181,134	18,534	10.2%	Negotiable	Publix, Panera Bread, Ross, and SunTrust Bank
Bird Bay Plaza	565 US Highway 41 Bypass North	1976	156,287	22,221	14.2%	$11.90	Save A Lot, Big Lots, Rent-A-Center, and Dunkin Donuts
Venice Plaza	458 U.S. 41	1972	132,345	2,200	1.7%	$20.00	Winn-Dixie, HomeGoods, and McDonald's
Venice Pines	1200 Jacaranda Blvd	1990	116,266	5,600	4.8%	$17.00	Winn-Dixie and Bank of America
Venice Shopping Center	535 S Tamiami Trail	1961	109,801	16,778	15.3%	$11.19	Publix, Dollar Tree, and BrewBurger's Pub and Grill
Venice Commons	1445 E Venice Avenue	2000	85,020	1,200	1.4%	$21.00	Publix, GNC, UPS Store, and Great Clips
Plaza Venezia	2438 Laurel Rd	2013	68,400	4,800	7.0%	$19.50	Publix and Asaro's Pizzeria
Total/ Average			**849,253**	**71,333**	**8.4%**	**$16.77**	

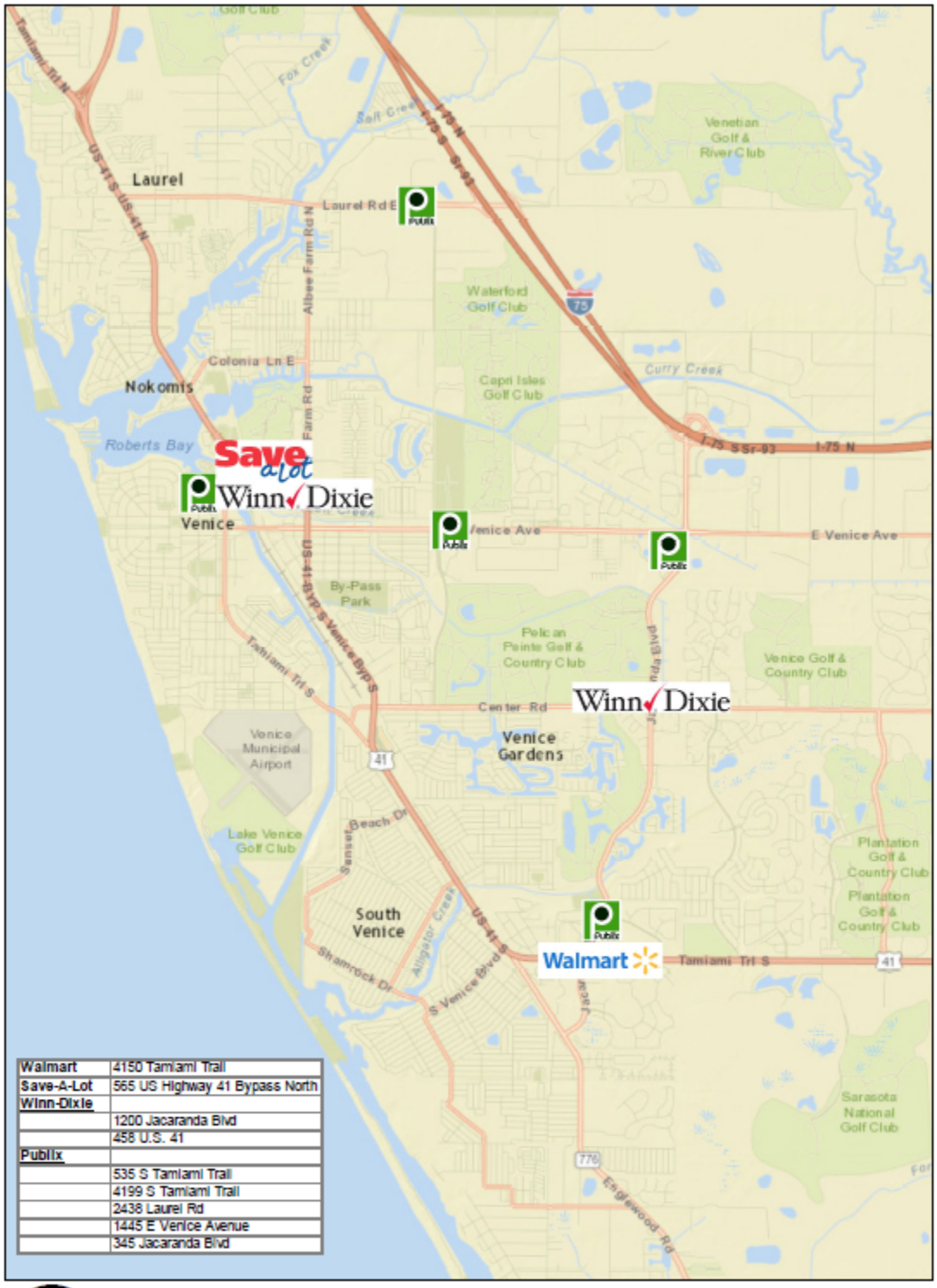
Source: Loopnet; Kimley-Horn

The seven retail centers have over 70,000 square feet of space available as of fourth-quarter 2015, resulting in an aggregate average vacancy rate of 8.4%. Vacancy rates range from 15.3% at Venice Shopping Center, the oldest development, to 1.4% at Venice Commons, located on E. Venice Avenue, just east of The Island.

The average lease rate at the seven competitive centers is $16.77 per square foot, ranging from $11.19 at Venice Shopping Center on Tamiami Trail, to $21.00 on the Island. Feedback from local real estate professionals highlighted the rent premium for in-line space on the Island, which typically averages more than $25 per square foot. Plaza Venezia, the newest center, has quoted lease rates of $19.50 per square foot.

Map 3 shows the distribution of grocery stores in Venice, many located in the seven shopping centers profiled above. The most common grocery retailers in Venice are Publix and Winn Dixie. As previously noted, only one major grocery store chain is located on the Island, anchoring the Venice Commons shopping center.

Map 3: Grocery Store Distribution, City of Venice, 2015



Walmart	4150 Tamiami Trail
Save-A-Lot	565 US Highway 41 Bypass North
Winn-Dixie	
	1200 Jacaranda Blvd
	458 U.S. 41
Publix	
	535 S Tamiami Trail
	4199 S Tamiami Trail
	2438 Laurel Rd
	1445 E Venice Avenue
	345 Jacaranda Blvd

2 Miles

2016-2026 Comprehensive Plan
Market Assessment
City of Venice, FL

7. HOTEL PROFILE

Given the limited supply of hotels, there was no data available for the City of Venice to measure recent performance. Performance measures for hospitality in Venice vary considerable between winter and summer months due to the impact of the tourism market. This analysis provides a brief overview of the current supply through an inventory of existing hotels. It should be noted that hotels were a common theme throughout community input and stakeholder interviews, although opinions on future need varied.

Table 18 shows the hotel inventory in the City of Venice. There are approximately 483 rooms available in seven separate hotel developments. Four hotels are located on the Island, and another three are located on the mainland with proximity to I-75.

Table 18: Hotel Inventory, City of Venice, 2015

Hotel Inventory	Address	Year Built	Property Size	
			Rooms	Sq.Ft.
The Island				
Inn at the Beach	725 W Venice Ave	1952	49	27,350
Island Sun Inn	625 S Tamiami Trail	1958	37	28,994
Venice Beach Villas	501 W Venice Ave	1952	23	14,398
Island Breeze Inn	340 S Tamiami Trail	1950	15	4,994
Island Subtotal			**124**	**75,736**
Mainland				
Ramada Venice Resort	425 U.S. 41 Bypass	1974	146	105,727
Hampton Inn & Suites	881 Venetia Bay Blvd	1996	109	72,173
Motel 6	281 U.S. 41 Bypass	1981	104	45,284
Mainland Subtotal			**359**	**223,184**
City of Venice Total			**483**	**298,920**

Source: Sarasota County Property Appraiser; Kimley-Horn

Hotels on the Island range in size from 15 to 49 units and were all constructed in the 1950s. Inn at the Beach is the closest hotel to the coast, less than a block from Venice Beach. Venice Beach Villas is a 10-minute walk from the beach, and is currently for-sale for $5.8 million according to the online real estate listing service, LoopNet. Island Breeze and Inn Island Sun Inn are located closer to the core of downtown Venice, each more than one mile from the beach. Hotels on the Island do not exceed two stories in height. Common on-peninsula hotel amenities include an outdoor pool and patio, free Wi-Fi, mini refrigerators and microwaves.

Hotels on the mainland are interstate-proximate options, seeking to attract travelers on I-75. The 359 rooms in the three mainland hotels comprise nearly 75% of the total City of Venice inventory. The Ramada Venice Resort is the oldest hotel on the mainland, while Hampton Inn is the newest, completed in 1996. The mainland hotels range in size from 104 to 146 units and range in height from two to four stories. .

8. OFFICE AND INDUSTRIAL PROFILE

This section presents an overview of office and industrial performance in the City of Venice. Vacancy rate and rent trend data for office, largely focused on a combined Manatee and Sarasota County market, is presented. Data more specific to Venice is also included, based on a survey of available properties and feedback from local real estate professionals.

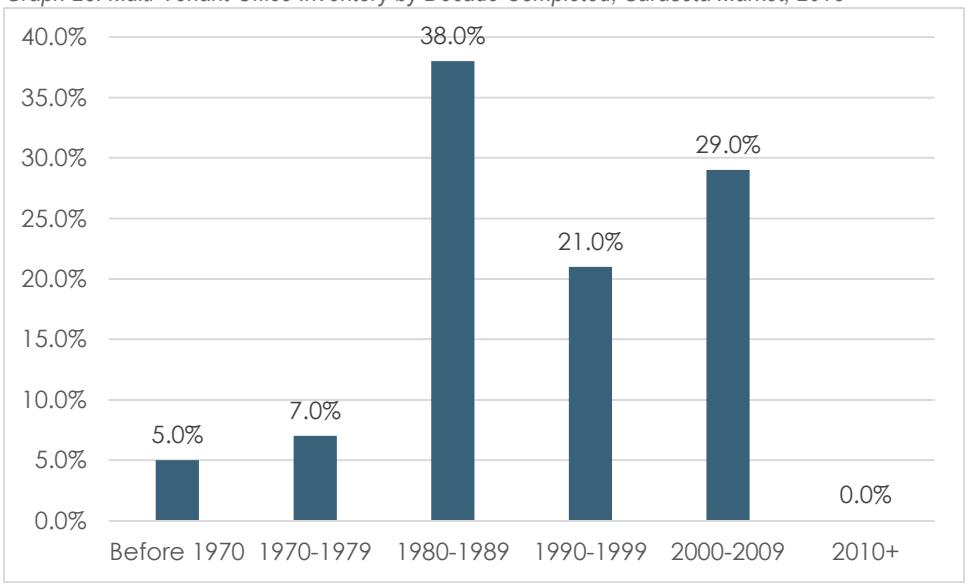
8.1 OFFICE PERFORMANCE

Overall office performance data is provided for the larger Sarasota market, including Manatee and Sarasota counties (Section 8.1.1). Since there is no performance data available for a geography smaller than the Sarasota MSA, a current snapshot of office product in the City of Venice has also been prepared (Section 8.1.2).

8.1.1 SARASOTA MARKET OVERVIEW

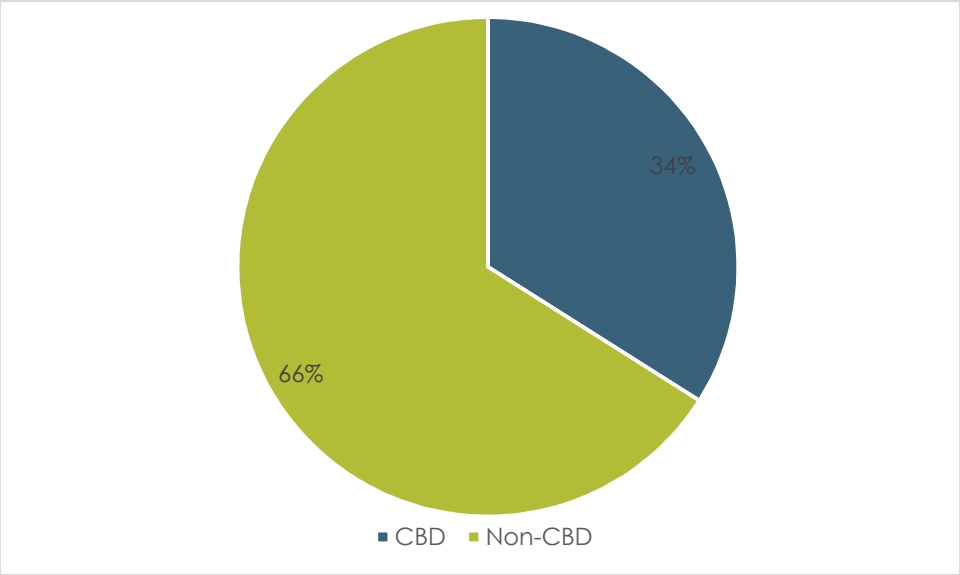
As shown in *Graph 23*, approximately 38.0% of the total multi-tenant office inventory in the Sarasota market was completed between 1980 and 1989, making it the most active decade. Another 29.0% of the inventory has been completed since 2000. It should be noted that there have been no new multi-tenant office deliveries in the last five years.

Graph 23: Multi-Tenant Office Inventory by Decade Completed, Sarasota Market, 2015



Approximately two-thirds of the total multi-tenant office inventory in the Sarasota market is located in suburban locations outside of central business districts (*Graph 24*). The remainder of the inventory, representing one-third of the total, is located in a more urban setting.

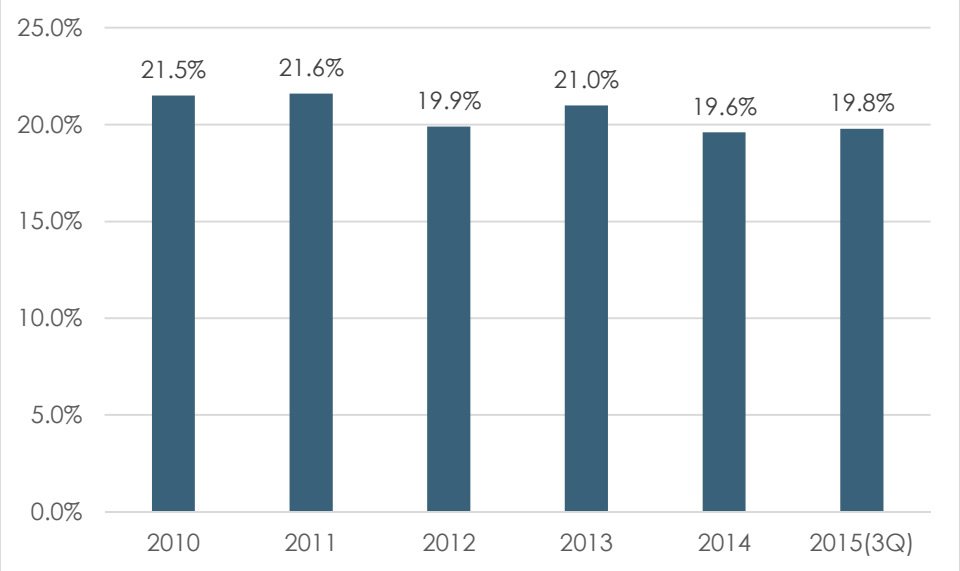
Graph 24: Share of Office Inventory by Location, Sarasota Market, 2015



Vacancy Rate Trends

As of third-quarter 2015, the multi-tenant office vacancy rate was 19.8% in the Sarasota market (*Graph 25*). Office vacancy remained largely unchanged in Sarasota over the last five years, fluctuating between 19.6% in 2014 to 21.6% in 2011.

Graph 25: Vacancy Rate Trends, Sarasota Market, 2010-2015(3Q)



Rent/Square Foot Trends

As shown in *Graph 26*, the average lease rate in for multi-tenant office space in the Sarasota market was $20.18 in third-quarter 2015. Similar to vacancy rates, rents have remained largely static since 2010, ranging from $19.89 to $20.18 per square foot.

Graph 26: Rent/Sq.Ft. Trends, Sarasota Market, 2010-2015(3Q)

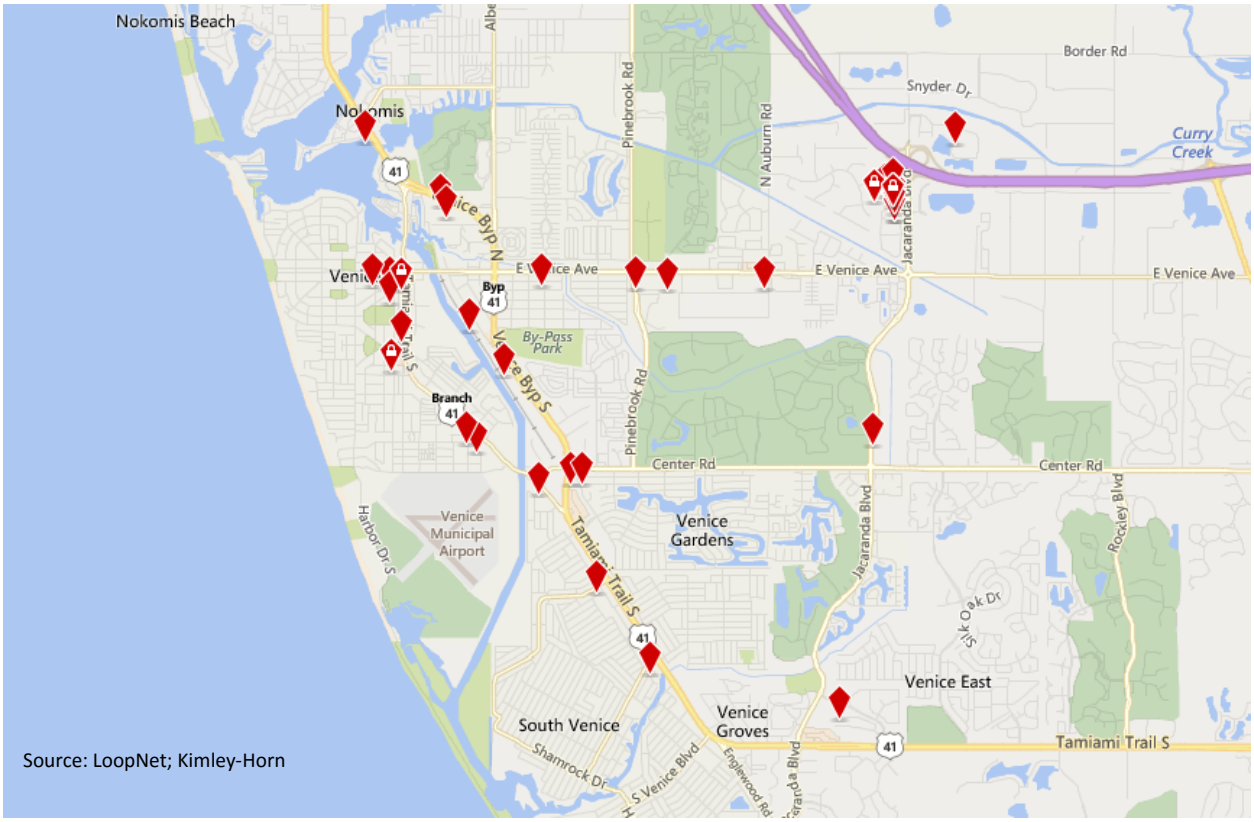
Multi-tenant office space in central business districts typically achieves a higher lease rate than suburban product. In third-quarter 2015, space in the central business district averaged $23.50 per square foot, 27.0% higher than $18.50 per square foot for suburban space.

8.1.2 CITY OF VENICE

More specific multi-tenant office performance was analyzed for the City of Venice through a review of available space. More than 110,000 square feet of available multi-tenant office space was identified within the City limits with an average quoted lease rate of $15.50 per square foot, consistent with feedback provided by local real estate professionals. The average available space is approximately 3,700 square feet in size, ranging from 1,000 square feet to over 11,000 square feet.

Geographically, the majority of the available spaces are located off of the Island, focused on proximity to major thoroughfares. Concentrations of available office spaces are Jacaranda Boulevard and I-75, US-41 and Center Road, and along East Venice Avenue. Five of the 30 identified available spaces are located on the Island, concentrated along Venice Avenue West and Tamiami Trail South (*Map 4*). On average, available office spaces located on the Island achieve a slight premium over those located on the mainland.

Map 4: Available Office Spaces, City of Venice, 2015



Medical office space comprises approximately one-third of the identified listings of available space. These buildings are concentrated near Venice Medical Center and the Sarasota Memorial Hospital's urgent care center. According to local real estate professionals, lease rates for medical office space typically range from $15.00 to $20.00 per square foot. Listings on LoopNet confirm this assessment, with an average of $16.00 per square foot for the nine identified spaces.

8.2 INDUSTRIAL PERFORMANCE

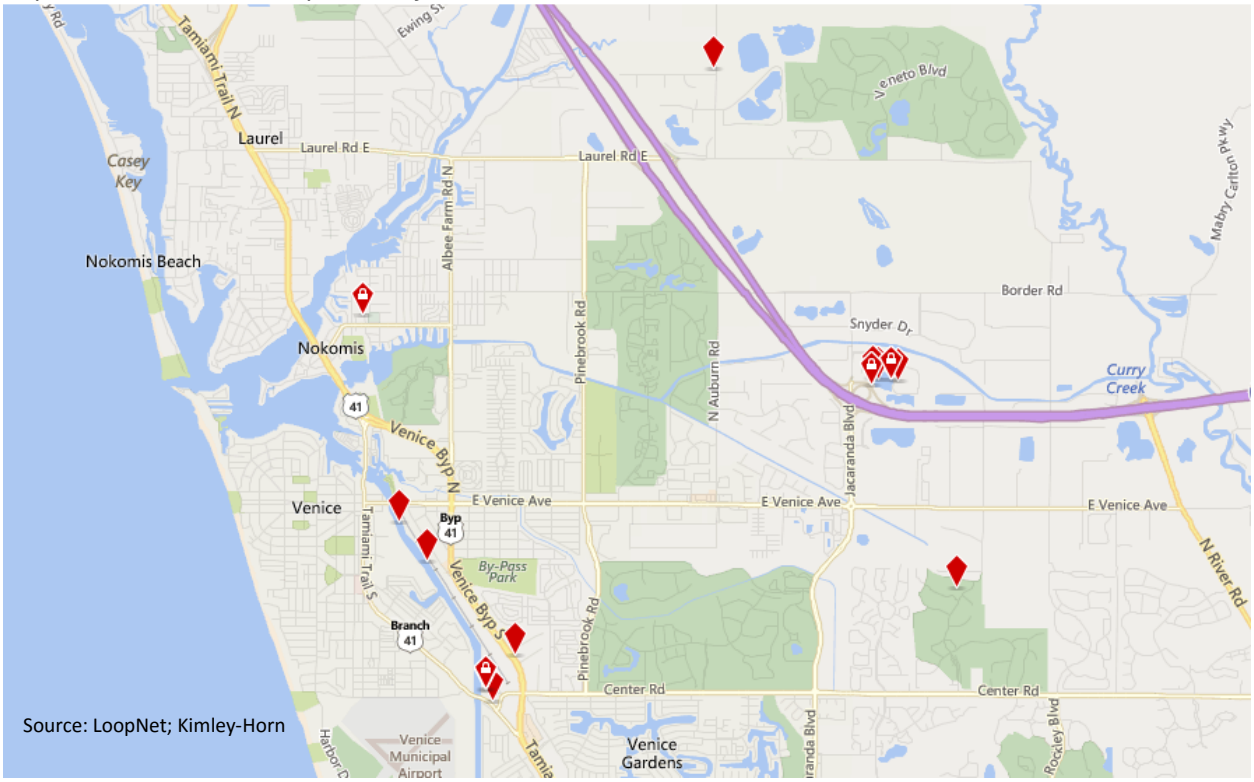
There is limited industrial performance data available for the City of Venice or the larger Sarasota region. Comprising 14.5% of the total Manufacturing jobs, 2.5% of the Wholesale Trade, and 1.3% of the Transportation and Warehousing jobs in Sarasota County, the City of Venice represents a viable location for industrial development. The City's proximity to the I-75 corridor is an attractive location attribute. According to local real estate professionals, there are very few improved, but vacant, parcels currently available for industrial development within the City.

There are three primary concentrations of industrial development in the City of Venice. Historically, the Seaboard area, located between the Intracoastal Waterway and US-41 (Venice Bypass), has been the primary concentration of industrial product in Venice. Today, this area is home to a variety of large- and small-scale industrial users contained in flex and warehouse buildings, including a high share of automotive repair facilities. No lease rates were available for spaces in the Seaboard area due to the limited amount of available space. Owner-occupied spaces are also limited, but have quoted sales prices of $50 to $115 per square foot.

The Triple Diamond Commerce Park represents newer industrial development with proximity to I-75 along the fast growing Laurel Road corridor. Triple Diamond is home to PGT and Tervis Tumbler, as well as smaller-scale flex/warehouse buildings constructed in the mid-2000s. The only available space listed on LoopNet in the Triple Diamond Commerce Park is listed for sale for $125 per square foot for a 1,600-square-foot space completed in 2006.

Located at I-75 and Jacaranda Boulevard, the Interstate Business Center was built in the early-2000s, and offers a variety of flex/warehouse spaces that are most commonly owner occupied. Although this development is technically located outside the City of Venice limits, it operates as part of local industrial offerings. Buildings in the Interstate Business Center that have available spaces are all listed for sale, with prices ranging from $50 to $100 per square foot.

Map 5: Available Industrial Spaces, City of Venice, 2015



Source: LoopNet; Kimley-Horn

9. DEMAND PROJECTIONS

This section provides demand forecasts by product type for the City of Venice. It considers Venice's geographic location in the region, demographic and economic trends, tourism, and real estate market performance. Residential and retail demand forecasts are based on projected new resident population, and office and industrial forecasts are based on potential future employment. Both population and employment forecasts are based on interpretation of data provided by the Bureau of Economic and Business Research (BEBR), hosted by the University of Florida.

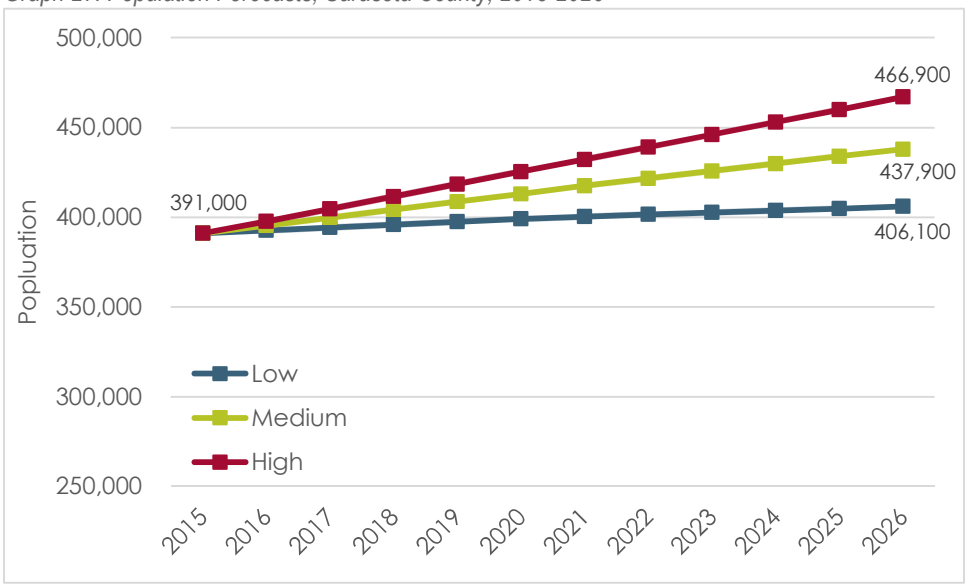
9.1 POPULATION FORECAST

Three population growth scenarios were provided through BEBR, representing a low, medium, and high forecast of population growth. While all three scenarios are presented in this section, only the 'medium' scenario is utilized in forecasting demand for housing units and retail development. The starting point for the population forecasts are 2015 population estimates, provided by ESRI. Forecasts for Sarasota County are provided in Section 9.1.1. Based on these projections, forecasts for the City of Venice are in Section 9.1.2.

9.1.1 SARASOTA COUNTY

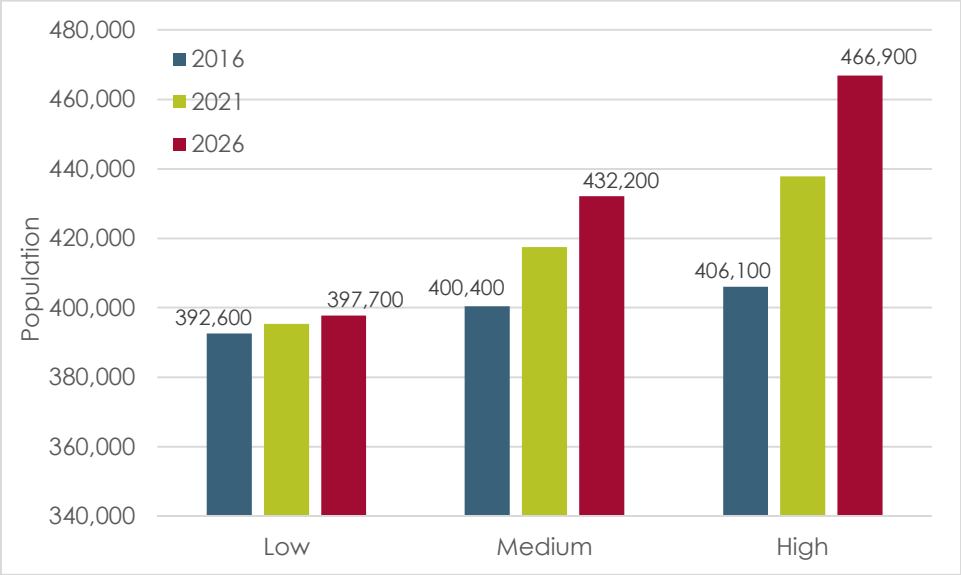
Based on data obtained by ESRI, Sarasota County had an estimated 391,000 residents in 2015 (*Graph 27*). The 'low' forecast scenario provided by BEBR projects approximately 15,100 new residents, reaching a total population of 406,100 people by 2026. With approximately 46,900 new residents, the 'medium' scenario reaches a total population of 437,900 by 2026. Demonstrating the most aggressive growth potential, the 'high' scenario forecasts a total population of 466,900 by 2026.

Graph 27: Population Forecasts, Sarasota County, 2015-2026



Graph 28 demonstrates 10-year population projections between 2016 and 2026, the vision period for the Comprehensive Plan Update. Both the medium and high population forecast scenarios project that Sarasota County will exceed 400,000 residents in 2016. Ten-year projections for new residents in Sarasota County range from 13,500 people in the low scenario to 69,200 people in the high scenario.

Graph 28: Population Forecasts by Scenario, Sarasota County, 2016-2026

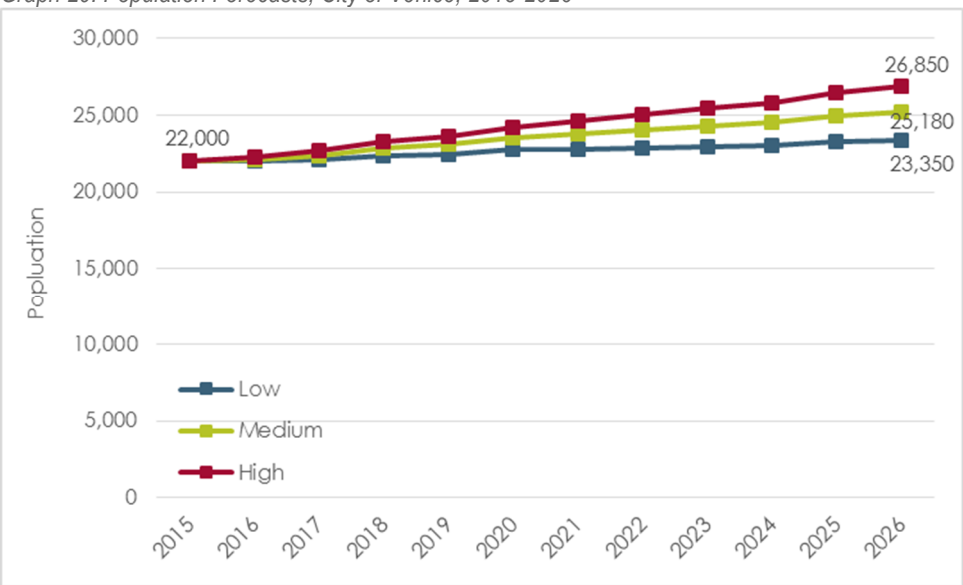


9.1.2 CITY OF VENICE

Residents in the City of Venice made up an estimated 5.6% of the total Sarasota population in 2015. Given lot entitlements in the Northeast Venice and Knights Trail neighborhoods of the City of Venice, this analysis increases the overall capture of Sarasota County population to 5.75% by 2026. Capture rates were held constant for each of the three Sarasota County projections prepared by BEBR.

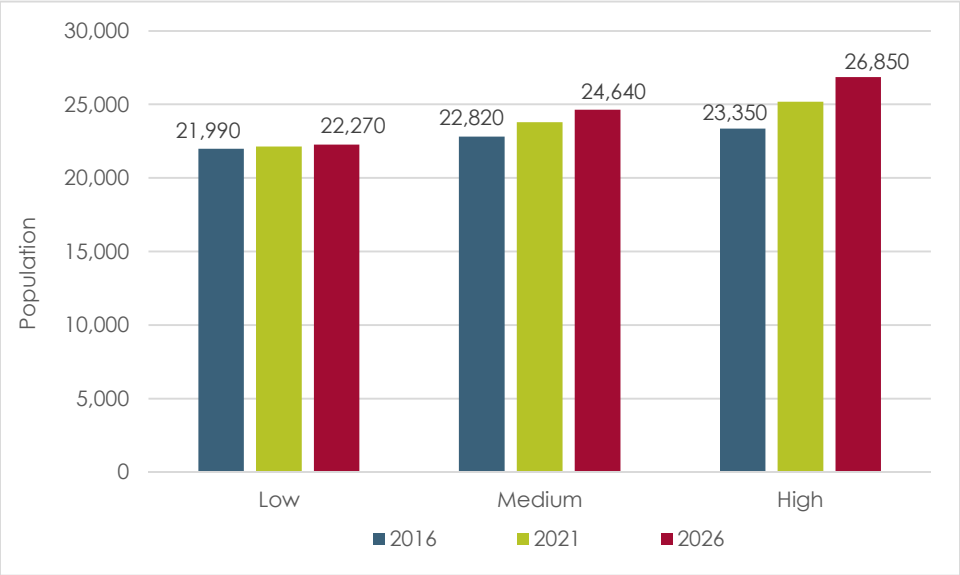
As shown in *Graph 29*, the City of Venice has an estimated 2015 population of 22,000. The low scenario forecasts a total population of 23,350 residents by 2026. Adding 3,180 new residents, the medium scenario forecasts 2026 total City population of 25,180. The high scenario predicts reaching 26,850 residents by 2026.

Graph 29: Population Forecasts, City of Venice, 2015-2026



The City of Venice added approximately 2,600 new residents in the ten-year period between 2000 and 2010. The ten-year new resident projections, ranging from 1,350 to 4,850, people fall in line with past growth, but consider new entitlements in the northeastern area of the City which could support a slightly higher growth rate than measured between 2000 and 2010 (*Graph 30*).

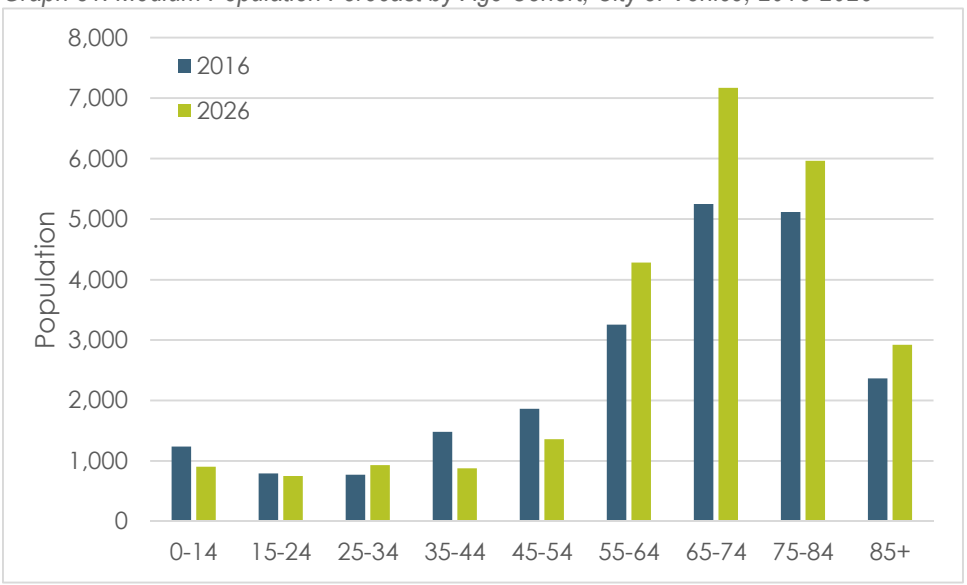
Graph 30: Population Forecasts by Scenario, City of Venice, 2016-2026



9.1.3 POPULATION FORECAST BY AGE COHORT

A population forecast broken down by age cohorts is based on projection data provided by ESRI. As shown in *Graph 31*, population growth for the medium forecast scenario is expected to continue in cohorts aged over 55, mimicking momentum demonstrated in Venice since 2000. Some of the redistribution will be due to current residents aging in place. The shares of families and young children are expected to decline, while Millennials (aged 15-34) could increase slightly.

Graph 31: Medium Population Forecast by Age Cohort, City of Venice, 2016-2026



9.2 EMPLOYMENT FORECAST

Job growth in the City of Venice is based on forecasts prepared the Florida Department of Economic Opportunity and Woods & Poole for Sarasota County. Woods & Poole provides third-party employment and economic forecasting at the county-level by industry sector. Only one employment scenario is provided. Forecasts for Sarasota County are provided in Section 9.2.1. Based on these projections, forecasts for the City of Venice are in Section 9.2.2.

9.2.1 SARASOTA COUNTY

Based on data provided by Florida Department of Economic Opportunity and Woods & Poole, Sarasota County could exceed 200,000 total jobs by 2026, a 33.7% increase from 152,600 jobs in 2014 (*Table 19*). With nearly 30,000 total jobs, Wholesale Trade is expected to become the largest industry sector in 2016, attracted to proximity to the I-75 corridor, as well as the Port of Manatee in neighboring Manatee County.

The strongest growth sectors through 2026 are forecasted to be:

- Wholesale Trade (+8,005 jobs)
- Healthcare and Social Assistance (+6,900 jobs)
- Accommodation and Food Services (+6,893 jobs)
- Administrative and Waste Services (+6,423 jobs)
- Professional and Technical Services (+5,365 jobs)

Table 19: Employment Forecast, Sarasota County, 2014-2026

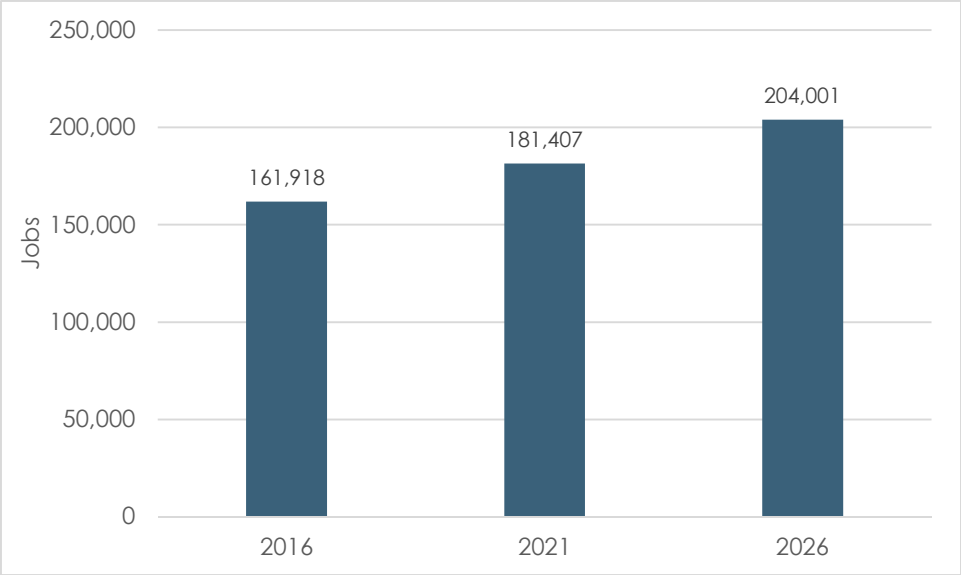
					2014-2026 Δ	
Industry	***2014***	**2016**	**2021**	**2026**	**#**	**%**
Agriculture, Forestry, Fishing & Hunting	*274*	273	293	314	40	14.5%
Mining	*80*	77	93	112	32	39.7%
Utilities	*11,071*	11,764	11,883	12,002	931	8.4%
Construction	*7,288*	8,142	9,811	11,822	4,534	62.2%
Manufacturing	*3,842*	4,047	4,170	4,297	455	11.8%
Wholesale Trade	*21,876*	23,185	26,347	29,881	8,005	36.6%
Retail Trade	*2,241*	2,392	2,631	2,905	664	29.6%
Transportation and Warehousing	*421*	378	390	401	-20	-4.7%
Information	*2,208*	2,286	2,586	2,926	718	32.5%
Finance and Insurance	*5,323*	5,539	6,134	6,806	1,483	27.9%
Real Estate and Rental and Leasing	*3,396*	3,616	4,111	4,674	1,278	37.6%
Professional and Technical Services	*10,259*	11,076	13,155	15,624	5,365	52.3%
Management of Companies and Enterprises	*965*	1,064	1,097	1,130	165	17.1%
Administrative and Waste Services	*11,959*	13,032	15,477	18,382	6,423	53.7%
Educational Services	*8,559*	8,636	10,865	13,670	5,111	59.7%
Health Care and Social Assistance	*27,602*	29,264	31,713	34,502	6,900	25.0%
Arts, Entertainment, and Recreation	*5,312*	5,214	5,709	6,242	930	17.5%
Accommodation and Food Services	*17,473*	19,222	21,641	24,366	6,893	39.5%
Other Services, Ex. Public Admin	*5,694*	5,988	6,547	7,157	1,463	25.7%
Public Administration	*6,780*	6,723	6,755	6,789	9	0.1%
Total	***152,623***	**161,918**	**181,407**	**204,001**	**51,378**	**33.7%**

Note: 2014 data represents actual jobs in Sarasota County reported by Florida Department of Economic Opportunity

Source: Florida Department of Econoimc Opportunity; Woods & Poole; Kimley-Horn

As shown in *Graph 32*, Sarasota County is expected to add over 42,000 jobs between 2016 and 2026, representing an annual average of 4,200 new jobs per year. This growth, from a projected 161,918 jobs in 2016 to 204,001 jobs in 2026, equates to a 26.0% increase over ten years. A review of annualized job growth in Sarasota County between 2013 and 2014 demonstrates over 8,900 new jobs added to the economy in the most recent one-year period. Given the recent resurgence in job growth, the 4,200 annual average forecast is reasonable.

Graph 32: 10-Year Employment Forecast, Sarasota County, 2016-2026



9.2.2 CITY OF VENICE

There were an estimated 13,510 jobs in the City of Venice in 2014 with heavy concentrations in Healthcare and Social Assistance, Manufacturing, and Retail Trade (*Table 20*). The City of Venice is forecasted to add nearly 4,000 new jobs between 2014 and 2026, a 29.0% increase. City of Venice forecasts likely represent a conservative measure, holding the 2013 capture rates constant throughout the ten-year period. The strongest growth is forecasted for Healthcare and Social Assistance, driven by Venice Regional Bayfront and Sarasota Memorial, Accommodation and Food Services, and Professional and Technical Services. Based on data provided by the Florida Department of Economic Opportunity and Woods & Poole, jobs in Management of Companies and Enterprises, which represents the highest paying industry, is expected to be limited.

Table 20: Employment Forecast, City of Venice, 2014-2026

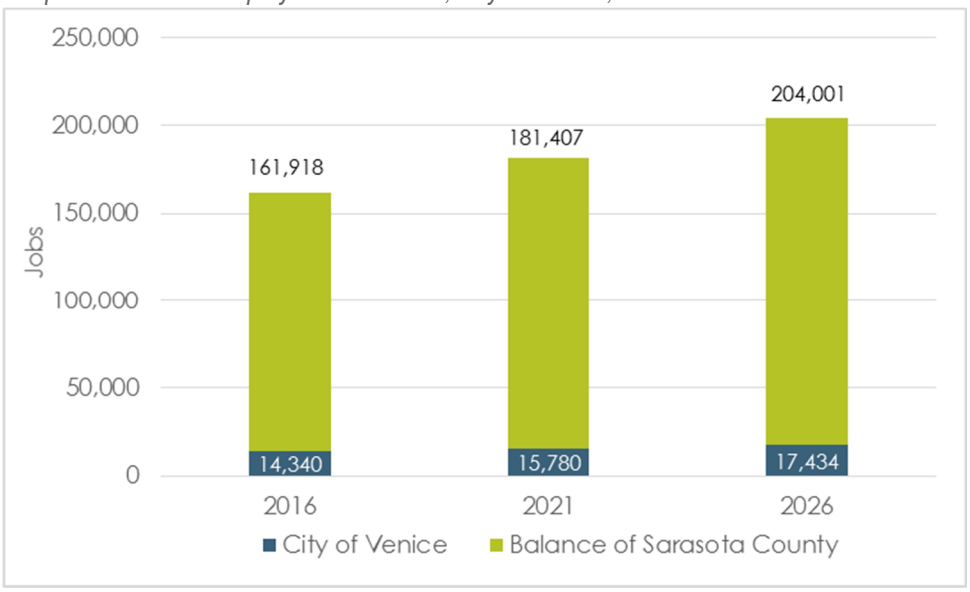
Industry	2014	2016	2021	2026	2014-2026 Δ #	2014-2026 Δ %
Agriculture, Forestry, Fishing & Hunting	5	5	5	6	1	14.5%
Mining	4	3	4	5	1	39.7%
Utilities	0	0	0	0	0	0.0%
Construction	621	694	836	1,007	386	62.2%
Manufacturing	2,143	2,257	2,326	2,397	254	11.8%
Wholesale Trade	214	226	257	292	78	36.6%
Retail Trade	1,382	1,475	1,622	1,791	409	29.6%
Transportation and Warehousing	50	45	46	47	-2	-4.7%
Information	100	104	118	133	33	32.5%
Finance and Insurance	406	422	468	519	113	27.9%
Real Estate and Rental and Leasing	181	193	219	249	68	37.6%
Professional and Technical Services	847	915	1,087	1,291	443	52.3%
Management of Companies and Enterprises	122	134	138	143	21	17.1%
Administrative and Waste Services	501	546	648	770	269	53.7%
Educational Services	190	192	241	303	113	59.7%
Health Care and Social Assistance	4,086	4,332	4,695	5,108	1,021	25.0%
Arts, Entertainment, and Recreation	511	501	549	600	89	17.5%
Accommodation and Food Services	1,179	1,297	1,460	1,644	465	39.5%
Other Services, Ex. Public Admin	622	654	715	782	160	25.7%
Public Administration	347	344	346	347	0	0.1%
Total	**13,510**	**14,340**	**15,780**	**17,434**	**3,924**	**29.0%**

Note: 2014 data represents estimated jobs in Venice based on actual captures from 2013

Source: Florida Department of Econoimc Opportunity; Woods & Poole; Kimley-Horn

As shown in *Graph 33*, the City of Venice is expected to increase from 14,340 jobs in 2016 to 17,434 jobs in 2026, equating to a 21.6% increase over ten years. The 10-year forecast projects over 3,000 new jobs in Venice. The forecasted increase in the City of Venice will be used later in this section to project demand for office and industrial space.

Graph 33: 10-Year Employment Forecast, City of Venice, 2016-2026



9.3 RESIDENTIAL DEMAND

Residential housing unit demand is based on the population projections presented in Section 7.1. It should be noted that these projections are based on the medium scenario provided by BEBR. Policy decisions based on the Comprehensive Plan Update could be supportive of additional growth (aligning with the high scenario) or restrict future growth as considered in the low scenario.

As previously demonstrated, the medium growth scenario forecasts approximately 3,040 new residents between 2016 and 2026, representing a 13.7% growth rate (*Table 21*). Based on this growth, total population in the City could increase from 22,140 people in 2016 to 25,180 people in 2026.

Table 21: Residential Forecast, City of Venice, 2014-2026

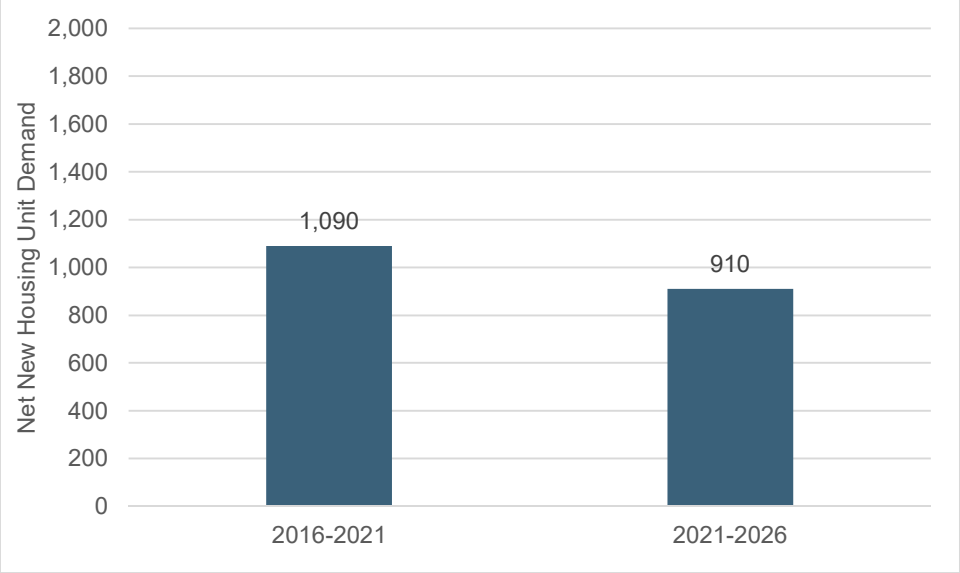
				2016-2026 Δ	
Measure	**2016**	**2021**	**2026**	**#**	**%**
Population	22,140	23,800	25,180	3,040	13.7%
Households	12,650	13,600	14,390	1,740	13.8%
Housing Units	14,550	15,640	16,550	2,000	13.7%

Source: BEBR; ESRI; Kimley-Horn

Housing unit forecasts are based on average household sizes and a 15% vacancy rate. This analysis assumes that the average household size will remain relatively constant over the next ten years at 1.75 people per household. Housing unit vacancy was estimated at 15%, lower than the overall community average of 32.7%, driven up by seasonal households. For projections, a lower 15% vacancy rate is a more reasonable assumption.

Housing in the City of Venice could increase by 13.7%, or 2,000 units, between 2016 and 2026. Housing unit delivery is expected to equate to 1,090 new units between 2016 and 2021, and another 910 units between 2021 and 2026 (*Graph 34*). It should be noted that residential forecasts are based on the City of Venice's share of the total population in Sarasota County. Additional housing demand would likely be generated in areas surrounding the current municipal limits.

Graph 34: 10-Year Net New Residential Demand, City of Venice, 2016-2026



Future residential demand will likely be accommodated in a variety of product types. Based on 2009-2013 American Community Survey data, approximately 34.9% of the total housing stock in the City of Venice is single-family detached, townhouses represent 6.4%, and multifamily units comprise 48.4% of the total. Sarasota County has

experienced increasing momentum in for-sale closings for all product types. Rental vacancy rates in the City of Venice are extremely low, estimated at less than 1% for the five professionally managed properties profiled in this analysis.

Based on demographic trends and recent market performance the following break-out of the forecasted net new residential demand could be assumed:

- Single-family detached: 40-45% of total demand
- Single-family attached (townhouse): 15-20% of total demand
- Multi-family: 30-35% of total demand

Continued increase in population over the age of 55 will drive demand for product that offers reduced maintenance. This age group typically seeks a maintenance-free lifestyle close to friends, family, shopping, dining, church, and cultural or recreational amenities. Because of continued national issues related to financing and liability for condominium construction, and shifting preferences toward rental housing among all age cohorts, many active lifestyle households are gravitating to apartments. Providing opportunities for residents to age in place, including housing that offers a continuum of care from independent to assisted living will be important over the next ten years.

9.4 RETAIL DEMAND

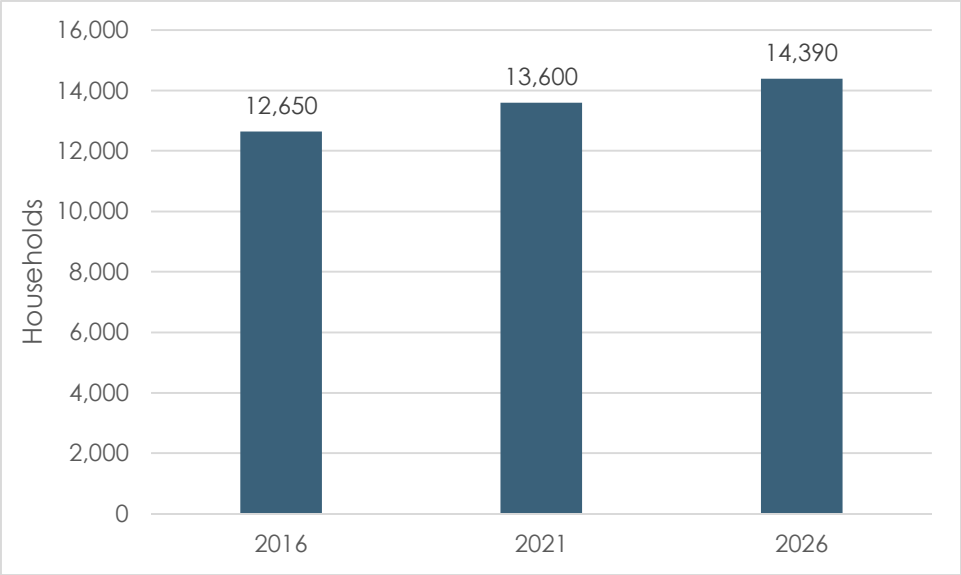
The 2016-2026 retail demand for the City of Venice was forecasted using the following method:

1. Calculating the City's total household income in 2016, 2021, and 2026 by applying the forecasted households to average income projections derived from ESRI trends
2. Estimating the City's expenditure potential based on reported data that indicates the percentage of income spent on various retail goods and services
3. Determining City of Venice sales through 2026, taking into account leakage resulting from resident commuting patterns
4. Estimating sales inflow from non-Venice residents, including those who work there, commuters, and seasonal sales capture
5. Converting retail sales to square feet based on sales per square feet data by type of retail

9.4.1 HOUSEHOLD AND INCOME FORECASTS

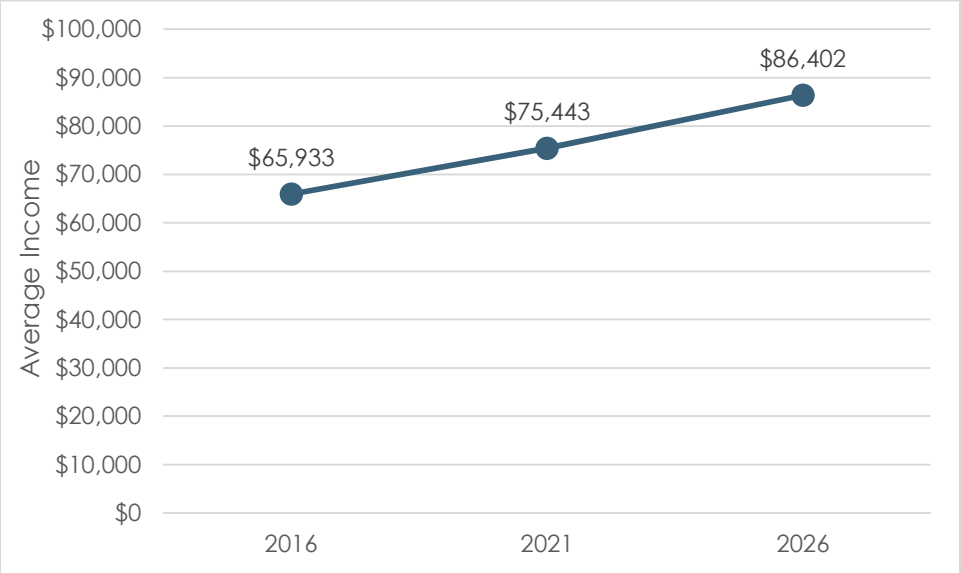
Household forecasts utilized in the retail demand forecasts presented in this section are based on the medium scenario population projections, interpreted from data provided by BEBR. As shown in *Graph 35*, the City of Venice is expected to have approximately 14,390 households by 2026, a 13.8% increase from 12,650 households in 2016.

Graph 35: Forecasted Households, City of Venice, 2016-2026



Retail demand forecasts generally rely on average household income, which is typically higher than the median household income statistics reported in Section 5.3. According to ESRI, the City of Venice had an estimated average household income of approximately $66,000 in 2016. Based on income projections derived from US Census and ESRI trends, the area is expected to have an average household income of $86,400 by 2026 (*Graph 36*). This measure may be slightly aggressive given population projections that indicate continued influx of Baby Boomers and retirees that could be living on fixed incomes.

Graph 36: Forecasted Households, City of Venice, 2016-2026



9.4.2 RETAIL DEMAND FORECAST

Based on the methodology outlined above, the City of Venice has a forecasted demand of approximately 324,500 square feet of net new retail space between 2016 and 2026. Detailed retail demand forecasts are provided in the appendix of this report. New retail demand could be accommodated in existing center vacancies, but also through development of new structures. It is also possible that consumers would travel outside the City of Venice if supply is constrained by lack of available product. The 324,500-square-foot forecast measures demand for net new retail space. As shown in *Table 22*, Food Services/Restaurants (16.0%), Building Materials and Supply Dealers (15.5%),

Discount Stores (15.2%) and Supermarkets (11.4%) make up the largest categories for net new demand. Similar to future housing projections, additional demand for retail space is likely to be supported in areas outside the current municipal limits.

Table 22: Net New Retail Demand, City of Venice, 2016-2026

Retail Category	Net New Retail Sq.Ft. 2016-2021	2021-2026	2016-2021 Change	% of Total
Food Services - Restaurants	21,988	29,898	51,886	16.0%
Building Material & Supply Dealers	21,306	28,971	50,277	15.5%
Discount Stores	20,907	28,429	49,337	15.2%
Supermarkets & Other Groceries	15,743	21,407	37,151	11.4%
Other General Merchandise Stores	9,918	13,487	23,405	7.2%
Clothing Stores	7,387	10,045	17,432	5.4%
Department Stores	5,673	7,714	13,388	4.1%
Furniture Stores	4,855	6,602	11,456	3.5%
Pharmacies & Drug Stores	3,707	5,040	8,747	2.7%
Sporting Goods and Toy Stores	3,361	4,570	7,931	2.4%
All Other Categories	22,671	30,828	53,499	16.5%
Total	**137,517**	**186,992**	**324,508**	**100.0%**

Source: Kimley-Horn

It should be noted that this analysis utilizes standard sales inflow amounts for non-City residents, including those who work there, commuters, and seasonal sales capture. However, it is possible that the City of Venice would have higher shares due to proximity to the beaches. For this reason, this demand forecast likely presents a conservative 10-year projection.

Demand for 37,000 square feet in the Supermarkets or Other Groceries classification would be supportive of one new store over the next 20 years given the average size of approximately 50,000 square feet. Additional demand for grocery could be accommodated through other categories, such as discount stores and other general merchandise stores.

9.5 OFFICE DEMAND

9.5.1 OFFICE-OCCUPYING EMPLOYMENT FORECAST

Office demand for the City of Venice was based on office-occupying growth, as reported for Sarasota by the Florida Department of Economic Opportunity and Woods & Poole. To forecast the increase in office-occupying employment, office shares were applied to each industry projection (as previously demonstrated in the base employment forecast in Section 7.2.2). Finance and Insurance, Professional and Technical Services, Management of Companies and Enterprises, and Real Estate and Rental and Leasing have the highest shares of office-occupying employment, ranging from 85% to 95%. The City of Venice is forecasted to have an increase of 1,167 office-occupying employees, or 26.7%, between 2016 and 2026 (*Table 23*).

Table 23: Office-Occupying Employment Forecast, City of Venice, 2016-2026

Industry	Office Share	2016	2021	2026	2016-2026 Δ #	2016-2026 Δ %
Agriculture, Forestry, Fishing & Hunting	5.0%	0	0	0	0	15.0%
Mining	5.0%	0	0	0	0	45.3%
Utilities	15.0%	0	0	0	0	0.0%
Construction	10.0%	69	84	101	31	45.2%
Manufacturing	5.0%	113	116	120	7	6.2%
Wholesale Trade	25.0%	57	64	73	16	28.9%
Retail Trade	10.0%	148	162	179	32	21.4%
Transportation and Warehousing	25.0%	11	11	12	1	6.1%
Information	30.0%	31	35	40	9	28.0%
Finance and Insurance	95.0%	401	444	493	92	22.9%
Real Estate and Rental and Leasing	85.0%	164	186	212	48	29.3%
Professional and Technical Services	95.0%	869	1,032	1,226	357	41.1%
Management of Companies and Enterprises	95.0%	128	132	136	8	6.2%
Administrative and Waste Services	80.0%	437	518	616	179	41.1%
Educational Services	30.0%	58	72	91	34	58.3%
Health Care and Social Assistance	35.0%	1,516	1,643	1,788	271	17.9%
Arts, Entertainment, and Recreation	15.0%	75	82	90	15	19.7%
Accommodation and Food Services	10.0%	130	146	164	35	26.8%
Other Services, Ex. Public Admin	25.0%	164	179	196	32	19.5%
Public Administration	70.0%	86	86	87	1	1.0%
Total		**4,370**	**4,909**	**5,536**	**1,167**	**26.7%**

Source: Florida Department of Econoimc Opportunity; Woods & Poole; Kimley-Horn

9.5.2 OFFICE DEMAND FORECAST

Forecasted office-occupying jobs have been used to estimate demand for square footage and land. National trends indicate a declining amount of office space per employee. Estimates for office demand are based on a 225-square-foot per employee average between 2016 and 2021 and 200 square feet per employee between 2021 and 2026.

The City of Venice is forecasted to add approximately 1,167 new office jobs between 2016 and 2026. At an average space per employee of between 200 and 225 square feet, this equates to demand of approximately 247,000 square feet of net new single- and multi-tenant office space over the ten-year period (*Table 24*). Most of the demand would likely be driven by healthcare and professional services. Including a 10% vacancy factor, the City of Venice is forecasted to have demand for nearly 272,000 square feet of additional office space between 2016 and 2026.

Table 24: Net New Office Demand, City of Venice, 2016-2026

	New Office Demand 2016-2026		
	2016-2021	2021-2026	Total
Office Occupying Jobs	540	627	1,167
Square Feet/Employee	225	200	
Net Demand (Sq.Ft.)	121,494	125,362	246,856
Net Office Space Demand (Sq.Ft.)	133,644	137,898	271,541

Source: Florida Department of Econoimc Opportunity; Woods & Poole; Kimley-Horn

Future office-occupying employment forecasts are based on current captures demonstrated by the City of Venice. It is likely that additional demand for office space could be generated outside the current municipal limits, particularly in unincorporated areas in the I-75 corridor.

9.6 INDUSTRIAL DEMAND

9.6.1 INDUSTRIAL OCCUPYING EMPLOYMENT FORECAST

Industrial-occupying employment projections are based on the Florida Department of Economic Opportunity and Woods & Poole forecasts demonstrated in Section 7.2.2. New industrial jobs in the City of Venice are based on shares of industrial-occupying employees by industry. These shares range from 0% for Financial Activities and Professional-focused Services to 90% for Manufacturing and Wholesale Trade.

The City of Venice is expected to have an increase of 390 new industrial-occupying jobs in the ten-year period between 2016 and 2026, a 13.0% increase (*Table 25*). Notable increases are expected in the Manufacturing, Wholesale Trade, and Construction sectors.

Table 25: Industrial-Occupying Employment Forecast, City of Venice, 2016-2026

Industry	Ind. Share	2016	2021	2026	2016-2026 Δ #	2016-2026 Δ %
Agriculture, Forestry, Fishing & Hunting	5.0%	0	0	0	0	15.0%
Mining	10.0%	0	0	0	0	45.3%
Utilities	60.0%	0	0	0	0	0.0%
Construction	15.0%	104	125	151	47	45.2%
Manufacturing	90.0%	2,032	2,093	2,157	125	6.2%
Wholesale Trade	90.0%	204	231	263	59	28.9%
Retail Trade	10.0%	148	162	179	32	21.4%
Transportation and Warehousing	60.0%	27	28	28	2	6.1%
Information	65.0%	68	76	87	19	28.0%
Finance and Insurance	0.0%	0	0	0	0	0.0%
Real Estate and Rental and Leasing	5.0%	10	11	12	3	29.3%
Professional and Technical Services	5.0%	46	54	65	19	41.1%
Management of Companies and Enterprises	0.0%	0	0	0	0	0.0%
Administrative and Waste Services	10.0%	55	65	77	22	41.1%
Educational Services	5.0%	10	12	15	6	58.3%
Health Care and Social Assistance	5.0%	217	235	255	39	17.9%
Arts, Entertainment, and Recreation	5.0%	25	27	30	5	19.7%
Accommodation and Food Services	0.0%	0	0	0	0	0.0%
Other Services, Ex. Public Admin	10.0%	65	72	78	13	19.5%
Public Administration	5.0%	34	35	35	0	1.0%
Total		**3,009**	**3,193**	**3,398**	**390**	**13.0%**

Source: Florida Department of Econoimc Opportunity; Woods & Poole; Kimley-Horn

9.6.2 INDUSTRIAL DEMAND FORECAST

Forecasted industrial-occupying jobs have been used to estimate square footage demand. Estimates for industrial demand are based on an average of 750 square feet per employee. Square feet per employee estimates vary from 300 square feet to 1,000 square feet, depending on use. Typically, Manufacturing and Wholesale Trade sectors require the most industrial space per employee.

Table 26 demonstrates the expected increase in new industrial-occupying employees and required square footage through 2026. The City of Venice is forecasted to have demand for approximately 292,400 square feet of industrial demand between 2016 and 2026. Including a 10% vacancy rate, the City of Venice is forecasted to have industrial space requirements for nearly 322,000 square feet of between 2016 and 2026. It is important to note that this forecast is based on organic job growth, and excludes large “drop-in” manufacturing and distribution relocations similar to PGT and Tervis Tumbler.

Table 26: Net New Industrial Demand, City of Venice, 2016-2026

	New Industrial Demand		2016-2026
	2016-2021	2021-2026	Total
Industrial Occupying Jobs	185	205	390
Square Feet/Employee	750	750	
Net Demand (Sq.Ft.)	138,499	153,916	292,415
Net Industrial Space Demand (Sq.Ft.)	152,349	169,308	321,657

Source: Florida Department of Econoimc Opportunity; Woods & Poole; Kimley-Horn

Similar to office projections, additional demand for industrial space is likely to be accommodated in Sarasota County, outside the Venice city limits. Industrial users would be attracted to locations with proximity to the I-75 corridor, similar to the Interstate Business Center.

9.7 HOSPITALITY DEMAND

No hotel performance trend data was available for the City of Venice. However, based on stakeholder interviews, as well as the location of a number of prominent employers and seasonal tourism demand, this analysis assumes that the City of Venice could support one to two limited-service hotel facilities. Facilities would be attracted to locations on the Island and with proximity to the I-75 corridor and major employers along Laurel Road. Some of the demand may be accommodated in unincorporated areas of Sarasota County, outside the Venice city limits.

APPENDIX

Appendix Table 1: Estimated Taxable Sales by Retail Category, City of Venice, 2016-2026

Business Category	% of Income	Taxable Sales 2016	Taxable Sales 2021	Taxable Sales 2026	2016-2026 Change
Food Services - Restaurants	5.63%	$46,660,191	$55,131,783	$66,691,371	$20,031,180
Supermarkets & Other Groceries	4.95%	$40,999,953	$48,443,876	$58,601,198	$17,601,245
Building Material & Supply Dealers	4.46%	$36,946,029	$43,653,924	$52,806,928	$15,860,899
Discount Stores	4.41%	$36,520,660	$43,151,325	$52,198,948	$15,678,288
Other General Merchandise Stores	3.34%	$27,720,300	$32,753,179	$39,620,601	$11,900,301
Clothing Stores	1.63%	$13,549,065	$16,009,024	$19,365,668	$5,816,602
Department Stores	1.26%	$10,405,582	$12,294,812	$14,872,689	$4,467,107
Pharmacies & Drug Stores	0.81%	$6,742,222	$7,966,335	$9,636,653	$2,894,430
Furniture Stores	0.70%	$5,828,310	$6,886,494	$8,330,398	$2,502,088
Convenience Stores	0.53%	$4,355,595	$5,146,394	$6,225,448	$1,869,853
Household Appliances	0.42%	$3,463,561	$4,092,403	$4,950,465	$1,486,904
Sporting Goods and Toy Stores	0.41%	$3,362,243	$3,972,690	$4,805,651	$1,443,408
Home Furnishings	0.36%	$2,964,242	$3,502,427	$4,236,788	$1,272,546
Book Stores	0.34%	$2,818,359	$3,330,058	$4,028,278	$1,209,919
Pet, Hobby, and Craft Stores	0.34%	$2,790,542	$3,297,191	$3,988,519	$1,197,977
Shoe Stores	0.29%	$2,363,436	$2,792,540	$3,378,057	$1,014,621
Office Supplies & Stationary	0.28%	$2,320,578	$2,741,900	$3,316,800	$996,222
Fitness Centers	0.25%	$2,088,057	$2,467,163	$2,984,458	$896,401
Drinking Places - Bars	0.25%	$2,042,433	$2,413,255	$2,919,247	$876,815
Jewelery Stores and Repair	0.22%	$1,792,497	$2,117,942	$2,562,015	$769,517
Specialty Food Stores	0.20%	$1,686,341	$1,992,512	$2,410,286	$723,945
Photofinishing	0.20%	$1,648,623	$1,947,945	$2,356,375	$707,752
Florists	0.17%	$1,447,268	$1,710,032	$2,068,578	$621,311
Gift & Novelty Stores	0.14%	$1,177,090	$1,390,801	$1,682,413	$505,324
Laundries and Dry Cleaners	0.12%	$994,380	$1,174,919	$1,421,267	$426,887
Motion Picture Theaters	0.07%	$583,629	$689,593	$834,181	$250,552
News Dealers & Newstands	0.06%	$512,796	$605,899	$732,939	$220,143
Luggage & Leather Goods	0.01%	$110,937	$131,078	$158,562	$47,625
Total	**31.84%**	**$263,894,916**	**$311,807,496**	**$377,184,779**	**$113,289,863**

Source: Department of Revenue; Kimely-Horn

Appendix Table 2: Total Retail Demand, City of Venice, 2016

Retail Category	Total Sales (2016)	Sales Per Sq.Ft.	Square Feet Demand
Food Services - Restaurants	$46,660,191	$350	133,315
Supermarkets & Other Groceries	$40,999,953	$410	100,000
Building Material & Supply Dealers	$36,946,029	$260	142,100
Discount Stores	$36,520,660	$275	132,802
Other General Merchandise Stores	$27,720,300	$440	63,001
Clothing Stores	$13,549,065	$275	49,269
Department Stores	$10,405,582	$275	37,838
Pharmacies & Drug Stores	$6,742,222	$300	22,474
Furniture Stores	$5,828,310	$180	32,379
Convenience Stores	$4,355,595	$230	18,937
Household Appliances	$3,463,561	$255	13,583
Sporting Goods and Toy Stores	$3,362,243	$150	22,415
Home Furnishings	$2,964,242	$275	10,779
Book Stores	$2,818,359	$140	20,131
Pet, Hobby, and Craft Stores	$2,790,542	$245	11,390
Shoe Stores	$2,363,436	$275	8,594
Office Supplies & Stationary	$2,320,578	$300	7,735
Fitness Centers	$2,088,057	$200	10,440
Drinking Places - Bars	$2,042,433	$275	7,427
Jewelery Stores and Repair	$1,792,497	$300	5,975
Specialty Food Stores	$1,686,341	$400	4,216
Photofinishing	$1,648,623	$345	4,779
Florists	$1,447,268	$300	4,824
Gift & Novelty Stores	$1,177,090	$140	8,408
Laundries and Dry Cleaners	$994,380	$300	3,315
Motion Picture Theaters	$583,629	$350	1,668
News Dealers & Newstands	$512,796	$100	5,128
Luggage & Leather Goods	$110,937	$350	317
Total	**$263,894,916**		**883,240**

Source: Department of Revenue; Kimely-Horn

Appendix Table 3: Total Retail Demand, City of Venice, 2021

Retail Category	Total Sales (2021)	Sales Per Sq.Ft.	Square Feet Demand
Food Services - Restaurants	$55,131,783	$360	153,304
Supermarkets & Other Groceries	$48,443,876	$421	114,993
Building Material & Supply Dealers	$43,653,924	$267	163,406
Discount Stores	$43,151,325	$283	152,714
Other General Merchandise Stores	$32,753,179	$452	72,447
Clothing Stores	$16,009,024	$283	56,657
Department Stores	$12,294,812	$283	43,512
Pharmacies & Drug Stores	$7,966,335	$308	25,844
Furniture Stores	$6,886,494	$185	37,234
Convenience Stores	$5,146,394	$236	21,777
Household Appliances	$4,092,403	$262	15,619
Sporting Goods and Toy Stores	$3,972,690	$154	25,776
Home Furnishings	$3,502,427	$283	12,395
Book Stores	$3,330,058	$144	23,150
Pet, Hobby, and Craft Stores	$3,297,191	$252	13,098
Shoe Stores	$2,792,540	$283	9,883
Office Supplies & Stationary	$2,741,900	$308	8,895
Fitness Centers	$2,467,163	$206	12,006
Drinking Places - Bars	$2,413,255	$283	8,541
Jewelery Stores and Repair	$2,117,942	$308	6,871
Specialty Food Stores	$1,992,512	$411	4,848
Photofinishing	$1,947,945	$354	5,495
Florists	$1,710,032	$308	5,548
Gift & Novelty Stores	$1,390,801	$144	9,668
Laundries and Dry Cleaners	$1,174,919	$308	3,812
Motion Picture Theaters	$689,593	$360	1,918
News Dealers & Newstands	$605,899	$103	5,897
Luggage & Leather Goods	$131,078	$360	364
Total	**$311,807,496**		**1,015,669**

Source: Department of Revenue; Kimely-Horn

Appendix Table 4: Total Retail Demand, City of Venice, 2021