

City of Venice

COMPREHENSIVE PLAN 2017-2027

List of Possible Revision, Updates and Amendments (comments received since June 12, 2017):

Based on comments received since the June 12, 2017 Transmittal hearing, the following listing provides a summary of items for consideration by the City of Venice with respect to the proposed 2017-2027 Comprehensive Plan.

Other Corrections: Corrections for scrivener's errors/format/typos continue to be identified and corrected by staff, the City Attorney and KH (i.e., spelling, punctuation, corrected map references, etc); no policy changes or other amendments are included in this item (presumed to be non-substantive in nature)

Comments/responses are provided below identified by the person(s) making the comment. At the end of this section, staff has included other general comments for consideration and/or discussion. Staff will discuss the following proposed amendments at the meeting.

Dan Bailey / Jon Thaxton:

- a) Summarized Comment - Bridges property designation in general and secondary comment about allowing Single family uses in the Laurel Road Mixed Use (Note: this request may vary depending on designation of Bridges Property (i.e., Laurel Road or Northeast Venice).

Response:

Current FLUM (MUC)



Proposed FLUM (MUR)(circle should be more to right)

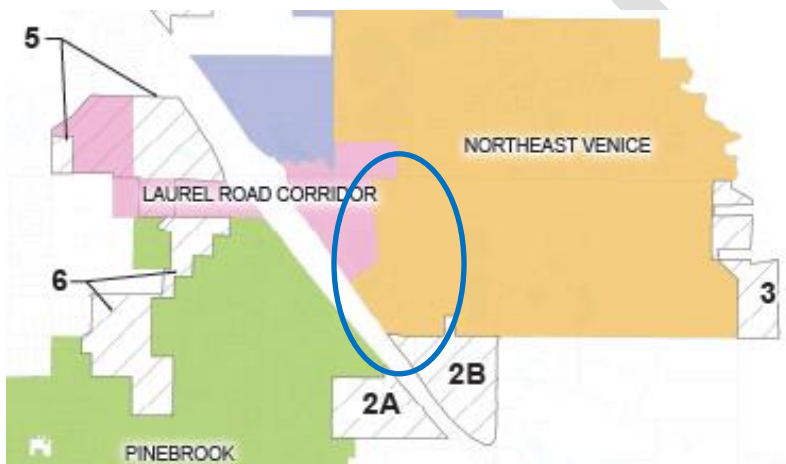


NEIGHBORHOOD DESIGNATION:

Current Neighborhood (Laurel Road)



Proposed Neighborhood (Northeast Venice)



The following tables show the Existing and Proposed Land Use Data as a result of changing the Bridges property to MUR and moving it from the Laurel Road Neighborhood to the Northeast Venice Neighborhood:

Existing:

| Northeast Venice | | | | |
|------------------------------|-------------|-------|-----------|---------|
| FLU | Acreages | Acres | Intensity | Density |
| COMMERCIAL | 78.61826967 | 79 | 3,441,240 | |
| CONSERVATION | | | | |
| GOVERNMENT | 4.002121719 | 4 | | |
| HIGH DENSITY RESIDENTIAL | | | | 0 |
| INDUSTRIAL | | | 0 | |
| INSTITUTIONAL PROFESSIONAL | | | 0 | |
| LOW DENSITY RESIDENTIAL | 130.5491115 | 131 | | 655 |
| MEDIUM DENSITY RESIDENTIAL | 1.983295749 | 2 | | 26 |
| MIXED USE CORRIDOR | | | 0 | 0 |
| MIXED USE DOWNTOWN | | | 0 | 0 |
| MIXED USE SEABOARD | | | | |
| MIXED USE AIRPORT | | | 0 | |
| MIXED USE RESIDENTIAL | 2420.197598 | 2420 | 1,054,152 | 12,100 |
| MODERATE DENSITY RESIDENTIAL | | | | 0 |
| OPEN SPACE FUNCTIONAL | 10.32985445 | 10 | | |
| | 2645.68 | 2,646 | 4,495,392 | 12,781 |
| Total City Boundary | 2746.7 | | | |
| ROW FLU | 100.0 | | | |

| Laurel Rd Corridor | | | | |
|------------------------------|-------------|-------|-----------|---------|
| FLU | Acreages | Acres | Intensity | Density |
| COMMERCIAL | | | 0 | |
| CONSERVATION | | | | |
| GOVERNMENT | 71.27921923 | 71 | | |
| HIGH DENSITY RESIDENTIAL | | | | 0 |
| INDUSTRIAL | | | 0 | |
| INSTITUTIONAL PROFESSIONAL | | | 0 | |
| LOW DENSITY RESIDENTIAL | | | | 0 |
| MEDIUM DENSITY RESIDENTIAL | | | | 0 |
| MIXED USE CORRIDOR | 457.3965196 | 457 | 8,958,114 | 1,485 |
| MIXED USE DOWNTOWN | | | 0 | 0 |
| MIXED USE SEABOARD | | | | |
| MIXED USE AIRPORT | | | 0 | |
| MIXED USE RESIDENTIAL | | | | |
| MODERATE DENSITY RESIDENTIAL | 72.35662566 | 72 | | 648 |
| OPEN SPACE FUNCTIONAL | | | | |
| | 601.03 | 600 | 8,958,114 | 2,133 |
| Total City Boundary | 628.1 | | | |
| ROW FLU | 27.1 | | | |

Proposed (Bridges designated as MUR and relocated to Northeast Venice)

| Northeast Venice | | | | |
|------------------------------|-------------|-------|-----------|---------|
| FLU | Acreages | Acres | Intensity | Density |
| COMMERCIAL | 78.61826967 | 79 | 3,441,240 | |
| CONSERVATION | | | | |
| GOVERNMENT | 4.002121719 | 4 | | |
| HIGH DENSITY RESIDENTIAL | | | | 0 |
| INDUSTRIAL | | | 0 | |
| INSTITUTIONAL PROFESSIONAL | | | 0 | |
| LOW DENSITY RESIDENTIAL | 130.5491115 | 131 | | 655 |
| MEDIUM DENSITY RESIDENTIAL | 1.983295749 | 2 | | 26 |
| MIXED USE CORRIDOR | | | 0 | 0 |
| MIXED USE DOWNTOWN | | | 0 | 0 |
| MIXED USE SEABOARD | | | | |
| MIXED USE AIRPORT | | | 0 | |
| MIXED USE RESIDENTIAL | 2578.797598 | 2579 | 1,123,412 | 12,895 |
| MODERATE DENSITY RESIDENTIAL | | | | 0 |
| OPEN SPACE FUNCTIONAL | 10.32985445 | 10 | | |
| | 2804.28 | 2,805 | 4,564,652 | 13,576 |
| Total City Boundary | 2904.3 | | | |
| ROW FLU | 100.0 | | | |

| Laurel Rd Corridor | | | | |
|------------------------------|-------------|-------|-----------|---------|
| FLU | Acreages | Acres | Intensity | Density |
| COMMERCIAL | | | 0 | |
| CONSERVATION | | | | |
| GOVERNMENT | 71.27921923 | 71 | | |
| HIGH DENSITY RESIDENTIAL | | | | 0 |
| INDUSTRIAL | | | 0 | |
| INSTITUTIONAL PROFESSIONAL | | | 0 | |
| LOW DENSITY RESIDENTIAL | | | | 0 |
| MEDIUM DENSITY RESIDENTIAL | | | | 0 |
| MIXED USE CORRIDOR | 298.7965196 | 298 | 5,841,396 | 969 |
| MIXED USE DOWNTOWN | | | 0 | 0 |
| MIXED USE SEABOARD | | | | |
| MIXED USE AIRPORT | | | 0 | |
| MIXED USE RESIDENTIAL | | | | |
| MODERATE DENSITY RESIDENTIAL | 72.35662566 | 72 | | 648 |
| OPEN SPACE FUNCTIONAL | | | | |
| | 442.43 | 441 | 5,841,396 | 1,617 |
| Total City Boundary | 628.1 | | | |
| ROW FLU | 185.7 | | | |

- b) Concern expressed over implementing the Plan definitions of Multi-Family and Single Family.

Response: comment acknowledged definitions may need to be refined and updated based on the direction of the Land Development Code Update.

- c) We ask that Strategy OS 1.1.2. be revised to clarify that a developer will not be required to provide Open Space that is accessible to, and available for use by, members of the general public without admission, as long as the development does not, itself, cause the adopted level of service for functional open space to be exceeded on a city-wide basis.

Response: see response to Boone Law Firm (a) below:

- d) We ask that the language in Strategy LU 1.2.17, relating to MUR Connectivity be revised to grant the City Commission discretion to modify the minimum corridor width through the PUD zoning process.

Response: staff will request discussion/direction from City Council on this topic.

- e) The possible location of the future N/S roadway west of Jacaranda. These are issues of great importance to the Foundation, and we would greatly appreciate your help on them.

Response: This is a Policy discussion by City Council. Note the language does not specify the location of a North/South roadway.

Strategy TR-NE 1.1.4 - New Roadways

The City shall ensure that two additional north/south connections between Laurel Road and Border Road are added to the transportation system. One roadway shall be located east of Jacaranda Boulevard and one shall be located west of Jacaranda Boulevard. The roadway west of Jacaranda Boulevard may be fulfilled by the installation of a north/south roadway meeting these criteria in the Laurel Road Neighborhood.

Boone Law Firm:

- a) Strategy OS 1.1.1. Functional Open Space Defined - Remove the term “public” from functional open space.

Response: staff reviewed this and believe a better approach would be to modify the following Strategy:

Strategy LU 1.2.16 - Mixed Use Residential (MUR)

c) Open Space (including both Functional and Conservation): 50% (min). Open Space shall be comprised of a mix of Functional (public or private) and Conservation Open Space to achieve 50%, with either type being no less than 10%.

b) Allow single family in the laurel road mixed use corridor.

Response: See below, should discuss implications to the neighborhood.

Bridges/Laurel Road Neighborhood: permit Single Family Residential.



Strategy LU 1.2.9.c - Corridor (MUC)

- a) Envisioned to be located in and support the Island Neighborhood, Laurel Road Corridor and limited portions of the Northeast Venice Neighborhood and Knights Trail Neighborhood.
- b) Supports mixed use (horizontal and vertical).
- c) Moderate to Medium Density Residential uses are permitted; low density/single family uses are not permitted except within the Laurel Road Corridor Neighborhood.

c) Adjustment of MUR non-residential thresholds for area wide and individual parcel desired deletion of individual parcel threshold.

Response: This is a City Council Policy Discussion – raise the area wide non-residential FAR from 0.2 to 0.4 and individual parcel to 0.5 - 0.75. Note, area wide non-residential increase in FAR adds approximately 1.7 million sq.ft., most within the NE Venice Neighborhood.

d) Concern regarding MUC minimum and maximum thresholds already or close to exceeding the maximum allowable residential development.

Response: the thresholds were established by the Planning Commission to require annual monitoring and adjustment as needed due to development activity. This is a significant Policy discussion by City Council.

e) Modify

Strategy LU 1.2.17 - Mixed Use Residential Open Space Connectivity

Within the MU-R land use designations, new development shall provide open space connectivity by means of either functional and or conservation uses.

~~Open space connectivity shall be a minimum of 25 feet wide.~~

Response: This is a policy discussion for City Council.

- f) Concern over the removal of conversion factors for non-residential and residential uses...being allowed to have residential uses in non-residential districts (commercial) and non-residential uses in residential districts.

Response: The following strategy was cited.

Strategy LU 1.2.5 - Residential Uses in Non-Residential Designations

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

This is a significant Policy discussion for City Council. Further, there have been questions on this topic to the effect of: “If I have a commercial zoning now can I build residential in the district if the comprehensive plan is approved as proposed?” In discussion with the City attorney on this topic the answer is mostly no. The intent of the comprehensive plan is for development to be consistent with it’s direction. There are exceptions in the Plan for previously approved PUD and CMU projects. Further, where a property owner has demonstrated vested rights through the City’s defined vested rights process. The City attorney will provide further discussion on this topic at the meeting.

- g) Change the following title for Strategy LU-LR 1.1.3 - ~~Multifamily~~ Mixed Use Focus.

Response: this is only needed if single family residential is allowed in all Mixed Use Corridor (MUC) designations. This is a significant Policy discussion by City Council.

- h) Hurt Property (Laurel Road Neighborhood/ west of I-75): clarification as to the location of the dividing line between MUC and MODR; how and when defined. Note, new Strategy LU-LR 1.1.4 is provided; the remaining Strategies within the Laurel Road Neighborhood are renumbered to accommodate this addition.

Response:

Strategy LU-LR 1.1.4 – Parcels with Split Land Use Designations

Existing parcels which are designated and mapped on the Future Land Use Map with split Land Use Designations (i.e., multiple Land Use Designations on a single property), the specific location of the respective land use designations shall be determined as part of a comprehensive plan map amendment with an associated development proposal.

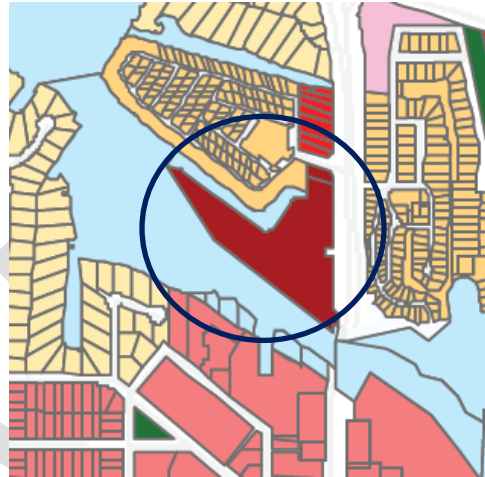
- i) “Fisherman’s Wharf” (Gateway Neighborhood): re-designating the property from Commercial to MUC.

Response: This has potential for expanded discussion as part of comments from Mr. Chung’s property further to the north (revisit current Plan, Planning Area F).

Current FLUM (COMM)



Proposed FLUM (MUC)



Based on the proposed FLUM designation, the Gateway Neighborhood Commercial (sq.ft/potential) is reduced by 304,920 sq.ft. (COMM) but increased by 171,518 sq.ft. (MUC) and 46 residential units;

Councilman Fraize:

- a) Remove “personal” (HG 1.1); Amend Housing Strategy HG 1.1 to remove the term “personal”. Note, the term “that” is being removed also (non-substantive).

Intent HG 1.1 - Housing Options

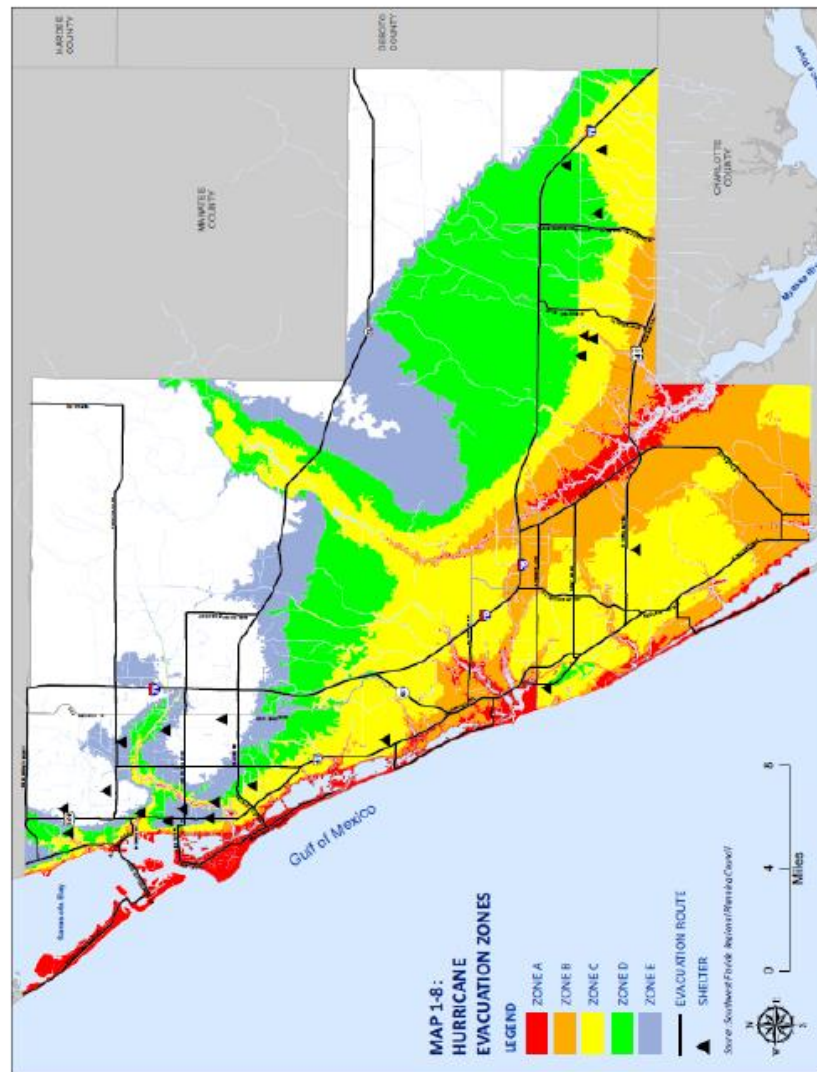
The City will promote a range of housing options to ensure that residents and potential residents can select housing that reflects their personal preferences, economic circumstances, seasonal status, and special housing needs including age-friendly housing.

Anthony Penzone:

- a) CHHA and the evacuation route map

Response: Add to the DIA the Hurricane Evacuation Map including shelter locations (DIA page 163). Please see page 16 of this response for Map 3.16 Hurricane Evacuation Zones, Routes and Shelters.

Map 3.16 Hurricane Evacuation Zones, Routes and Shelters (Map prepared by Sarasota County Government)



City of Venice
Comprehensive Plan 2017-2027
Community Facilities DIA
DRAFT

Environmental Advisory Board (Ronald Courtney):

- Placement of a definition to fracking (well stimulation) to the appendix:

Response: Add the following definition:

Fracturing, Hydraulic: Also known as or may be referred but not limited to, fracking, fraccing, frac'ing, hydrofracturing or hydrofracking; is a well stimulation technique in which rock is fractured by a pressurized liquid. The process involves the high-pressure injection of 'fracking fluid' (primarily water, containing sand or other possible pollutants suspended with the aid of thickening agents) into a wellbore to create cracks in the deep-rock formations through which natural gas, petroleum, and brine will flow more freely. When the hydraulic pressure is removed from the well, small grains of hydraulic fracturing proppants (either sand or aluminum oxide) hold the fractures open.

- b) Addition to the Conservation Open Space definition (OS 1.2.1, p74). For the level of service for conservation Open Space please reference LU 1.2.16 (6), p32.

Response: Note: a specific LOS is not provided for Conservation Open Space and is typically not provided due to the nature of these lands. The referenced Strategy LU 1.2.16 is in regard to MUR designations only.

Strategy OS 1.2.1 - Conservation Open Space -Defined

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

- c) Addition concerning wildlife corridors. 25 foot right away with either Comprehensive plan or Parks for Curry Creek.

Response: Policy discussion for City Council.

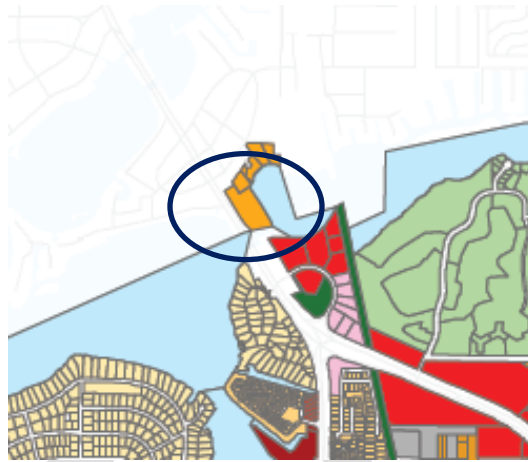
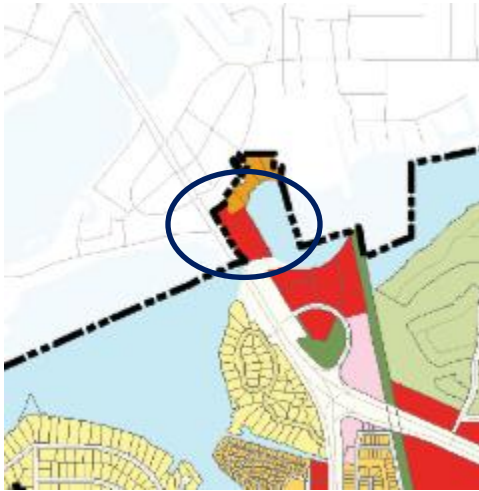
Weng Chung (property on US 41 north/Gateway Neighborhood):

- a. Change of property from Commercial to Mixed Use Corridor. Cheung Property (Gateway Neighborhood)

Response: Current designation for the property is Medium Density Residential (see following change. For consideration of the requested MUC for the property, Council may wish to discuss the corresponding MUC request for Fisherman's Wharf property and the broader discussion of the current plan, Planning Area F for a possible MUC designation for the entire area.

Current FLUM designation (COMM)

Proposed FLUM designation (MEDR)



Based on the proposed FLUM designation, the Gateway Neighborhood Commercial (sq.ft./potential) is reduced by 174,240 sq.ft.; Residential units are increased from 4 acres/52 du's to 10 acres/130 du's

Dan Loebeck:

- a) While no written recommended change was provided other than a reference to a Sarasota County comprehensive plan policy, the following revisions are proposed to clarify review of transportation impacts on comprehensive plan amendments.

Response: Add to Transportation Strategy, language regarding concurrency/transportation analysis (when applied, what type of review/application). Strategy TR 1.2.2 would remain as written; Strategy TR 1.2.2.a – Comprehensive Plan Amendments (shown as underline) would be added

Strategy TR 1.2.2 - Roadway Level of Service Standards

The City shall 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 obtain the adopted LOS due to environmental constraints, or those not financially feasible, will be identified as constrained or backlogged roadways.

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

Strategy TR 1.2.2.a – Comprehensive Plan Amendments

All proposed comprehensive plan amendments shall meet the current statutory requirements, including but not limited to F.S. 163.3177. Proposed amendments to the Future Land Use Element and/or Map shall include a transportation analysis of three planning periods: 1) existing conditions, 2) the first 5-year period occurring after the amendment adoption, and 3) year 2030. The analysis shall identify existing and projected levels of service with the proposed amendment. Projects necessary to ensure that the City's adopted level of service standards are achieved and maintained for the 5-year period and through 2030 must be identified as either funded or unfunded. The City shall consider the impacts to the adopted level of service standards when considering any proposed comprehensive plan amendment.

Councilman Cautero

- a) Clarify Attainable Housing bonus Strategy HG 1.5.3 and Strategy LU 1.2.20

Strategy LU 1.2.20 - Reserve Density and Intensity

~~In order to promote development and redevelopment consistent with the Mixed Use designations and their intent, excluding MUR, the City has established a reserve of 1,000,000 square feet of non-residential intensity and 500 dwelling units to be allocated by the City Council upon recommendation by the Planning Commission at the time of rezoning and/or site plan review. Standards for the application of the reserve density and intensity, including the implementation, shall be provided in the Land Development Code. Any attainable housing bonus approved by the City shall count against the reserve density allocation.~~

Strategy HG 1.5.3 - Attainable Housing Density Bonus and Other Incentives

The City has targeted specific land use districts for attainable housing. Table HG-2 below identifies these land use districts and provides for the maximum density with a density bonus by land use category and attainable housing development type. The density bonus shall be applied based on a pro rated share (percentage) of affordable and/or community housing provided within the proposed development. For example, if 50 percent of the housing proposed meets the standards for the categories below, 50 percent of the density bonus could be applied. This Strategy shall not be interpreted to provide the density bonus based on the application or inclusion of market rate housing. The City has established a reserve density (density bonus) of 500 dwelling units that may be allocated during the planning horizon. The reserve density may be allocated by the City Council upon recommendation by the Planning Commission at the time of rezoning and/or site plan review. Standards for the application of the reserve density, including the implementation, shall be provided in the Land Development Code. Any attainable housing bonus approved by the City shall count against the reserve density allocation. The City Council may modify this number as part of a comprehensive plan amendment.

- b) Transportation: Identify LOS standards for State/County, including arterial and collector roadways versus local roads

Strategy TR 1.2.2 - Roadway Level of Service Standards

The City shall adopt and seek to maintain a ~~Level of Service~~ LOS standard of “D” for peak hour conditions for all roadways within the City (arterial and collector); LOS standard of “C” for peak hour conditions for all public local roadways within the City. The City, through the Land Development Code and review process, will establish analysis and review criteria. Roadways unable to obtain the adopted LOS due to environmental constraints, or those not financially feasible, will be identified as constrained or backlogged roadways.

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

- c) Add Future Land Use data for each neighborhood providing information of acreage by land use category, density, intensity for each neighborhood from the Data Inventory and Analysis (DIA) an example for the Island is shown below (rounding of figures will be made). This information would appear along with the future land use map for each neighborhood.

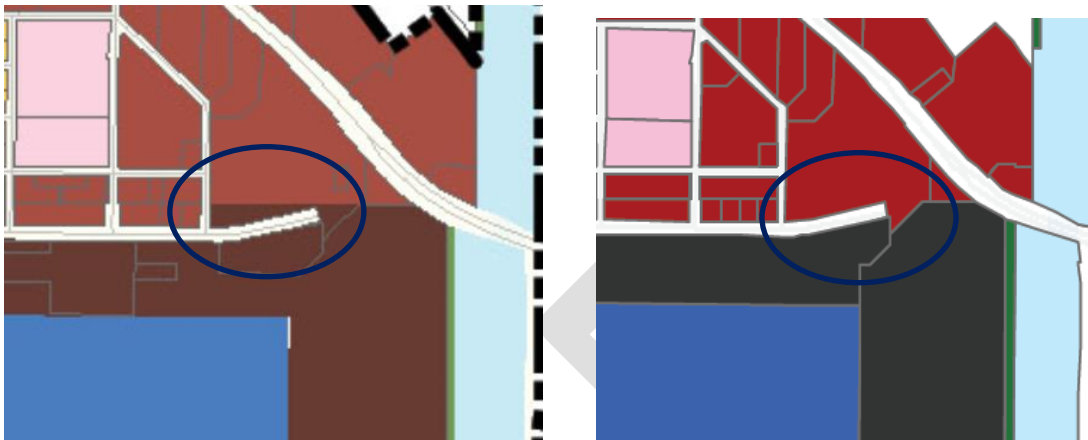
| The Island | | | | |
|------------------------------|-------------|-------|-----------|---------|
| FLU | Acreages | Acres | Intensity | Density |
| COMMERCIAL | 6.102080354 | 6 | 261,360 | |
| CONSERVATION | 304.0041821 | 304 | | |
| GOVERNMENT | 476.329878 | 476 | | |
| HIGH DENSITY RESIDENTIAL | 84.8483785 | 85 | | 1,530 |
| INDUSTRIAL | | | 0 | |
| INSTITUTIONAL PROFESSIONAL | 21.49329261 | 21 | 457,380 | |
| LOW DENSITY RESIDENTIAL | 578.5530595 | 579 | | 2,895 |
| MEDIUM DENSITY RESIDENTIAL | 72.7182288 | 73 | | 949 |
| MIXED USE CORRIDOR | 188.6846068 | 189 | 2,881,494 | 1,720 |
| MIXED USE DOWNTOWN | 83.72692569 | 84 | 1,902,701 | 756 |
| MIXED USE SEABOARD | | | | |
| MIXED USE AIRPORT | 126.8404017 | 127 | 1,936,242 | |
| MODERATE DENSITY RESIDENTIAL | 73.89659349 | 74 | | 666 |
| OPEN SPACE FUNCTIONAL | 435.459812 | 435 | | |
| | 2452.66 | 2,453 | 7,439,177 | 8,516 |
| Total City Boundary | 2844.6 | | | |
| ROW AND/OR WATERWAY ELU | 691.2 | | | |
| ROW FLU | 391.9 | | | |

Staff Comments:

- a) Circus Property (Island): re-designating the property from MUC to Commercial (along the property line; not an arbitrary line parallel to Airport Road)

Current FLUM designation (MUA)

Proposed FLUM designation (correction) MUC



Due to the size (acreage) of the change (i.e., less than 0.5 acres, there is minimal change to both the MUA and MUC non-residential calculations (sq.ft.)

- b) Policy Decision: A new Strategy is proposed recognizing previously approved PUD and CMU developments and their respective development order conditions.

Strategy LU 1.2.22 – Previously approved Planned Developments

Previously approved Planned Developments including PUD and CMU developments exceeding the standards of this Strategy shall be permitted to retain their currently approved land use(s), density and intensity, open space percentage provisions, and other previously approved development standards.

- c) Add Infrastructure Strategy IN.1.3 providing a listing of all public facilities and their Level of Service (LOS); pull LOS information and numbers from each respective item (within the various Elements).

Intent IN 1.3 - Level of Service

The City shall maintain an adequate level of service (LOS) for each of the city's public utility services infrastructure.

Strategy IN 1.3.1 - Level of Service Standards

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

1. **Potable Water** - 90 gallons per capita per day based on average annual flow and a Peak maximum day flow of 135 per capita per day.
2. **Wastewater** - 162 gallons per day based on the average annual flow and a Peak of 324 gallons per day based on the maximum day flow.
 - a. This LOS standard was adopted as part of the City's Wastewater Master Plan. Converting this standard to per capita per day utilizing 1.78 persons per household results in 91 gallons per capital per day based on the average annual flow and a Peak of 182 gallons per capita per day based on the maximum day flow.
3. **Stormwater** - Post-development runoff may not exceed pre-development runoff for a 24-hour, 25-year storm event, unless an exception is granted by the City Engineer for unrestricted tidal discharge or the project meets SWFWMD (Southwest Florida Water Management District) exemption criteria. Stormwater treatment shall be provided which meets all applicable SWFWMD Rules and Regulations or demonstrate the project meets SWFWMD exemption criteria.
4. **Solid Waste** - Collection and capacity of 6.8 pounds per capita per day; and collection of residential solid waste shall occur at least weekly.
5. **Transportation / Mobility**
 - a. **Roadways** – Consistent with Strategy TR 1.2.2, the City shall adopt and seek to maintain a LOS standard of “D” for peak hour conditions for all roadways within the City (arterial and collector); LOS standard of “C” for peak hour conditions for all public local roadways within the City. The City, through the Land Development Code and review process, will establish analysis and review criteria. Roadways unable to obtain the adopted LOS due to environmental constraints, or those not financially feasible, will be identified as constrained or backlogged roadways.
 - b. **Pedestrian/Sidewalks** – Consistent with Strategy TR 1.2.3, the City shall adopt and seek to maintain a pedestrian LOS standard of “D”.
 - c. **Bicycle** – Consistent with Strategy TR 1.2.4, the City shall adopt and seek to maintain a LOS standard of “D”.
 - d. **Transit** – Consistent with Strategy TR 1.2.5, the City shall adopt and seek to maintain a transit LOS of “D”.
6. **Functional Open Space** – Consistent with Strategy OS 1.1.2, the City's adopted LOS standard is 7 acres of functional open space for each 1,000 functional population. Strategy OS 1.1.2 provides additional criteria on the application of this LOS standard.
7. **Hurricane Shelter Space** – Consistent with Strategy OS 1.9.10, the LOS standard for shelter space shall be 20 square feet per person seeking shelter. Strategy OS 1.9.10 provides criteria on the application and calculation of this LOS standard.
8. **Public Schools** – Public School LOS shall be provided by the Intent and Strategies contained within Intent PS 6.1

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

- d) Clarify/amend the Data Inventory and Analysis (DIA) page numbers (consecutive). The DIA provided (dated) 05152017 at 336 pm (appx) is the last version created and should be used for review purposes. This document still has some minor page numbering issues that need to be corrected and a specific table of contents for transportation needs to be added.
- e) Update the Neighborhood Mixed Use matrices, clarify language (comment received from City Attorney)

Strategy LU-IS 1.1.2 - Mixed Use Downtown (MUD)

The MUD within the Island Neighborhood comprises 84 acres generally including the historic downtown and a portion of Business 41 (see mixed-use descriptions in the Future Land Use Element). The following shall apply for the MUD designation:

- A. The minimum residential density is 9.1 dwelling units (DUs) per gross acre; the maximum residential density is 18.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUD is:

| | Number of Acres | Range DUs per Acre (Min-Max) | Minimum Development % | Maximum Development % | Minimum DUs (9.1 DUs 20%) | Maximum DUs (18 DUs 50%) | Existing DUs as of 01/01/17 |
|------------|-----------------|------------------------------|-----------------------|-----------------------|---------------------------|--------------------------|-----------------------------|
| MUD | 84 | 9.1-18 | 20% | 50% | 152 | 756 | 513 |

- f) Reword Land Use Strategy 1.2.10 for clarity (Mixed Use and minimum thresholds)

Strategy LU 1.2.10 - Mixed Use Category – Minimum thresholds.

Development and or redevelopment projects within the Mixed Use designations shall not be denied solely because the individual project does not meet the overall minimum threshold (percentage) of dwelling units or minimum square feet required for the category.

- g) Amend Land Use Strategy 1.4.1 regarding the number of council members

Strategy LU 1.4.1 - Historic Preservation

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

1. Historic grid street patterns established by the Nolen Plan,
2. Integrated open spaces including parks and pocket parks,
3. Architectural detailing and materials that reflects the existing character of the City, and are compatible with adjacent existing developments.

The City recognizes the Nolen Plan, identified in Figure LU-9 Historic Districts, has been modified since its inception and there may be situations in the future that warrant additional deviations from this physical plan. This Strategy shall not be construed to limit development and redevelopment activities ~~which are approved by an affirmative vote of at least five (5) council members.~~

This is a Policy Discussion for City Council.

- h) Amend/clarify Land Use Strategy 1.4.4 deleting the term “vacant”.

Strategy LU 1.4.4 - Historically Significant Structures

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

- i) Specific to 2010 Comprehensive Plan Policy 8.2, add in language regarding application of 8.2 (what components/types of applications per Objective 8, minus references to 9J-5 and 2010 EAR Process.

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 the following items with regard to annexation, rezoning, conditional use, special exception, and site and development plan petitions:

- 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.