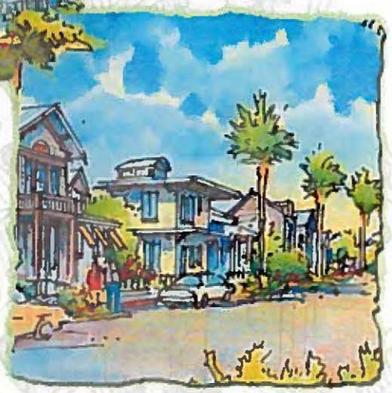

THE BRIDGES

REZONE APPLICATION
APRIL 2007
REVISED JANUARY 2008

TOTMS

Kimley-Horn and Associates, Inc.

URG URBAN RESOURCE GROUP
A DIVISION OF KIMLEY-HORN AND ASSOCIATES, INC.

Biological Research Associates

Gulf Coast Strategic Investments

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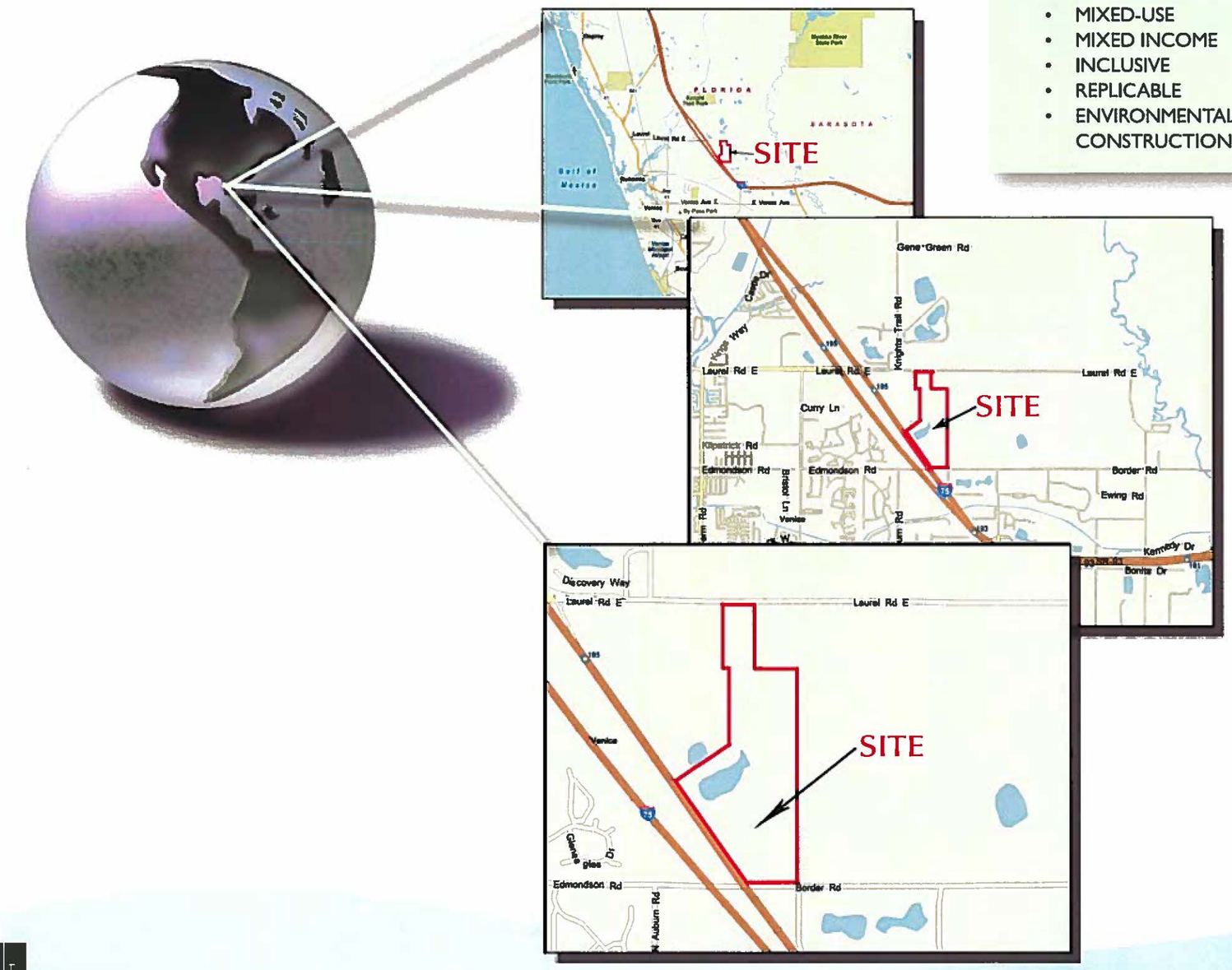
Section One: Introduction

Section One: Vision Statement



Goals

- EXEMPLARY MODEL OF SUSTAINABLE DEVELOPMENT
- DIVERSE COMMUNITY
- MIXED-USE
- MIXED INCOME
- INCLUSIVE
- REPLICABLE
- ENVIRONMENTALLY CONSCIOUS DESIGN AND CONSTRUCTION

Effective development execution in partnership with public policy and investment objectives is essential to a sustainable community. For a development to succeed, such development must reflect the needs and values of the community in which it is physically located. Gulf Coast Strategic Investments, Inc., in conjunction with their partners, envision crafting a mixed-use residential, commercial, entertainment and employment center that is compact, walkable, economically diverse and eminently attractive and livable.

There is a true commitment to providing a workforce housing component within the project. The Bridges aims to provide one-third of the housing at prices affordable to working family households. The Bridges will become home to over 1,000 families in walkable, mixed-use neighborhoods that provide not only housing but places for working, shopping, recreation, and civic engagement.

Using architecture of a lasting style with the use of materials, lines, scale and detail will give the project a sense of permanent place. Open space and natural areas will provide the relief from the hardscapes that are typical with suburban sprawl developments. Wetlands, lakes and other environmentally sensitive areas will be intermixed throughout. These amenities result in a human environment that is a desirable place to live and work.

The project is pursuing the Florida Green Building Coalition's "Green Development" standards, a multi-faceted evaluation which requires: protecting ecosystems and conserving natural resources, green circulation system, green utilities practices, amenities, covenants and deed restrictions and educational information promoting green living practices.

Every aspect of desirable planning and design will be considered, from aesthetics, psychological, scale and functional perspectives. Appropriate functional links to the surrounding properties, emphasizing the pedestrian while not disenfranchising the automobile, and allowing for a safe environment will be incorporated into the design. By creating a sustainable mixed-used, mixed-income community within the City of Venice, a number of Goals, Policies and Objectives within the Comprehensive Plan are implemented.

The Bridges brings great urbanism back to a community that took a long suburban detour.

Executive Summary

The Bridges is a unique parcel of land surrounded by a diverse mix of existing and proposed land uses within the City of Venice. The subject property is located north of Border Road, south of Laurel Road, east of I-75 and west of the future extension of Jacaranda Boulevard. Gulf Coast Strategic Investments, Inc. is requesting a rezoning from the Sarasota County Zoning Districts Open Use Rural (OUR) and Open Use Estate-1 (OUE-1) to the City of Venice Commercial Mixed-Use (CMU) District. This request is for properties identified as Parcel ID Nos. 0390-00-3040, 0390-00-3041, 0389-00-2030, 0389-00-2031, 0389-00-2005, and 0389-00-2006, collectively consisting of 146 +/- acres. Gulf Coast Strategic Investments, Inc. is herein referred to as the "Applicant" or "Developer" and the above mentioned Parcel ID's are herein referred to as the "Site" or "Subject Property."

This land lies entirely within the Potential Planning Service Area which is targeted for incorporation into the City of Venice as provided by the adopted Comprehensive Plan (Future Land Use Policy 13-1). On April 27, 2006, the City of Venice City Council approved Ordinance No. 2006-045 to allow annexation of the subject property into the City of Venice. The Pre-Annexation Agreement, within its provisions, provides for the necessary public improvements to be undertaken by the Applicant.

Prior to the subject property's annexation into the City of Venice, the Sarasota County Comprehensive Plan designated it as Major Employment Center (MEC) on the Future Land Use Map. This designation is intended to provide locations for light industrial and manufacturing uses; however office and residential are allowed. An implementing zone district for MEC is Planned Economic Development (PED). This district requires a mix of residential, office, and commercial uses and allows densities up to 25 units per acre and building heights up to 75 feet in a compact, urban form.

The subject property is currently designated Moderate Density Residential (MODR) in the City of Venice Comprehensive Plan. This designation allows densities up to 13 dwelling units per acre.

The subject property is currently zoned Sarasota County Open Use Rural (OUR) and Open Use Estate (OUE-1). The OUR district allows for residential development of one (1) unit per 10 acres, and limited agriculturally-related sales. The OUE-1 district allows for residential development of one (1) unit per 5 acres and is limited to residential and agriculturally-related uses. Development within these low density districts does not provide for the ability to create mixed use and sustainable communities.

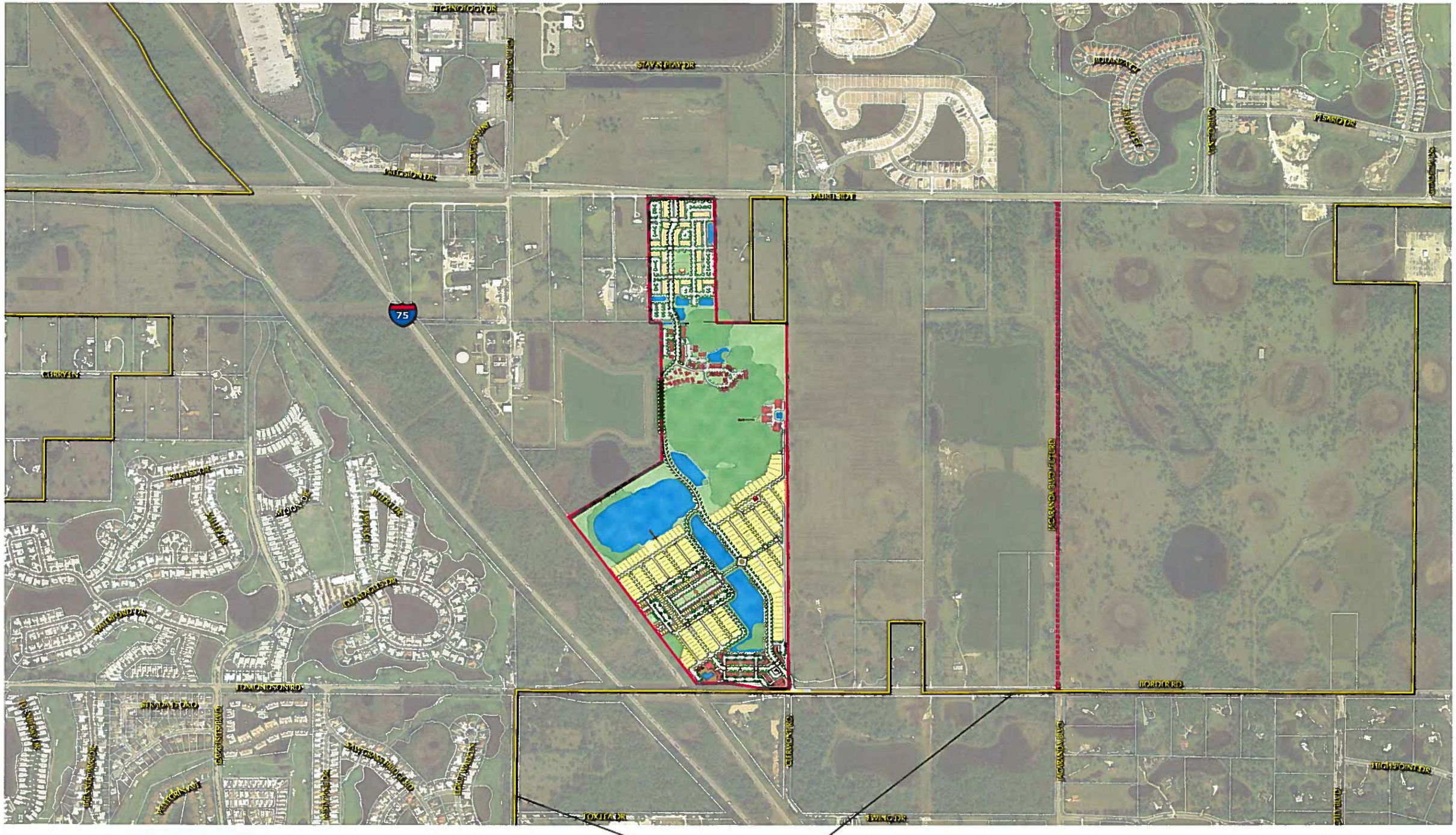
The Master Development Plan Series (MDP) contained herein was prepared after a thorough review of the site conditions, market feasibility, conversations with our partners at the City of Venice and coordination with our neighbors. Through mutual cooperation and respect for the City of Venice a master development plan has been created that provides a sustainable mix of land uses, accommodates a much-needed desire to provide workforce housing and interacts well with the adjacent land uses and the community as a whole. In addition, this request is responsive to City and County comments, suggestions and concerns, and the City of Venice Comprehensive Plan.

The Bridges shall be limited to 1,100 residential dwelling units and 225,000 square feet of non-residential uses on 146 +/- acres. The proposed density is approximately 7.5 dwelling units per acre which does not exceed the maximum allowable density of 18 dwelling units per acre for the CMU District or the maximum of 13 dwelling units per acre for Moderate Density Residential. A diverse mix of housing types are proposed including single-family detached, townhomes, multi-family apartments and condos, live work units and accessory units. Approximately 45% of the site is set aside for open space, parks, wetlands, open surface waters and natural habitat areas.

This rezoning request is consistent with the City of Venice Comprehensive Plan, the Pre-Annexation Agreement and the Commercial Mixed-Use District requirements. Per Section L.2 of the CMU District the following heights are proposed:

- 60' Maximum - Town Center
- 60' Maximum - Neighborhood Center
- 50' Maximum - Multi-Family in Neighborhood Districts

In early 2006, the Bridges Team hosted a design charrette that played an important role in the outcome of the project. Surrounding property owners as well as public officials were invited to attend and engage in planning The Bridges. The week-long charrette focused on introducing the project's goals, identifying the opportunities and constraints, considering and evaluating design issues, and developing partnerships with the surrounding neighbors.



City of Venice

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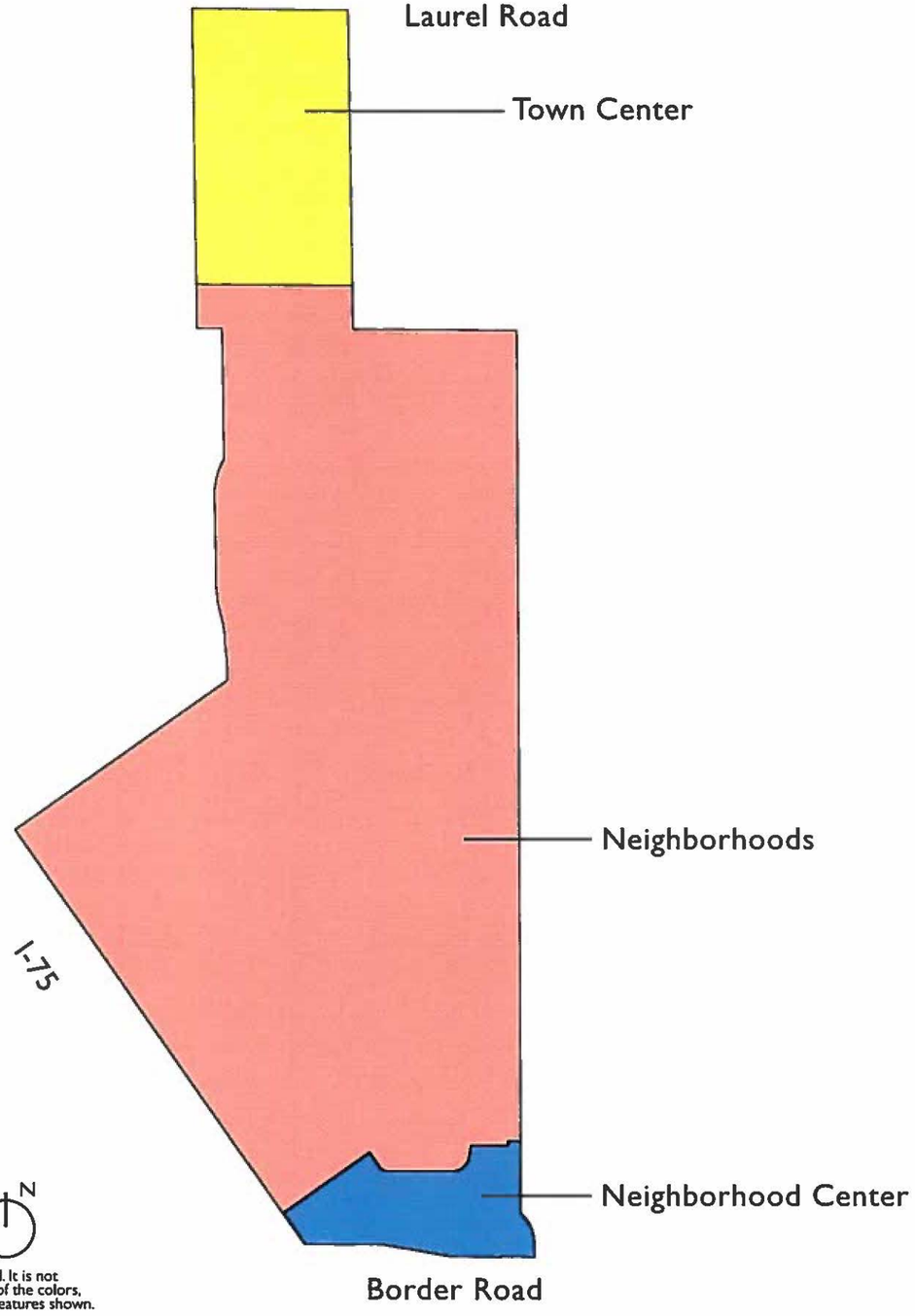
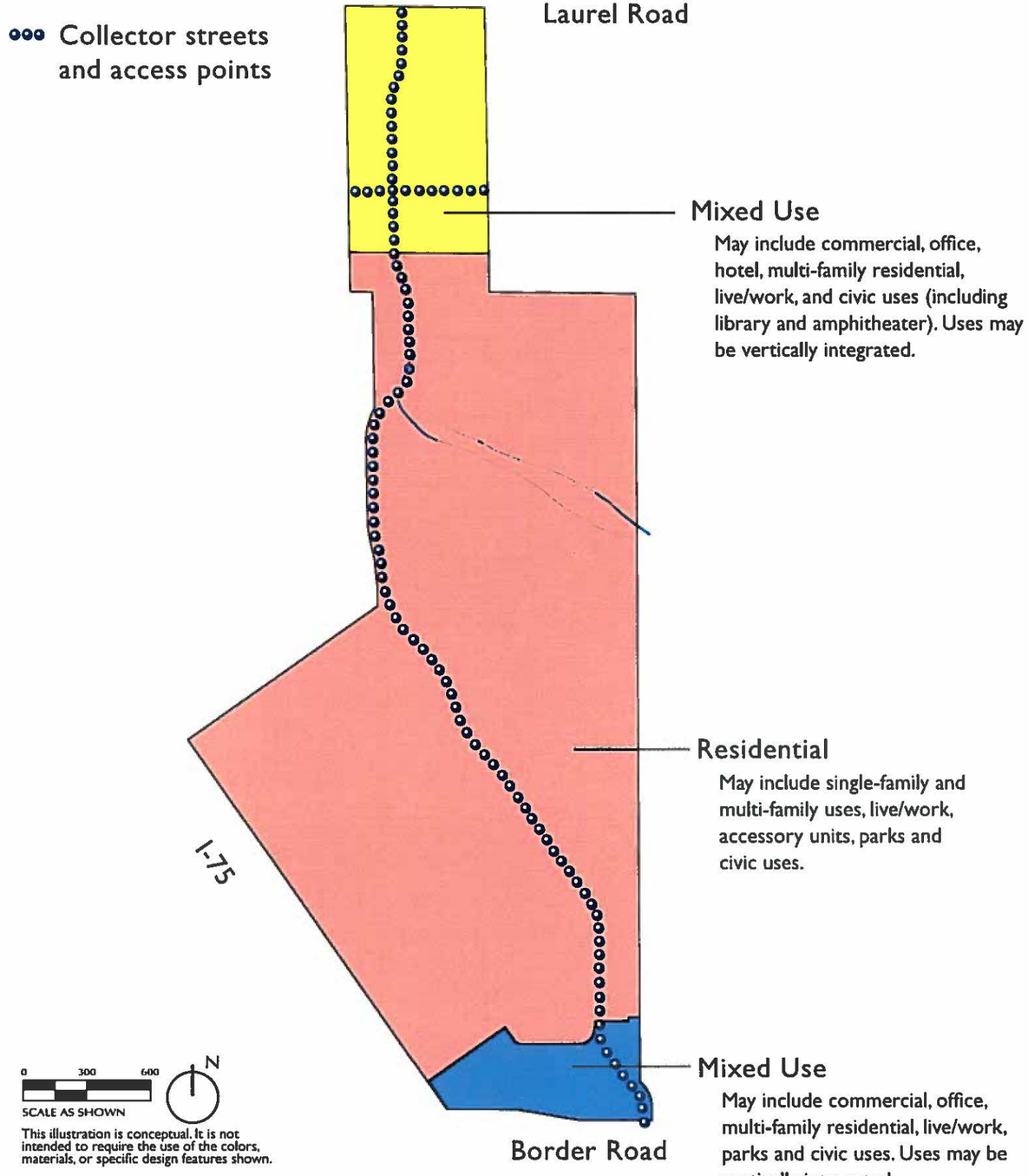
Section Two: Land Use and Urban Design

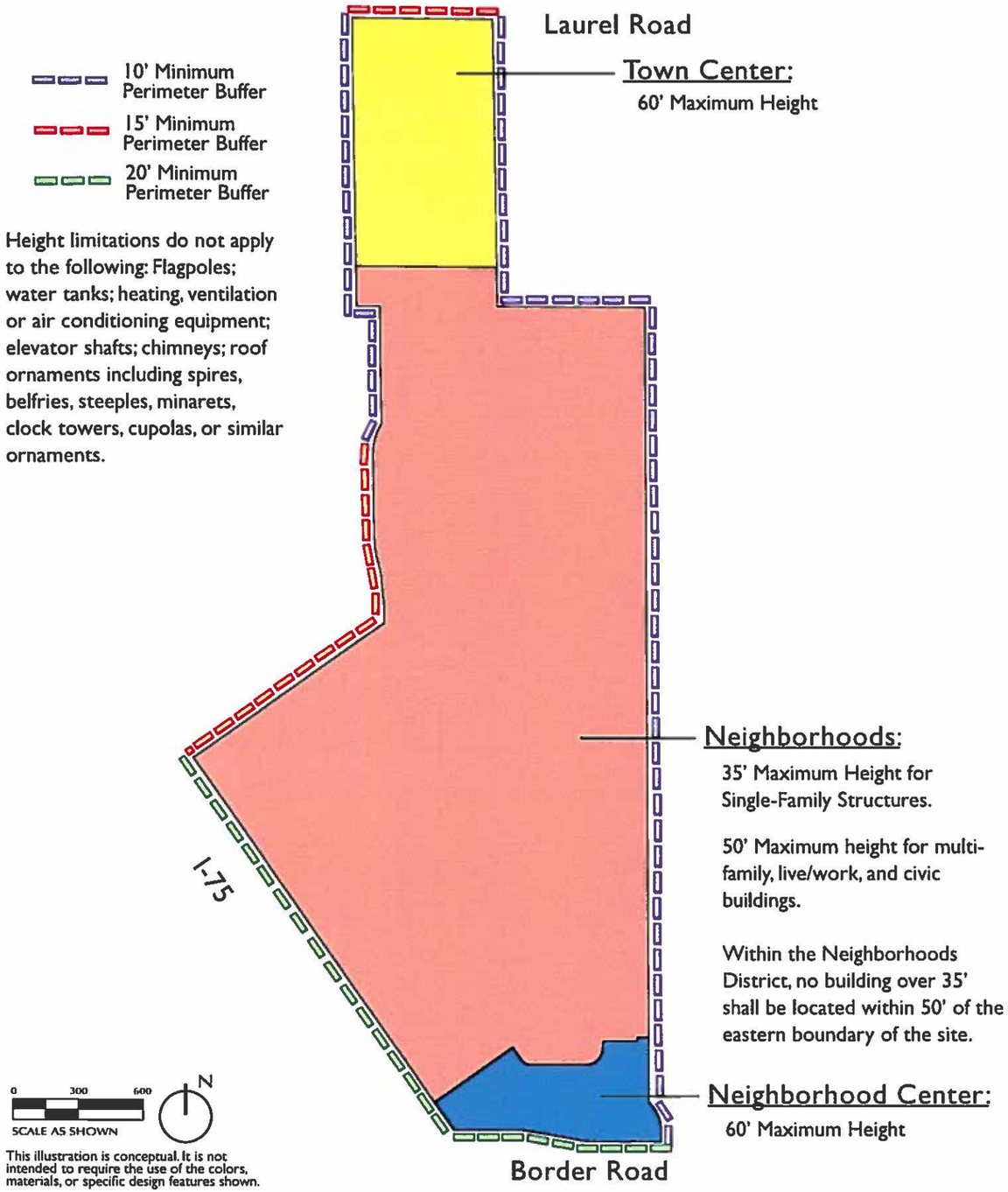


MDP-1: Districts



MDP-2: Land Use & Transportation

Master Development Plan Series



Height limitations do not apply to the following: Flagpoles; water tanks; heating, ventilation or air conditioning equipment; elevator shafts; chimneys; roof ornaments including spires, belfries, steeples, minarets, clock towers, cupolas, or similar ornaments.

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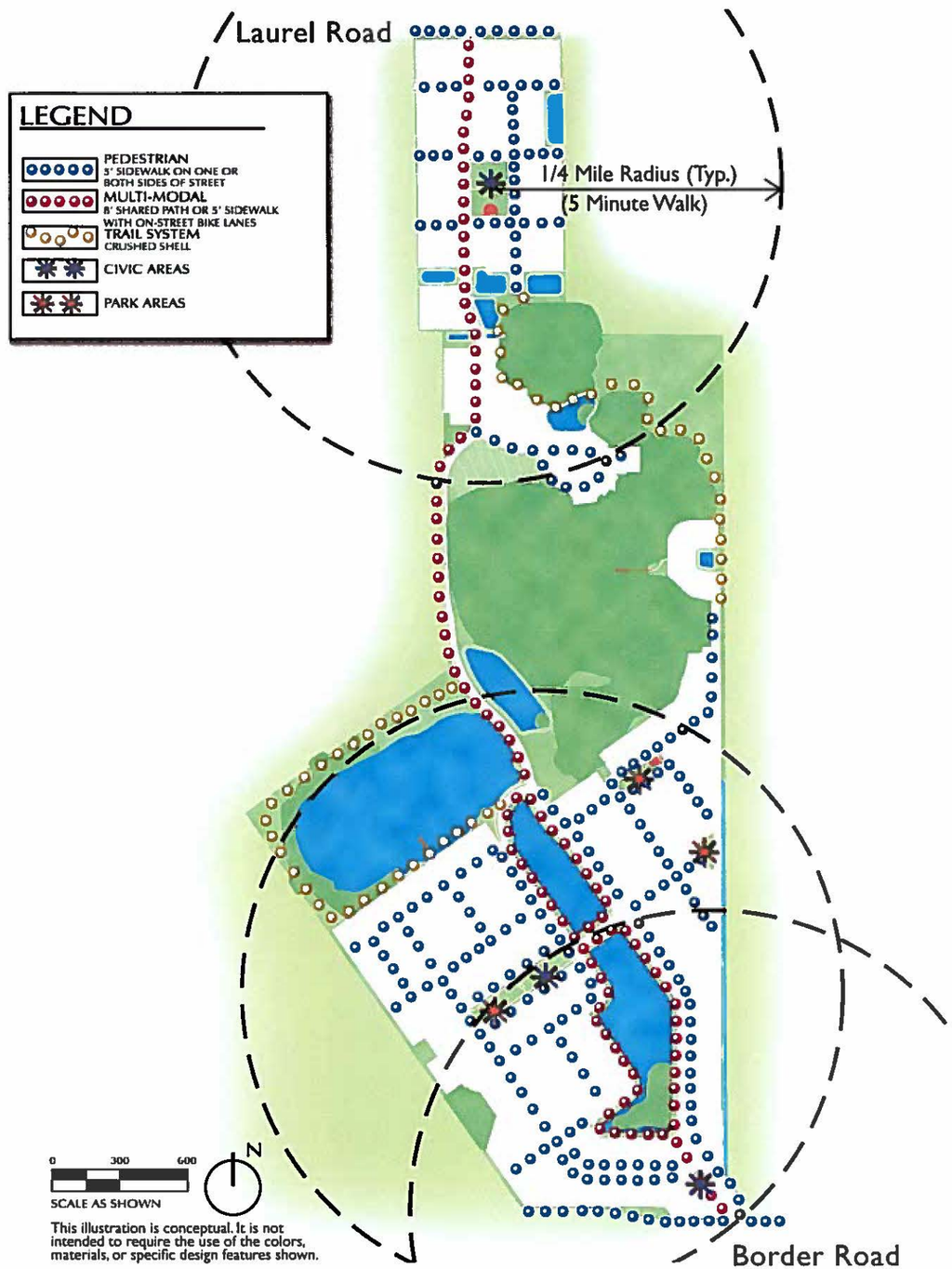
MDP-3: Compatibility & Height



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MDP-4: Pedestrian Realm

Master Development Plan Series

Architectural Element

The Bridges: A New Town for North Venice

Located in Venice, Florida, this project evolves around the creation of a vibrant, safe, and healthy community that is compact, pedestrian friendly, and economically attainable to a wide range of people. Integrating a mix of residential, commercial, and civic uses into a compact, land-efficient new urban form, the plan stays environmentally sensitive to the existing natural elements such as wetlands, borrow ponds, and oak hammocks. Other than natural elements, several existing significant site features are taken in consideration to organize the land-use pattern of the development. The 146+/- acre property is bordered by interstate I-75 to the west, County arterial roads (Laurel Road and Border Road) running east-west along the North and South property lines, and an east-west 170' FPL utility easement bisecting the northern section of the property. The site also includes two large cell towers on leased land. These site constraints are addressed in the organization of the development into three districts: the Town Center, Neighborhoods and Neighborhood Center. The districts are linked by the primary road that bridges between the different areas of the property and provides a north-south connection between Laurel Road and Border Road.

There can be no doubt... that, in all our modern civilization, as in that of the ancients, there is a strong drift townward.

Frederick Law Olmsted, 1877

Master Plan

Pedestrian oriented, the master plan is organized using the primary principles of compact, pedestrian-friendly, mixed-use neighborhoods. In order to promote pedestrian circulation, each district is planned utilizing a quarter mile radius as the maximum distance from its edge to its center. This design parameter places most daily activities within a five minute walk, providing independence for those who do not drive especially young and elderly residents.
(see MDP-4: Pedestrian Realm).

Adapting to specific natural & artificial site conditions and providing circulation throughout the property, the interconnected street network follows the principles of traditional neighborhood design. The streets are primarily designed to create a safe and interesting pedestrian environment while still accommodating the automobile. To slow traffic down, the streets are relatively narrow with tree-lined sidewalks creating a pleasant environment for pedestrians and bicycles. In addition, the neighborhood streets define short block structures which disperse traffic by providing a variety of routes to any destination. The block structures also provide a system for the logical and orderly growth of the development over time.

The public realm of the neighborhoods consists of a broad range of elements. Balancing environment and human activity, public parks and green spaces are designed to be within close proximity of most residences and are distributed throughout the development. Scale wise, the public spaces range from small tot lots to large open greens and plazas. These spaces are designed for informal social activity, recreation, and structured gatherings. Because of the proximity of the site elements, most of the public spaces front neighborhood blocks. As a result, the streets function as important elements in establishing the character of the neighborhood. Accordingly, the right-of-ways are considered as part of the overall system of public spaces that are shared amongst residents, motorized or not. This departs from the typical suburban consideration of streets designed to serve automobiles solely, and instead, reestablishes the street as an essential component of the public realm.

Another element taken in consideration is the sense of community and social interaction incorporated in the uses of the site. The master plan provides a range of commercial, institutional, and civic buildings and activities throughout the development. Civic buildings are sited to terminate vistas, provide a prominent edge to a social gathering space, and distribute social activity across the site. Institutional and community facilities are located at important street intersections to reinforce the civic identity of the neighborhoods. Commercial activities and mixed-use buildings are concentrated in shopping districts at the north and southeast corners of the property at convenient locations for residents daily needs.

Within the neighborhoods, a range of housing types provide options for a diversity of people, regardless of age, race, or income. Housing types include single family homes, townhomes, live-work units, accessory units, duplexes, 4-plexes, flats, and apartments above retail. The principle of integration of varied incomes and economic levels is expressed through the distribution of housing types. The plan includes market rate single family homes with rental units above garages, narrow interior lots abutting wider lots with waterfront views, and apartment units within the same block as high end residential units, among others. The essential goal of integrating a variety of housing types and price levels throughout the master plan is to create an authentic community by bringing together people of mixed income - one measure of a diverse neighborhood.

Definitions

"Accessory units" are structures which are subordinate to the principal structure and located on the same premises.

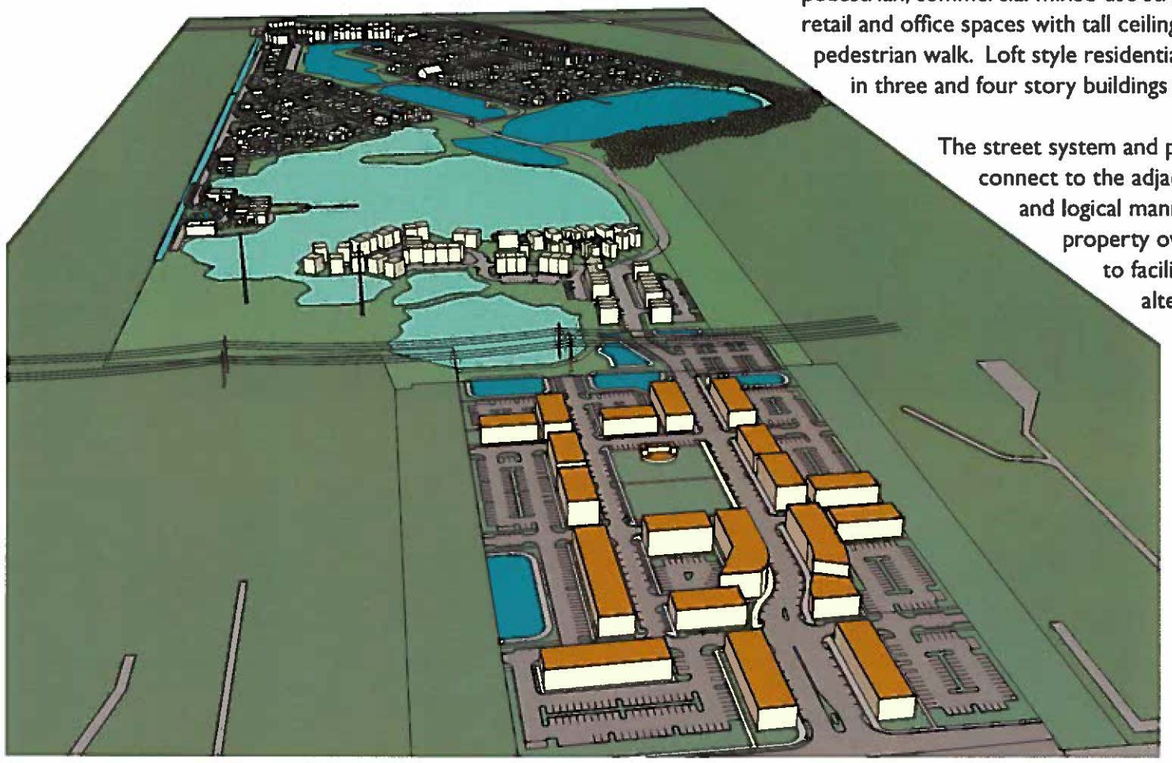
"Live/work units" are spaces designed to be jointly used for both employment and residential purposes. The living space of the unit shall contain a kitchen and sanitary facilities.

The Districts: Town Center

Located in the North property along Laurel Road, the town center is the social and commercial hub of the development. It contains a mix of housing, retail, office, and civic uses. This area is defined as a collection of pedestrian, commercial mixed-use streets. The street level is occupied by retail and office spaces with tall ceilings and large areas of glass along a wide pedestrian walk. Loft style residential units and apartment flats are located in three and four story buildings above the commercial spaces.

The street system and pedestrian network is designed to connect to the adjacent developments in a seamless and logical manner. In conjunction with adjoining property owners, a block system was developed to facilitate movement through the area as an alternative to using Laurel Road. This will enable residents to benefit from the services and amenities of compatible developments without the use of an automobile.

A central park functions as the principal gathering space. Sensitive to its surroundings, there is generous space for people gathering and civic events Mixed use structures are built up to property lines to reinforce the character of the public realm while parking is accommodated with on-street spaces and large parking lots to the rear of the building primarily along the west property.



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The Districts: Town Center continued

Intent

- Extend the urban, mixed-use, pedestrian oriented, active during the day and evening character of the development to its edge along Laurel Road
- Encourage retail and commercial uses that provide display windows and shop fronts along the street or front facades.
- Provide uses that serve the surrounding neighborhoods and that contribute to the creation of the larger Town Center
- Provide access and parking for the Town Center uses
- Encourage locating parking on street or behind buildings
- Avoid uses that generate little pedestrian activity, are exclusively residential, or otherwise don't express an interesting, active, mixed use, urban environment
- Provide pedestrian-active uses along the street as much as possible to add interest and human scale
- Encourage retail, restaurant and personal service uses that serve the residential neighborhoods and provide informal meeting spaces
- Provide residential units and/or live work units above ground floor commercial throughout the area in order to establish a round-the-clock population necessary for the informal surveillance of public spaces and to build in support for retail and restaurant uses
- Orient uses to the street as much as possible
- Create an environment that acts as a "transition" between the residential neighborhoods to the south

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DEVELOPMENT STANDARDS	
USES	Commercial, Office, Hotel, Multi-Family Residential, Live/Work and Civic Uses
HEIGHT	60' Maximum
SETBACK - FRONT	0'
SETBACK - SIDE	0'
SETBACK - REAR	0'
PARKING	See Parking Section

*Canopies, balconies, roof overhangs and marquees may extend beyond the lot line on any side.

The Districts: Neighborhood Center

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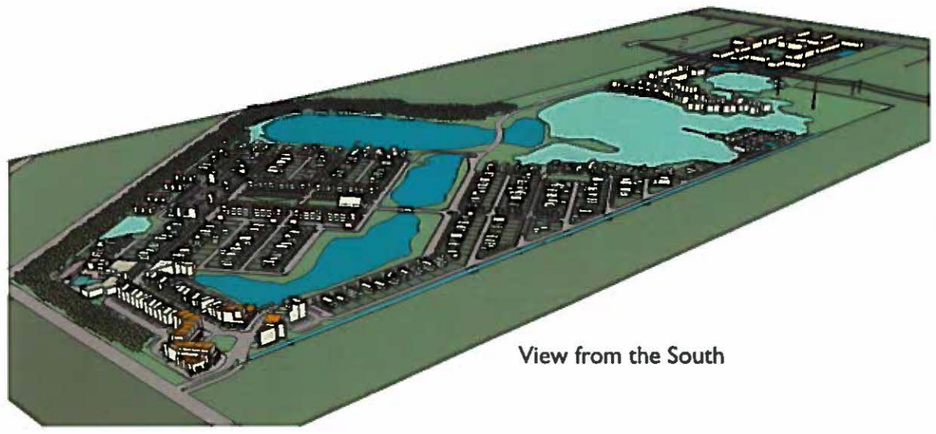
Developed as a mixed-use neighborhood, the southeast corner of the property can be defined as a smaller town center hub. This area features three and four story structures surrounding a centrally defined green public space. Remaining pedestrian friendly, a wide range of neighborhood services are provided such as a local café/corner store, coffeehouse, and live/work units, within a five minute walk of the residential units in the south neighborhood. Apartments and flats located above retail and commercial spaces accommodate a range of affordable housing options for the neighborhood while providing "eyes on the street" conditions and contributing a sense of safety and security to the public realm.

DEVELOPMENT STANDARDS	
USES	Commercial, Office, Multi-Family Residential, Live/Work and Civic Uses
HEIGHT	60' Maximum
SETBACK - FRONT	0'
SETBACK - SIDE	0'
SETBACK - REAR	0'
PARKING	See Parking Section

*Canopies, balconies, roof overhangs and marquees may extend beyond the lot line on any side.

View from the South

The Districts: Neighborhoods



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View from the South

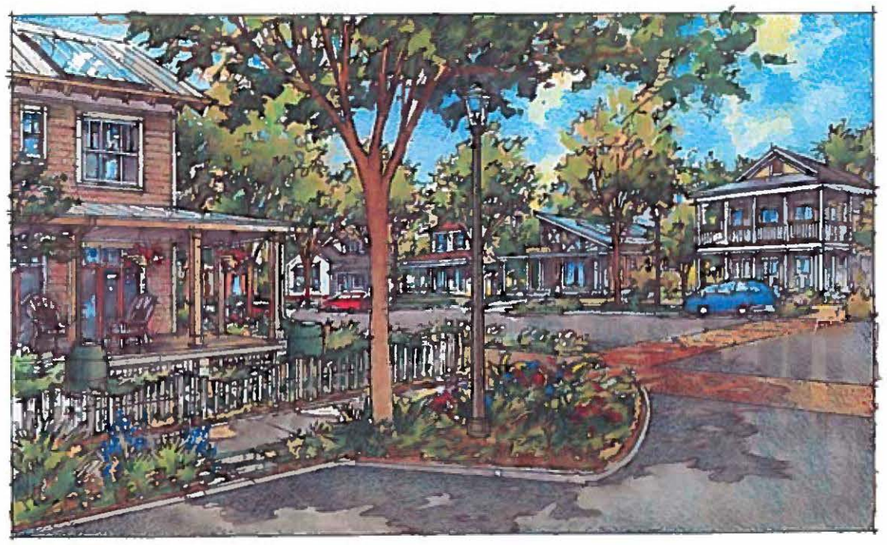
DEVELOPMENT STANDARDS		
USES	Single-Family Residential and Accessory Units	Multi-Family Residential, Live/Work, Civic
HEIGHT	35' Maximum	50' Maximum
SETBACK - FRONT	15'	0'
SETBACK - SIDE	6'	0'
SETBACK - REAR	5'	0'
PARKING	See Parking Section	See Parking Section

*Canopies, balconies, roof overhangs and marquees may extend beyond the lot line on any side.

The Neighborhood District is the primary residential community in the development. It encompasses the largest land area of the three districts. Influenced by John Nolen's 1926 visionary plan for Venice, Florida, the neighborhood is organized around a central green with short, compact blocks of narrow single family lots. Reinforcing the neighborhood's community identity, civic buildings and public spaces are distributed throughout. A civic space, anchoring the east end of the central green, provides a visual terminus for the boulevard and bridge that link the lots on the east side of the lakes with the southwest neighborhood. The central green, a large gathering space, is planned for weekend markets for local artists, crafts, and sustainable agriculture.

Neighborhood streets are primarily designed with concern for pedestrians and bicyclists, while still accommodating the automobiles. Tree-lined streets provide necessary shaded sidewalks for protection against the intense Florida sun, narrow travel lanes and small turning radii slows traffic and makes a safer environment for children. Taking the cars away from view, most of the single family homes are rear-loaded from alleys. This condition creates streets along the fronts of homes that are walkable and visually pleasing, and double as places for social interaction amongst neighbors.

Housing types across the southern neighborhood include high end single family homes with detached garages and accessory units, townhomes bordering the central green, three and four story flats, and rental units. The intent is to provide a range of sizes and costs to create a diverse housing stock so that options are available to meet the housing needs of an aging population and changing economics.



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Building Types: Single-Family Housing

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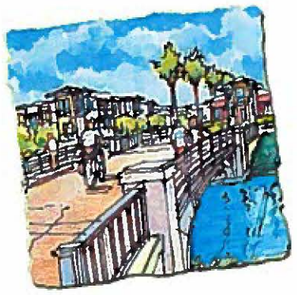
Single-Family Street Elevations



Building Types: Multi-Family Housing

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Multi-Family Street Elevations

Building Types: Mixed-Use

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Commercial Mixed-Use Street Elevations

Landscape Element: Tree Master Plan

It is envisioned that the landscaping for The Bridges be native/drought tolerant, diverse and easy to maintain. With the desire to conserve water, it is very important that water loving plants are not used (except when located within a water body), and that proper placement and grouping of plant materials is practiced.

The desire is to incorporate primarily shade trees to reduce heat island effect but also incorporate palms into the landscaping which is what Florida is traditionally known for. As shown on the exhibit to the right, a hierarchy of tree canopy has been established for different areas of the project.

The following pages include a suggested plant palette for the project.

This illustration is conceptual. It is not intended to require the use of the colors, materials, or specific design features shown.

Landscape Element: Tree Master Plan continued

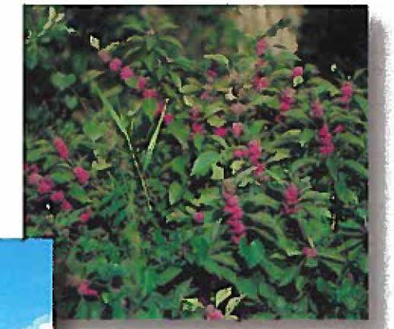
Common Name	Genus Species	Water Needs	Salt Tolerance
Buttonwood	Conocarpus erectus	L	H
Cedar, Southern Red	Juiperus virginiana	L	H
Cypress, Bald	Taxodium distichum	L	M
Cypress, Pond	Taxodium ascendons	L	M
Elm, Florida	Ulmus americana var. floridana	M	L
Holly, Dahoon	Ilex cassine	L	M
Magnolia, Southern	Magnolia grandiflora	M	M
Maple, Red	Acer rubrum	M	L
Oak, Live	Quercus virginiana	L	H
Pine, Slash	Pinus elliottii	L	M
Silver Buttonwood	Conocarpus erectus var. seriseus	L	H
Sugarberry	Celtis laevigata	L	L
Sweetgum	Liquidambar stryaciflua	L	L
Bottlebrush	Callistemon spp.	M	M
Crape Myrtle	Lagerstroemia indica	L	M
Dwarf Poinciana	Caesalpinia pulcherrima	L	M
Elm, Chinese	Ulmus parvifolia	L	L
Japanese Privet	Ligustrum japonicum	L	M
Leyland Cypress	Cupressocyparis leylandii	M	M
Loquat	Eriobotrya japonica	L	M
Weeping Yaupon Holly	Ilix vomitoria 'Pendula'	L	H
Willow, Weeping	Salix babylonica	H	L
Cabbage Palm	Sabal palmetto	L	H
Dwarf Palmetto	Sabal minor	L	M
Needle Palm	Rhapidophyllum hystrix	M-H	M

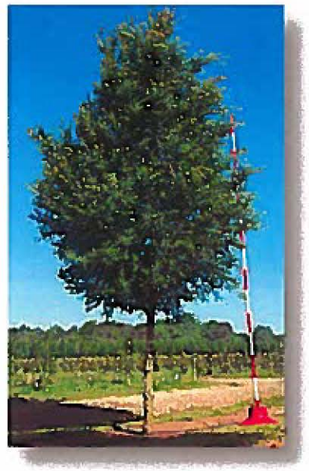
Common Name	Genus Species	Water Needs	Salt Tolerance
Paurotis Palm	Acoelorrhaphe wrightii	M	M
Saw Palmetto	Serenoa repens	L	H
Scrub Palmetto	Sabal etonia	L	M
Bird-of-Paradise, White	Strelitzia nicolai	L	M
Canary Island Date Palm	Phoenix canariensis	L	M
Chinese Fan Palm	Livistona chinensis	L	M
King Sago	Cycas revoluta	L	L-M
Pindo Palm	Butia capitata	L	M
Senegal Date Palm	Phoenix reclinata	L	M
Windmill Palm	Trachycarpus fortunei	L	M
Yucca, Spineless	Yucca elephantipes	L	M
Adam's Needle	Yucca filamentosa	L	H
Beautyberry	Callicarpa americana	L	L
Eastern Gamagrass	Tripsacum dactyloides	L	M
Firebush	Hamelia patens	L	M
Florida Gamagrass	Tripsacum floidanum	L	M
Florida Privet	Forestiera segregata	L	H
Holly, Dwarf Yaupon	Ilex vomitoria 'Nana'	L	H
Inkberry	Scaevola plumieri	L	H
Simpson's Stopper	Myrcianthes fragrans	L	H
Spanish Bayonet	Yucca aloifolia	L	H
Walter's Viburnum	Viburnum obovatum	L	L
Wax Myrtle	Myrica cerifera	L	H
Bird of Paradise	Strelitzia reginae	M	M
Crinum Lily	Crinum asiaticum	M	M
Golden Dewdrop	Duranta repens	L	M
Green Pittosporum	Pittosporum tobira	M	H
Hawthorn, Indian	Rhaphiolepis indica	M	M
Holly, Burford or Chinese	Ilex cornuta 'Burford'	M	L

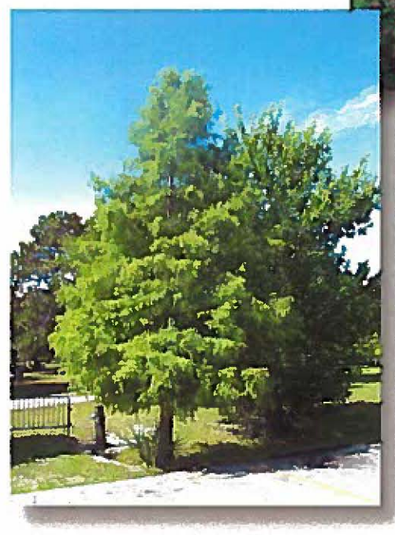
Landscape Element: Tree Master Plan continued

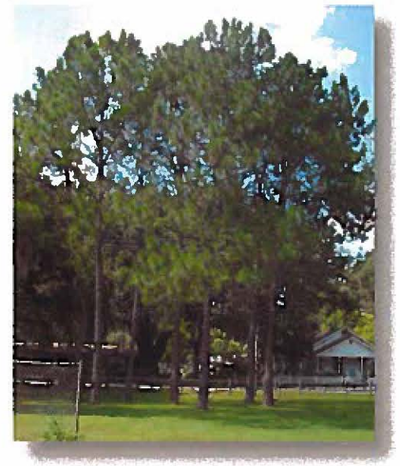
Common Name	Genus Species	Water Needs	Salt Tolerance
Juniper, Chinese	Juniperus chinensis	L	M
Oleander	Nerium oleander	L	H
Philodendron, Split Leaf	Philodendron selloum	M	L
Pineapple Guava	Feijoa sellowiana	L	M
Texas Sage	Leucophyllum frutescens	L	M
Beach Sunflower	Helianthus debilis	L	H
Blanket Flower	Gaillardia pulchella	L	H
Muhly Grass	Muhlenbergia capillaris	L	H
Agapanthus	Agapanthus africanus	M	L
Daylily	Hemerocallis hybrids	L	M
Fountain Grass	Pennisetum setaceum	L	L
Juniper, Parson's	Juniperus chinensis 'Parsonii'	L	M
Juniper, Shore	Juniperus conferta	L	H
Zoysia Grass	Zoysia spp.	M	M
Coral Honeysuckle	Lonicera sempervirens	L	L
Passion Flower	Passiflora incarnata	L	M
Bougainvillea	Bougainvillea spp.	L	H
Confederate Jasmine	Trachelospermum jasminoides	M	M
Dwarf Confederate Jasmine	Trachelospermum asiaticum	M	M

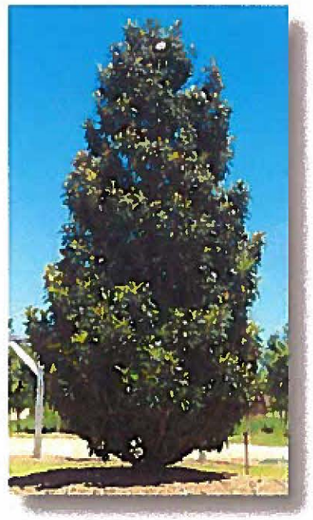
L=Low, M=Medium, H=High

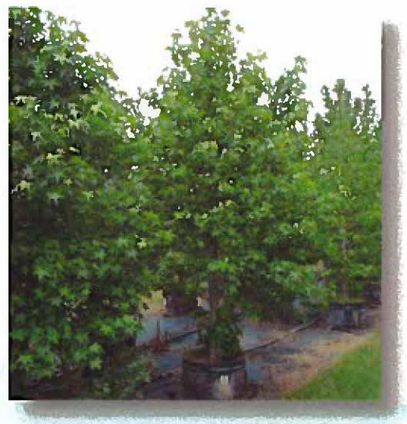












Landscape Element: Buffers

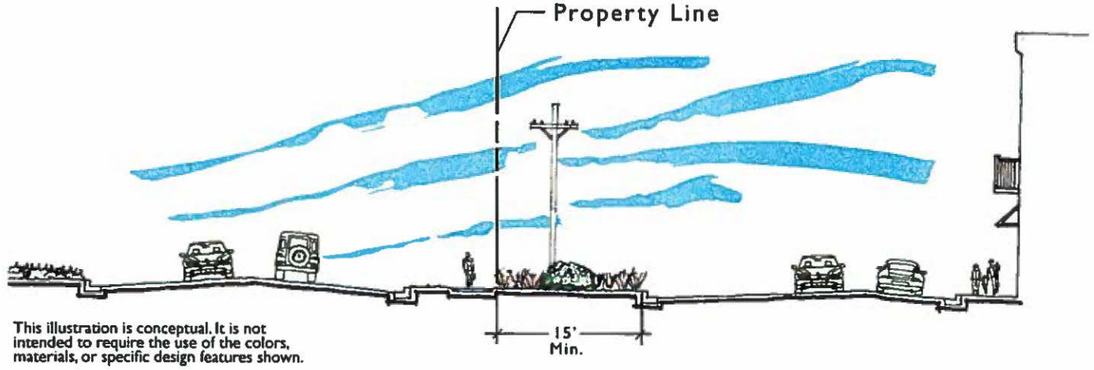
Buffers are typically necessary adjacent to road rights-of-way and to increase compatibility between land uses. There are several areas within The Bridges where buffering will be provided. They are:

- Along Laurel Road (Section A)
- Adjacent to the City of Venice wastewater treatment plant (Section B)
- Adjacent to I-75 and the single family homes (Section C)
- Adjacent to I-75 and the multi-family homes (Section D)
- Along Border Road (Section E)
- Adjacent to single family homes and eastern property (Section F)
- Adjacent to multi-family homes and eastern property (Section G)
- Adjacent to residential building and eastern property (Section H)

Buffers do not only have to be newly planted areas, they can also incorporate stormwater management areas or existing enhanced environmental areas that promote wildlife.

This illustration is conceptual. It is not intended to require the use of the colors, materials, or specific design features shown.

Landscape Element: Buffers continued



This illustration is conceptual. It is not intended to require the use of the colors, materials, or specific design features shown.

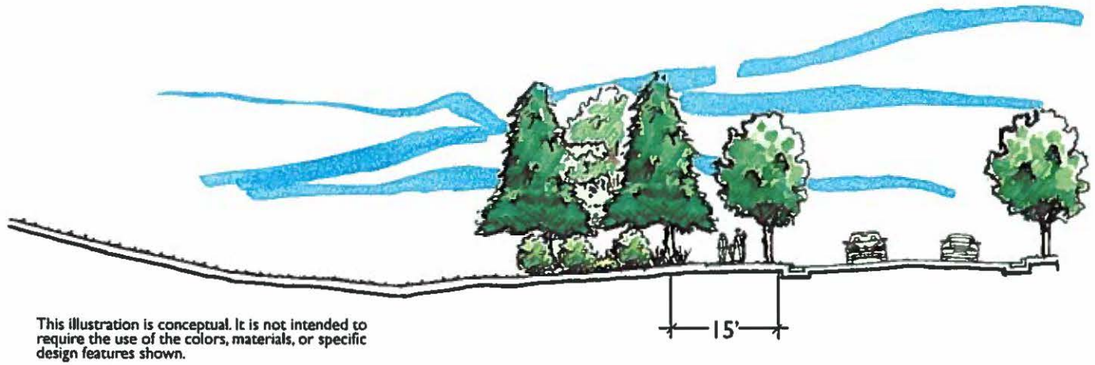
A. Laurel Road

- Minimum 15' wide buffer
- Understory trees/palms (native), due to utilities in the Right of Way *
- Include shrubs and groundcover
- No more than 50% sod (drought tolerant)

Notes:

- Landscape design shown is subject to utility restrictions.

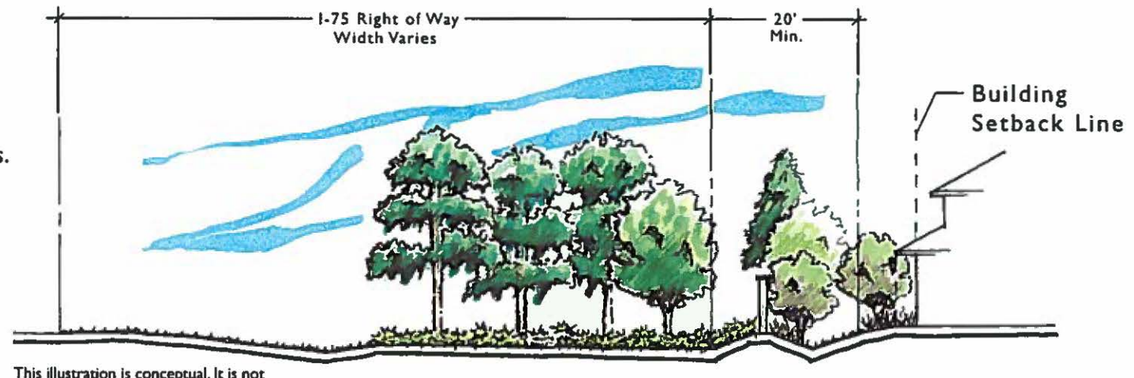
* Overhead powerlines may be removed. Type and size of trees will be based on existing utility location.



This illustration is conceptual. It is not intended to require the use of the colors, materials, or specific design features shown.

B. Wastewater Treatment Plant

- Minimum 15' wide buffer. Buffer includes 8'-10' meandering multi-modal pathway
- Buffer to utilize existing vegetation to maximum extent possible
- Evergreen canopy trees (native)
- Continuous 3' hedge
- No more than 50% sod (drought tolerant)

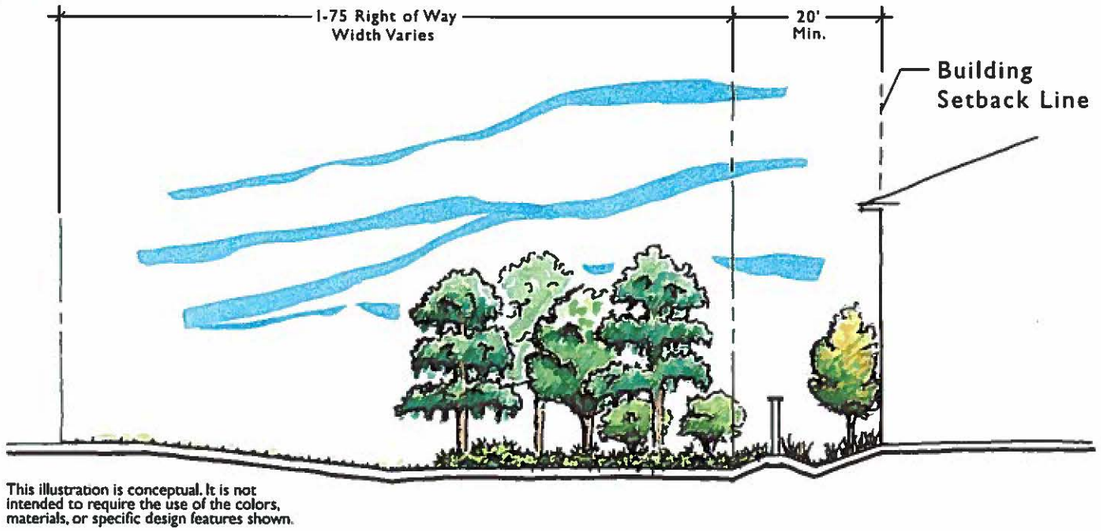


This illustration is conceptual. It is not intended to require the use of the colors, materials, or specific design features shown.

C. I-75 & Single-Family Homes

- Minimum 20' wide buffer
- Preserve existing trees whenever practical
- Mix of canopy and understory trees (native)
- Continuous berm and/or wall - Minimum 10' height overall
- Include shrubs and groundcover
- No more than 50% sod (drought tolerant)

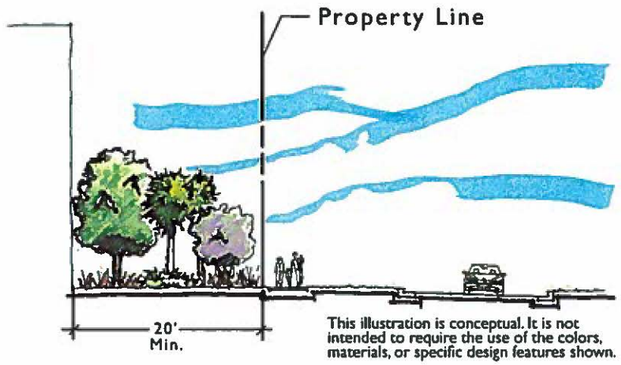
Landscape Element: Buffers continued



This illustration is conceptual. It is not intended to require the use of the colors, materials, or specific design features shown.

D. I-75 & Multi-Family Homes

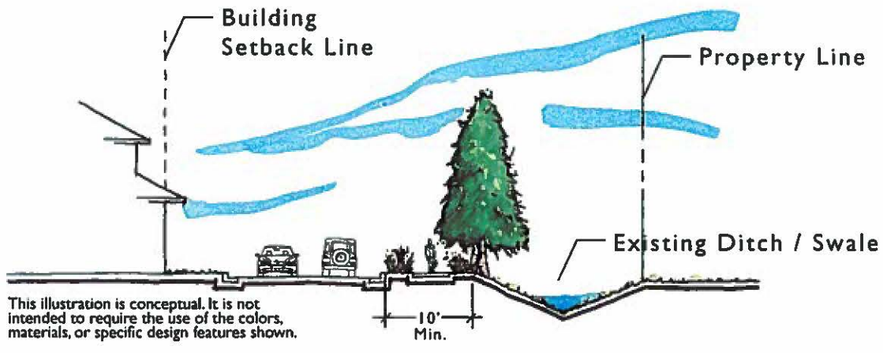
- Minimum 20' wide buffer
- Preserve existing trees whenever practical
- Mix of canopy and understory trees (native)
- Continuous berm and/or wall - Minimum 10' height overa
- Include shrubs and groundcover
- No more than 50% sod (drought tolerant)



This illustration is conceptual. It is not intended to require the use of the colors, materials, or specific design features shown.

E. Border Road

- Minimum 20' wide buffer
- Mix of canopy and understory trees/palms (native)
- Include shrubs and groundcover
- No more than 50% sod (drought tolerant)

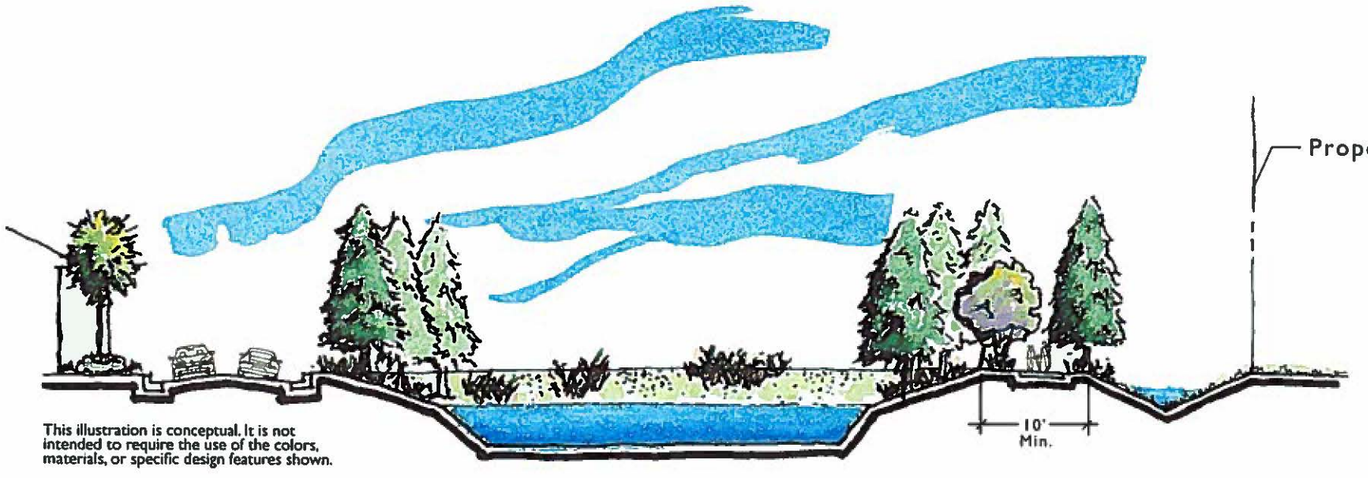


This illustration is conceptual. It is not intended to require the use of the colors, materials, or specific design features shown.

F. East Property at Single-Family Homes

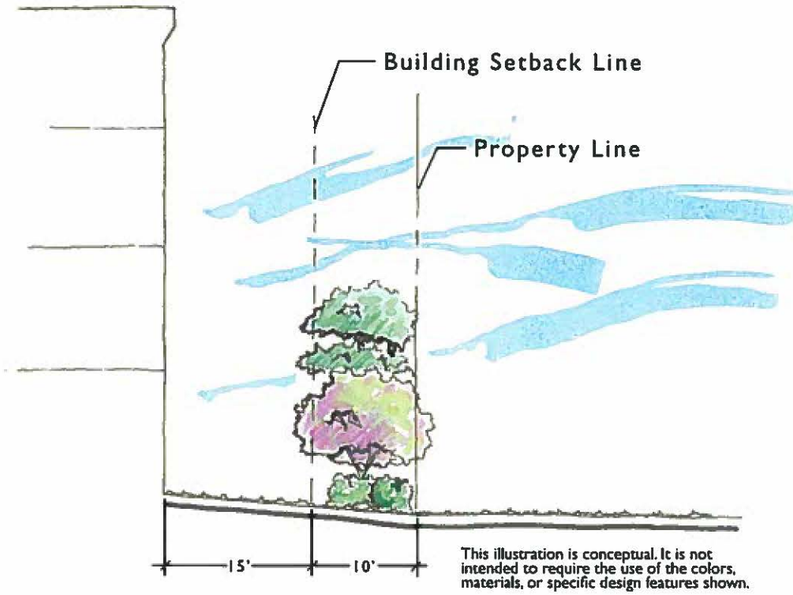
- Minimum 10' wide buffer
- Mix of canopy and understory trees (native)
- Include shrubs and groundcover
- No more than 50% sod (drought tolerant)

Landscape Element: Buffers continued



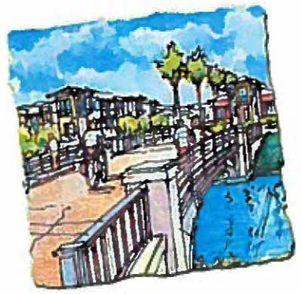
G. East Property at Multi-Family Homes

- Minimum 10' wide buffer
- Mix of canopy and understory trees (native)
- Include shrubs and groundcover
- No more than 50% sod (drought tolerant)



H. East Property at Residential Building

- Minimum 10' wide buffer
- Mix of canopy and understory trees (native)
- Include shrubs and groundcover
- No more than 50% sod (drought tolerant)



Landscape Element: Typicals

Each neighborhood is to have its own distinction within the overall character of The Bridges community. The next few pages illustrate the typical sketches/sections of the different areas within the community which are:

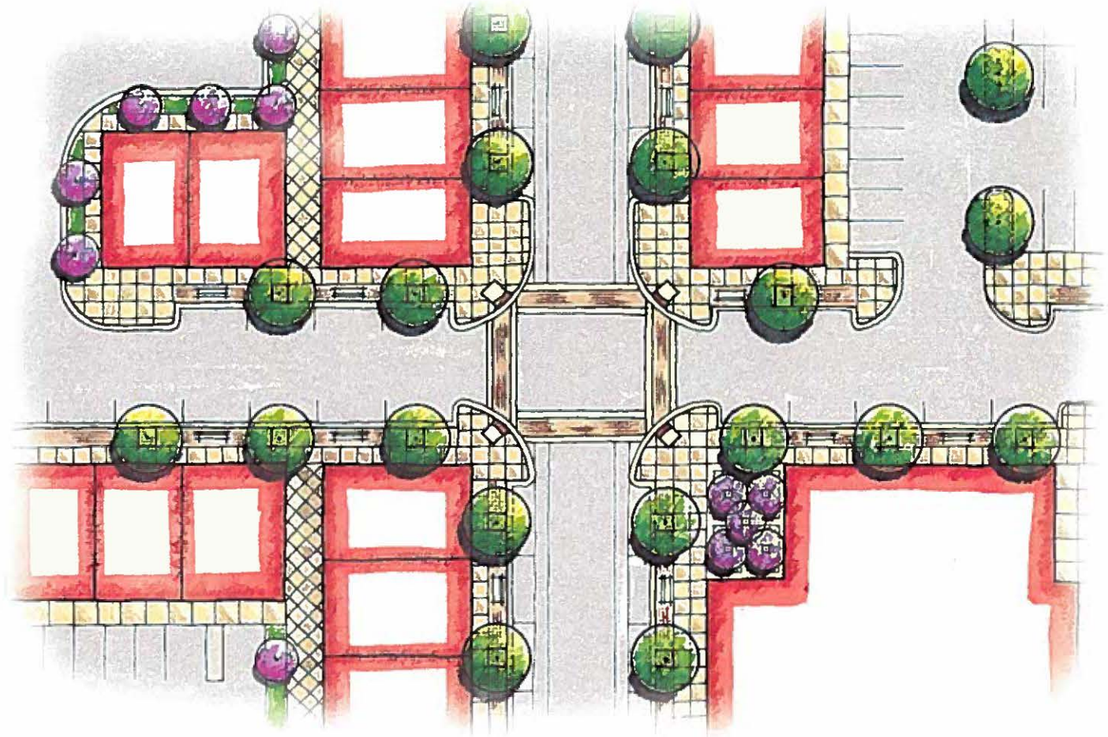
- Mixed-use on north end (A)
- Tree house community (B)
- Single-family homes (C)
- Multi-family homes (D)
- Mixed-use on south end (E)
- Multi-family on east side of property (F)

The character of the mixed-use and multi-family areas are different than the character of the single family areas. They are more urban in that they incorporate more decorative paving in their streetscape. Trees may be in tree grates versus planting beds and lighting standards may be different than what is used in the residential areas.

Each area represents a different character but still incorporates the overall theme of the community. So as you travel from one neighborhood to the next, you will be able to notice the slight variations.

This illustration is conceptual. It is not intended to require the use of the colors, materials, or specific design features shown.

Landscape Element: Typicals continued



This illustration is conceptual. It is not intended to require the use of the colors, materials, or specific design features shown.

A. Mixed-Use North End

- Building to the rights-of-way line
- Sidewalks 5' wide minimum
- Canopy trees in tree grates
- No sod, planting beds only

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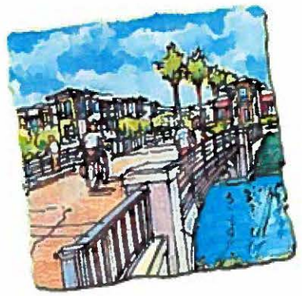
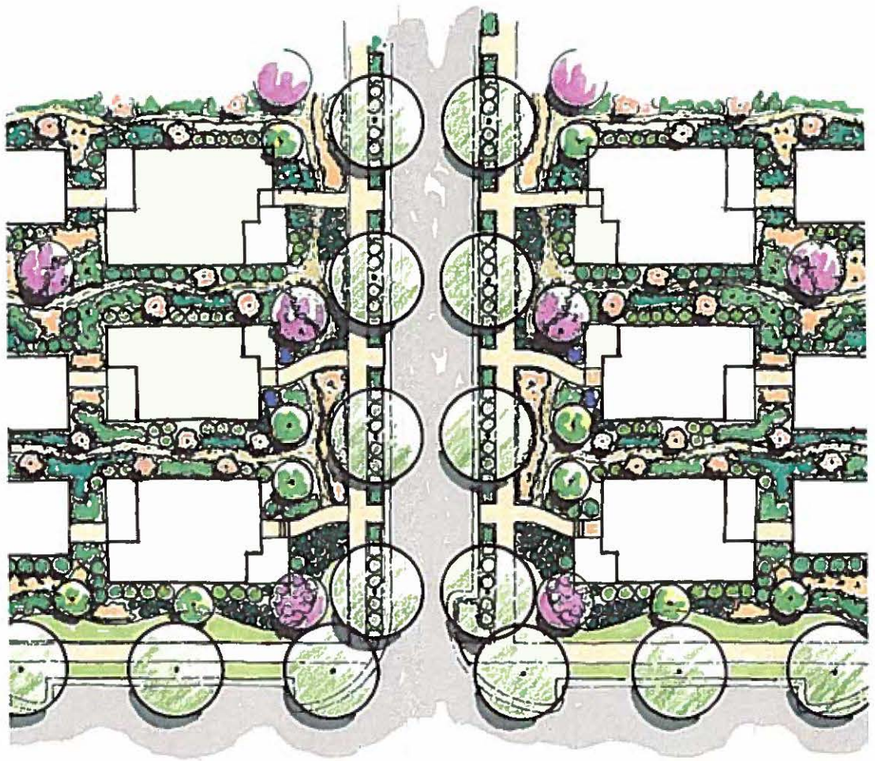
B. Tree House Community

- Eco friendly homes (encourage green roofs)
- Preservation of existing trees and native plant material to the greatest extent possible
- New landscaping to be all native or drought tolerant
- No more than 30% sod (drought tolerant)



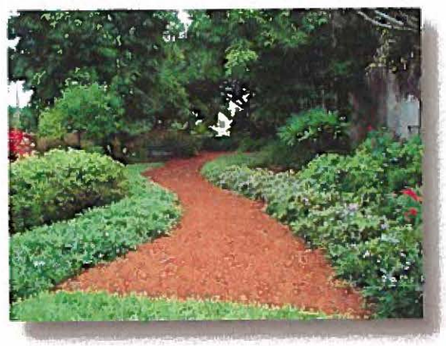
Landscape Element: Typicals continued

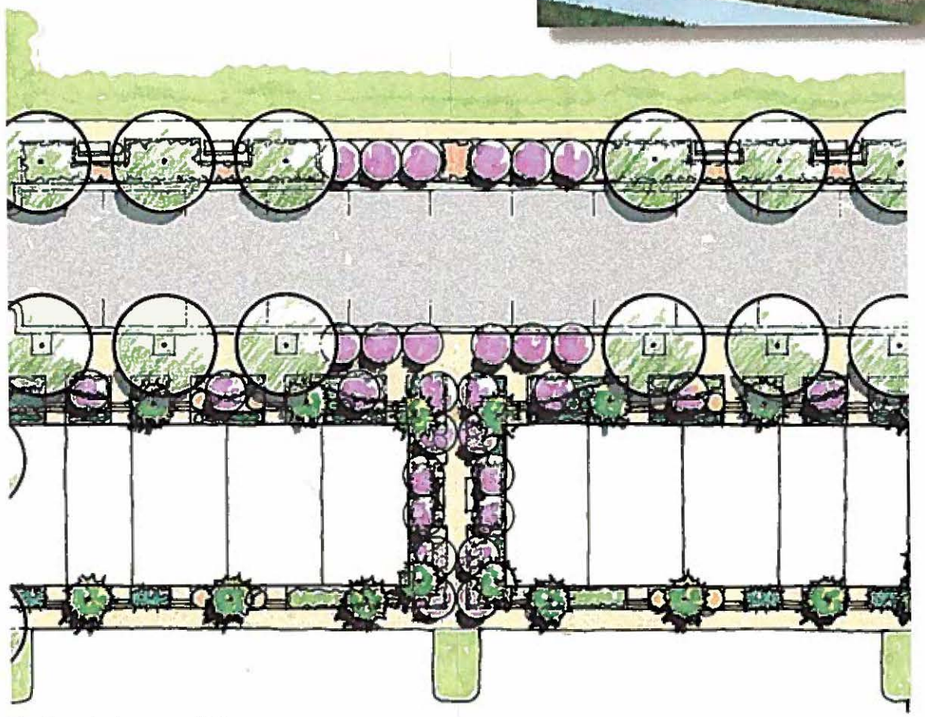


This illustration is conceptual. It is not intended to require the use of the colors, materials, or specific design features shown.

C. Single-Family Community

- Canopy street trees within landscape verge
- Native/drought tolerant landscaping
- No more than 30% sod (drought tolerant)



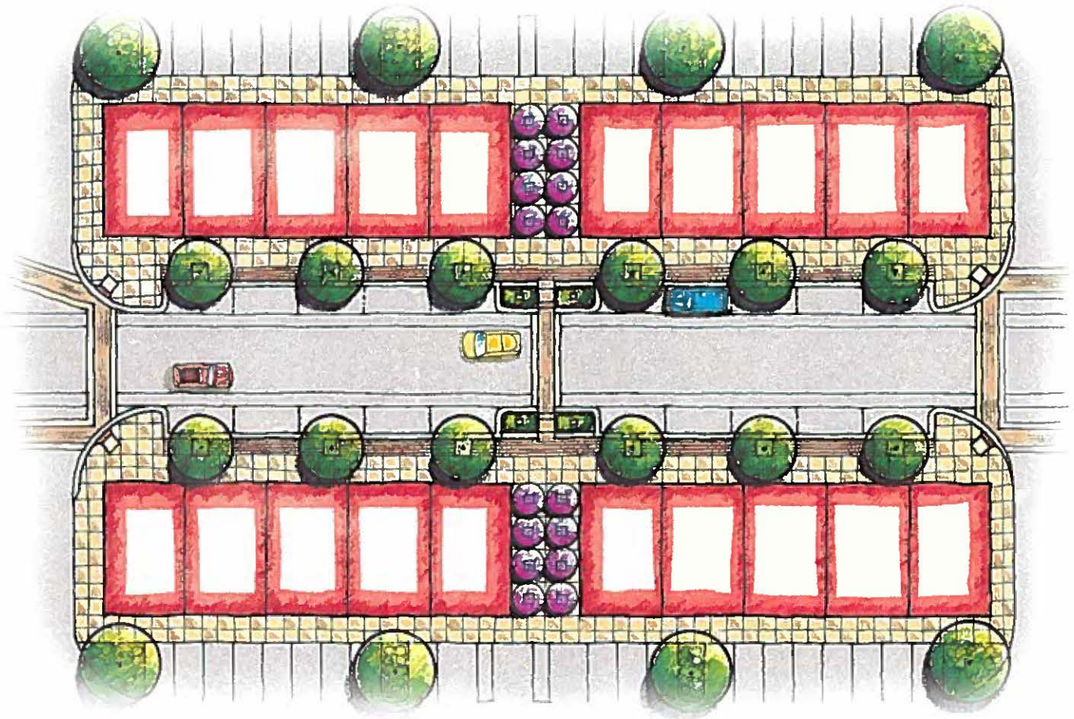


This illustration is conceptual. It is not intended to require the use of the colors, materials, or specific design features shown.

D. Multi-Family Community

- Building to the right-of-way line
- Sidewalks 5' wide minimum
- Canopy trees in tree grates
- No sod, planting beds only

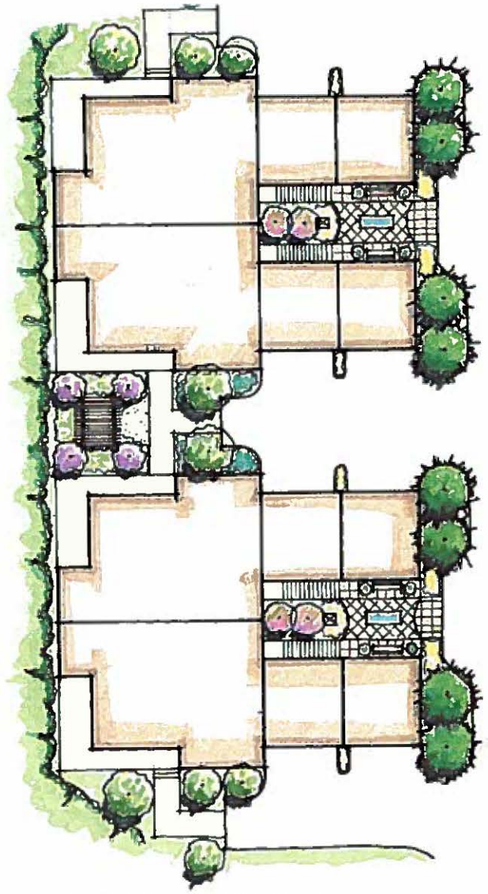
Landscape Element: Typicals continued



This illustration is conceptual. It is not intended to require the use of the colors, materials, or specific design features shown.

E. Mixed-Use South End

- Building to the right-of-way line
- Sidewalks 5' wide minimum
- Canopy trees in tree grates
- No sod, planting beds only



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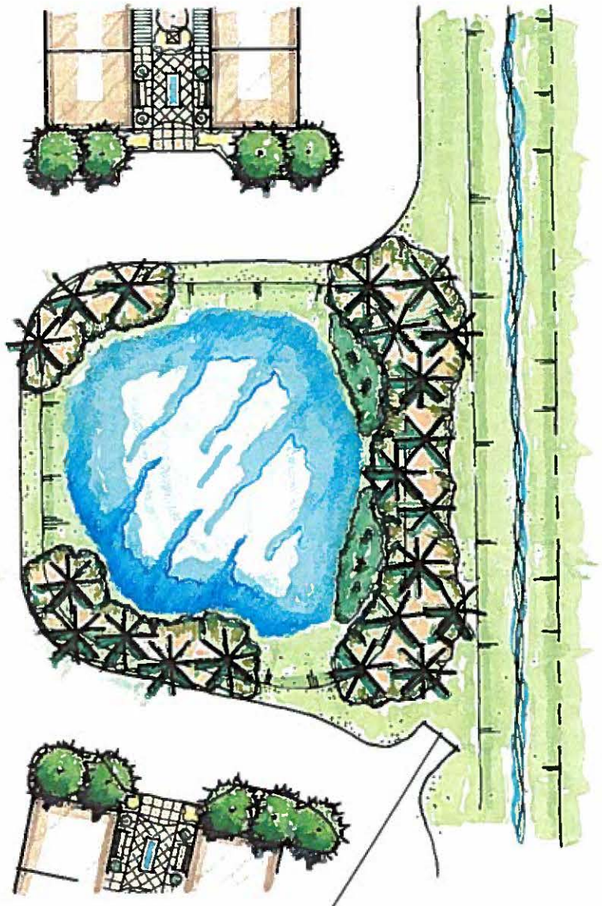


Access to be provided as required

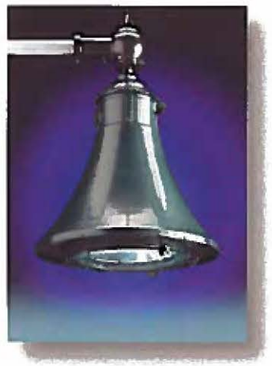
F. Multi-Family on East Side of Property

- Canopy street trees within landscape verge
- Native/drought tolerant landscaping
- No more than 30% sod (drought tolerant)

Landscape Element: Site Amenities

Lighting

Exterior lighting is to be provided to enhance the safety and security of motorists, pedestrians, and cyclists throughout The Bridges. As with landscaping, lighting is also an important element contributing to the identity and unity of the development. To reinforce identity and unity, all exterior lighting is to be generally consistent in height, spacing, color and type of fixture throughout each neighborhood. Onsite lighting for parking areas, vehicular and pedestrian circulation, building exteriors, service areas, landscaping, security, and special effects must be full "cut-off" or shielded and generally confined within site boundaries. The maximum lighting level at the property line of a site approximately 0.5 foot candle minimizing spillage. Acorn or post-top lighting with cut-off is acceptable. The maximum wattage for exterior lighting should not exceed 250 watts. Use of metal halide is encouraged. Street and parking lot lighting should generally not exceed 25-30 feet in height. Architectural and accent lighting is encouraged but should generally utilize hidden or indirect light sources. Final design and location will be determined during the site and development phase.



Site Furnishings & Paving

As with lighting and signage, the site furnishing and paving design shall complement the architecture and be appropriate for the community character. Shown are typical images that illustrate the quality desired for the community. Final design and location will be determined during the site and development phase.

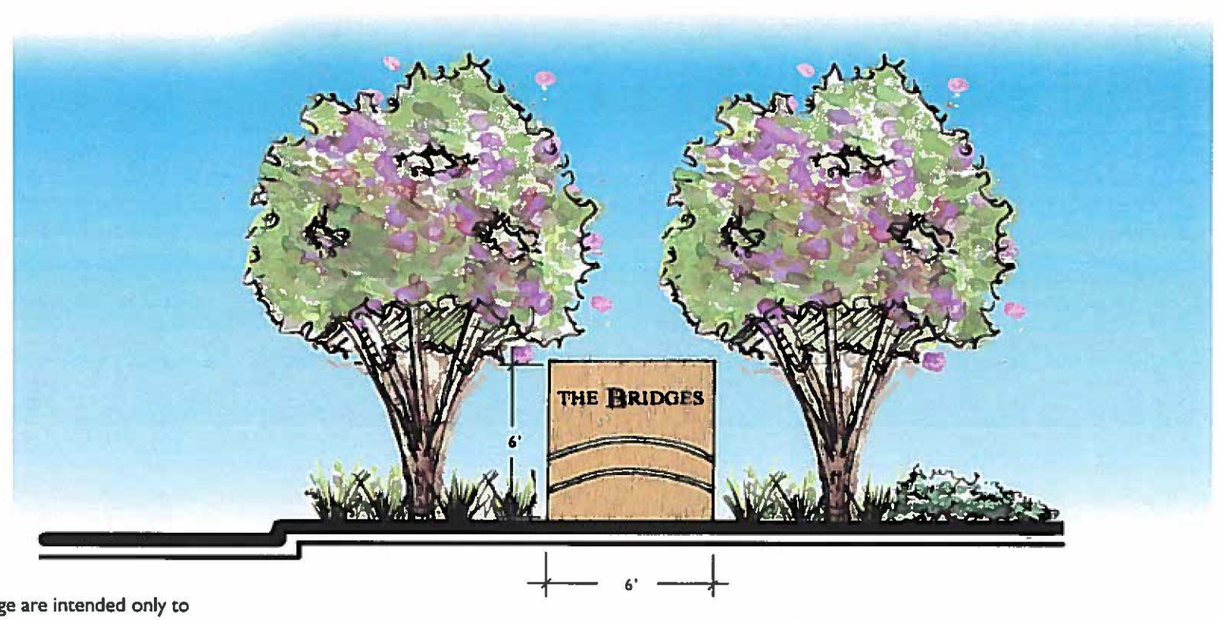
Landscape Element: Signage

As with architecture, site amenities should reflect the overall character of the community. Signage or wayfinding, lighting, paving and site furnishing all play a role in creating that broader community image.

Intent

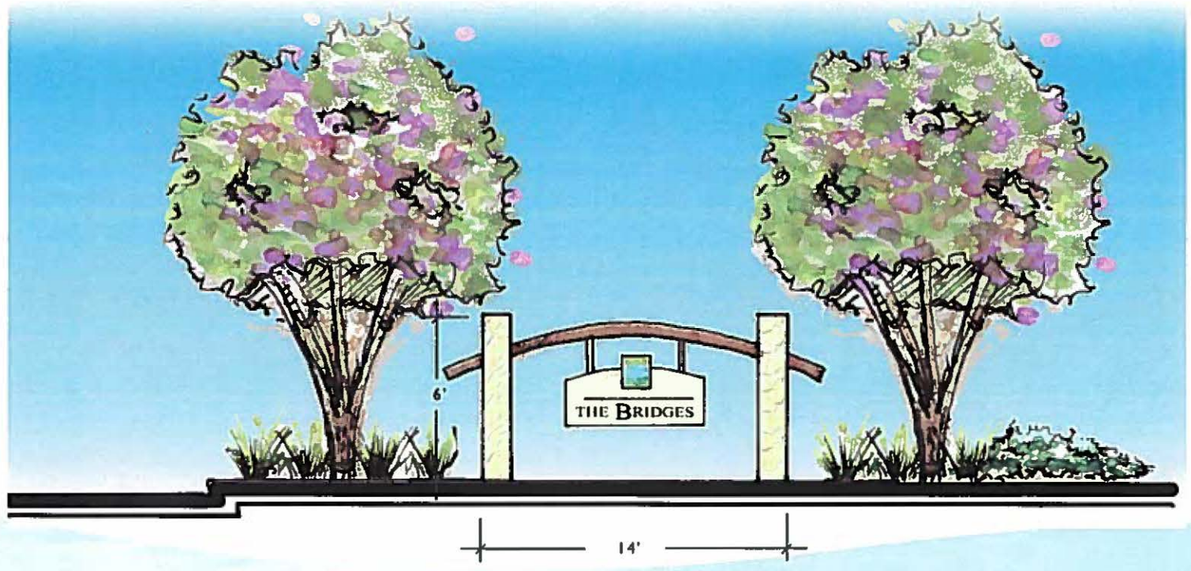
The purpose of the sign standards is to protect the health, safety and welfare of the residents of the City by regulating the design, construction and installation of signs. The development recognizes that signs are an important means of visual communication for the public convenience and that businesses, services and other activities have the right to identify themselves by using signs that are accessory and incidental to the use on the premises where the signs are located. It is the intent to provide a reasonable balance between the right of an individual to identify a business or activity location and the right of the public to be protected from the visual discord that results from the unrestricted proliferation of signs. In keeping with this goal, regulations contained in this article are a result of consideration of the compatibility of signs with adjacent land uses and the total visual environment of a particular area and the entire community.

Signage within The Bridges shall be designed to complement the architecture and be of an appropriate scale to fit the community character. Care should be taken not to clutter the streetscapes. The mixed-use areas should post sign structures that list the multiple tenants. Any stand alone businesses shall use low, monument style signs in order to ensure an attractive streetscape. Community entry signage should be created as architectural features that are respectful to their surroundings. A common design for all directional and regulatory signage should be created for the community with a common design theme to reinforce community appearance while improving traffic circulation and wayfinding. Materials should be complementary and consistent with development themes and be in accordance with city ordinances. Signage for the bridges may include materials such as: stone, masonry, ceramic, glass, plastic or wood. Final design and location of signage on buildings will be determined during the site and development phase.



Note:
Signs shown on this page are intended only to convey character. Final design of any signage will be in compliance with city standards.

Landscape Element: Signage continued



Note:
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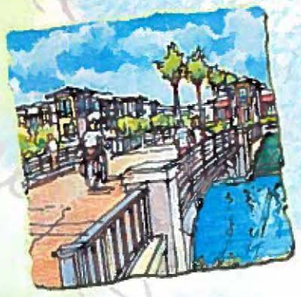


Section Three: Systems

Site Analysis

Community Context

The City of Venice, Florida is located along the shoreline of the Gulf of Mexico. With a land area of approximately 15 square miles, Venice is one of four municipalities located within Sarasota County, and is 20 miles south of the City of Sarasota, the county seat of Sarasota County.

Venice is one of the earliest planned cities in the country. The City was founded by the Brotherhood of Locomotive Engineers (BLE) in 1926. The BLE hoped to build a planned retirement community in the area and hired renowned city planner, John Nolen, to plan the city. Under the direction of the Nolen Plan (1926), the City of Venice became renowned for its distinct style of planning. According to Nolen's plan, all homes, business buildings, and apartments had to be constructed in the Northern Italian architectural style (a restriction lifted in 1929). With remnants of that style still existing, the City of Venice has become a well developed, diverse, and beautiful city.

The Bridges is a unique, sustainable, mixed-use, mixed-income community located in an area identified as "North Venice" and within minutes of the Gulf of Mexico shoreline and beautiful downtown Venice. The Bridges community continues to implement many of the sound planning practices that were implemented by John Nolen and the Brotherhood of Locomotive Engineers in 1926 as they developed the plan for the "City on the Gulf." The site rests in a rapidly growing area of north Venice that is exhibiting a diverse mix of development.

The City of Venice municipal boundary is consistently being updated in the area as properties in the vicinity are annexing from Sarasota County into the City. The surrounding properties lie within the Potential Planning Service Area which targets areas for incorporation into the City.

The property to the east, a 155.4 +/- acre parcel know as "Villa Paradiso", is zoned Planned Unit Development (PUD). The Site and Development Plan on file with the City of Venice illustrates a total maximum density of 699 residential units. Unit types proposed are single-family detached, single-family attached and multi-family. The property to the north, identified as Waterford North, is zoned CG and is planned for mixed use that will include retail commercial, entertainment uses and multi-family residential.

The properties directly to the west include the City of Venice Wastewater Treatment Facility as well as a recently annexed parcel represented by Waterford at Laurel Park South LLC. Preliminary discussions with Waterford indicate a potential for a mixed-use development that could coexist with The Bridges. The potential exists for both properties to capitalize on internal vehicular and pedestrian connections as well as providing for site compatibility (i.e. buffering, setbacks, building heights, etc.) and complementary land uses.

This illustration is conceptual. It is not intended to require the use of the colors, materials, or specific design features shown.

Environmental Inventory

The Bridges development is sensitive to the preservation of the property's most viable natural resources. One of the intents of The Bridges is to minimize disturbance to the natural systems, incorporate existing habitat into the community and use natural drainage for stormwater management. The Bridges intends to use "green infrastructure" which will include a strategically planned and managed network of habitat, parks, open space which support native species, maintain natural ecological processes and contribute to the health and quality of the community.

An environmental assessment of the site was conducted through a review of aerial photographs, soil surveys, relevant literature and agency databases, and a series of field investigations conducted from August 2005 to present. Field investigations included habitat mapping and formal wetland delineations, hydroperiod determinations, a census of state and federally listed wildlife, and an evaluation for potential Grand Trees.

HISTORIC LAND USE

The *Soil Survey of Sarasota County* (1954) identifies the parcel as undeveloped, open pine flatwoods and wetlands. Although most of the wetlands remain onsite, a number of borrow pits have been excavated to obtain fill for the construction of I-75, some of which were excavated within historical wetlands. The majority of uplands were historically cleared and converted to improved pasture in support of the cattle grazing operation that still exists onsite. Until recently, a horse stable operation existed also onsite. The majority of the stables were demolished although some accessory structures still exist. In addition to the cattle operation, the property contains two (2) communication towers, an FP&L overhead transmission line and a single residential dwelling unit with accessory structures.

WETLANDS

Undoubtedly, the site's extensive wetlands are not only the site's largest development challenge but one of its most valuable assets as well. The site contains a total of five (5) herbaceous wetlands totaling approximately 30 acres, all of which have been subjected to extensive alterations associated with ongoing agricultural use and a historical borrow pit operation. The site also contains approximately 24 acres of surface waters designated as Other Surface Waters (OSW). With the exception of a ditch that runs along the east property boundary, these surface water features are comprised of four (4) individual borrow pits that were historically excavated to obtain fill for the construction of I-75 and/or Laurel and Border Road. The acreage of each wetland and surface water is tabulated below.

Table 1. Wetland/OSW Summary

Wetland/OSW ID	Acreage (approx.)	Habitat Type
WL-1	22.05	Herbaceous
WL-2	2.99	Herbaceous
WL-3	3.03	Herbaceous
WL-4	1.4	Herbaceous
WL-5	0.57	Herbaceous
OSW-1	2.99	Borrow pit
OSW-2	5.26	Borrow pit
OSW-3	1.62	Borrow pit
OSW-4	12.08	Borrow pit
OSW-5	1.7	Ditch

This illustration is conceptual. It is not intended to require the use of the colors, materials, or specific design features shown.

Environment Inventory - continued

Wetlands and surface waters were delineated in October of 2005 pursuant to Chapter 62-340, F.A.C., Delineation of the Landward Extent of Wetlands and Surface Waters. Jurisdictional wetland delineations and hydroperiods were agency verified by Mr. Cliff Ondercin of the Southwest Florida Water Management District (SWFWMD) on 10 November 2005.

The wetland habitat onsite consists of freshwater marsh and wet prairie systems with components of wetland shrub, emergent and floating aquatic vegetation, and exotic species. The wetland habitats were mapped using the *Florida Land Use Cover and Forms Classification System* (FLUCFCS) published by the Department of Transportation, 1999. Although the wetlands are disturbed from historical alterations, they generally exhibit similar vegetative composition consisting of sand cordgrass (*Spartina bakeri*), lemon grass (*Bacopa caroliniana*), pickerelweed (*Pontederia cordata*), arrowhead (*Sagittaria lancifolia*), torpedo grass (*Panicum repens*), coinwort (*Centella asiatica*), water pennywort (*Hydrocotyle* spp.), saltmarsh aster (*Aster subulatus*), carpetgrass (*Axonopus* spp.), beakrush (*Rhynchospora* spp.), yellow-eyed grass (*Xyris* spp.), nutsedges (*Cyperus* spp.), white-top sedge (*Dichromena colarata*), spikerush (*Eleocharis* spp.), fringe-rush (*Fimbristylis* spp.), soft rush (*Juncus effuses*), smartweed (*Polygonum* spp.), broomgrasses (*Andropogon* spp.), primrose willow (*Ludwigia peruviana*) and dog fennel (*Eupatorium capillifolium*). These wetlands also contain willow heads dominated by Carolina willow (*Salix caroliniana*) and intermittent shrub components characterized by buttonbush (*Cephalanthus occidentalis*), cabbage palm (*Sabal palmetto*), wax myrtle (*Myrica cerifera*), Brazilian pepper (*Schinus terebinthifolius*), melaleuca (*Melaleuca quinquenervia*) and sesbania (*Sesbania* spp.).

Wetland - 3 is proposed to be significantly impacted. It should be noted that Wetland 3 has been determined by the Environmental Consultant to be of poor quality due to the nuisance and exotic vegetaton and the extensive spoil piles. The impacts to this wetland will require approval through the Southwest Florida Water Management District (SWFWMD) and the Army Corps of Engineers (ACOE). Both approvals will require a mitigation plan to compensate for the impacts demonstrating a net environmental benefit.

Other wetland habitat will be maintained to the greatest extent possible through avoidance and minimization and strategic site planning. The site plan has been carefully designed with wetland setbacks to allow adequate buffer from development. The site plan also includes a number of site improvements that will enhance the overall value of wetlands and will also provide additional aquatic habitat. Therefore, development of the site is not expected to have adverse effects on wetland dependent wildlife.

Environment - continued

UPLAND HABITATS AND LAND USES

Upland habitats and land uses on the subject property were mapped through aerial interpretation and ground truthing. The uplands encompass approximately 94 acres of the site and are comprised of 16 land use/habitat types. The majority of the uplands are characterized by unimproved pasture, although several areas are vegetated by nuisance and exotic species (Brazilian pepper and melaleuca) and native forested habitat (pine flatwoods, pine-mesic oak, temperate hardwood, live oak hammock, mixed hardwoods, hardwood-conifer mixed). Vegetative species coverage within the native upland habitats consists of slash pine (Pinus elliottii), live oak (Quercus virginiana), laurel oak (Quercus laurifolia), cabbage palm, wax myrtle (Myrica cerifiera), gallberry (Llex glabra), saw palmetto (Serenoa repens), Brazilian pepper, saltbush (Baccharis halimifolia), wild coffee (Psychotria nervosa), American beautyberry (Callicarpa americana), broomgrass (Andropogon virginicus) and caesarweed (Urena lobata). The upland portion of the site also contains a single residence, disturbed open lands, transmission towers and power lines, and commercial buildings that were presumably associated with the pre-existing horse stable operation.

Upland buffers surrounding the wetlands will be maintained in accordance with SWFWMD guidelines. Selective areas of native upland habitat will also be maintained and incorporated into the site plan to preserve some of the high quality natural features onsite beyond the wetlands.

SOILS

The Bridges parcel contains six (6) soil types as identified in the 1991 Soil Survey of Sarasota County. The following list provides the soils found onsite:

SCS 36 - Pople Fine Sand
SCS 22 - Holopaw Fine Sand; Depressional
SCS 8 - Delray Fine Sand; Depressional
SCS 31 - Pineda Fine Sand
SCS 10 - EauGallie and Myakka Fine Sands
SCS 12 - Felda Fine Sand; Depressional

EauGallie and Myakka fine sands (SCS 10) are nearly level, poorly drained soils and are described as broad flatlands. Delray fine sand (SCS 8) is poorly drained soil. Holopaw fine sand, depressional (SCS 22) is a poorly drained soil and is usually located in depressions. Pineda fine sand (SCS 31) is described as nearly level, poorly drained soil located in low hammocks and in broad sloughs. Felda fine sand (SCS 12) are nearly level, very poorly drained soils commonly found in depressions. Finally, Pople fine sand (SCS 36) is nearly level, poorly drained soil. Since these soil types pose some limitations affecting buildings, recreation uses and sanitary facilities, water control measures and fill are needed for urban uses.

TREE SURVEY

A tree survey was reviewed to determine whether any trees onsite meet the size specifications outlined for Grand Tree consideration. Trees were evaluated in the field in March of 2006 using guidelines pursuant to Sarasota County's Grand Tree Ordinance. No Grand Trees were found as a result of the survey.

Environment ~ continued

Listed Species (Endangered, Threatened or of Special Concern)
The site was evaluated for the potential presence of state and/or federal listed wildlife whose geographic ranges include Sarasota County. Listed wildlife surveys were conducted in accordance with Florida Fish and Wildlife Conservation Commission (FFWCC) and the U.S. Fish and Wildlife Service (FWS) guidelines. Wildlife surveys were specifically conducted from March through May of 2006, although general observations were also made throughout the field assessments that were initiated in August 2005. Based on the available foraging and nesting habitat, listed wading birds are most likely to utilize the wetlands and buffer areas. However, additional listed species may periodically occur onsite based on a review of established databases and relevant literature and the availability of habitat on adjacent parcels.

In March of 2006, a pair of Florida sandhill cranes (*Grus canadensis pratensis*) were observed onsite with two chicks and a nest was documented in the northwest lobe of Wetland 1. The pair of sandhill cranes have since been documented onsite although the chicks have not been observed since the original sitings.

As mentioned previously, wetlands will be maintained to the maximum extent possible and the site plan has been strategically designed to avoid and minimize wetland impacts except where necessary. Sandhill cranes have been observed on several of the adjacent parcels and are expected to occur onsite given the available habitat and nearby occurrences. Sandhill cranes are also known to use the open space areas in residential developments, and therefore, can be expected to make use of the open space areas that are being incorporated into the site plan. No adverse impacts to sandhill cranes are expected as a result of this project.

With the exception of the sandhill cranes, no other listed wading birds have been observed onsite. Given the amount of wetlands and surface waters onsite, wading birds can be expected to utilize the site for foraging, loafing and nesting purposes. A number of non-listed wading birds have been observed utilizing the wetlands, particularly with the rookery island located in one of the borrow pits (OSW-4). Alligators are also expected to make periodic use of the site based on the amount of suitable open water habitat, although none were directly observed. These wetland areas and open water bodies will be maintained post development, and therefore, will continue to be available for use by aquatic wildlife.

The uplands were also surveyed for species such as the bald eagle (*Haliaeetus leucocephalus*), Southeastern American kestrel (*Falco sparverius*), sherman fox squirrel (*Sciurus niger shermanii*) and gopher tortoises (*Gopherus polyphemus*), amongst other listed species that are commensals of the gopher tortoise burrows {i.e. gopher frogs, (*Rana capito*), eastern indigo snakes (*Drymarchon corais cooperi*), Florida burrowing owls (*Athene cunicularia floridana*)}. The FFWCC eagle nest database indicates that no nests occur on the parcel and the parcel does not fall within the standard protection zones for any registered nests. Large trees, snags and power line poles were closely inspected for potential nesting by eagles, kestrels, and/or fox squirrels. No evidence of nesting was found. A twenty (20) percent gopher tortoise survey was also conducted in May of 2006 in accordance with FFWCC guidelines and no burrows were documented. Given that no gopher tortoise burrows were found, it is highly unlikely that any of the listed commensal species occur onsite. Scrub habitat does not exist onsite, therefore, no scrub jays (*Aphelocoma coerulescans*) were documented nor are they expected to occur onsite. With the exception of sandhill cranes foraging in the wetland buffers, no listed species were observed within the uplands. Therefore, the project is not expected to have an adverse effect on upland dependent listed species. Should any listed species issues arise throughout permitting and development, they will be addressed with the FFWCC and/or the FWS, as appropriate.

SUMMARY
The Bridges parcel has been historically altered through agricultural activities including the removal of native vegetation, ditching, filling and cattle grazing. Although altered from historical borrow operations, the majority of wetlands that remain onsite will be maintained post-development with the exception of Wetland-3 unavoidable impacts. As noted earlier, a mitigation plan will be required to compensate for the impacts demonstrating a net environmental benefit. Upland buffers will be maintained in accordance with SWFWMD guidelines and will serve as additional protection for the wetlands. Although not required, some additional areas of native upland habitat will also be preserved and incorporated into the site plan to maintain the natural features onsite and create a more eco-friendly environment. The upland areas were also investigated for potential Grand Trees and none were found. With the exception of a nesting pair of sandhill cranes, no listed wildlife was observed onsite. Listed wading birds and other aquatic wildlife are most likely to utilize the site given the extent of wetland habitat, the majority of which will remain available for wildlife use as a result of the avoidance and minimization measures that have been implemented in the site plan.

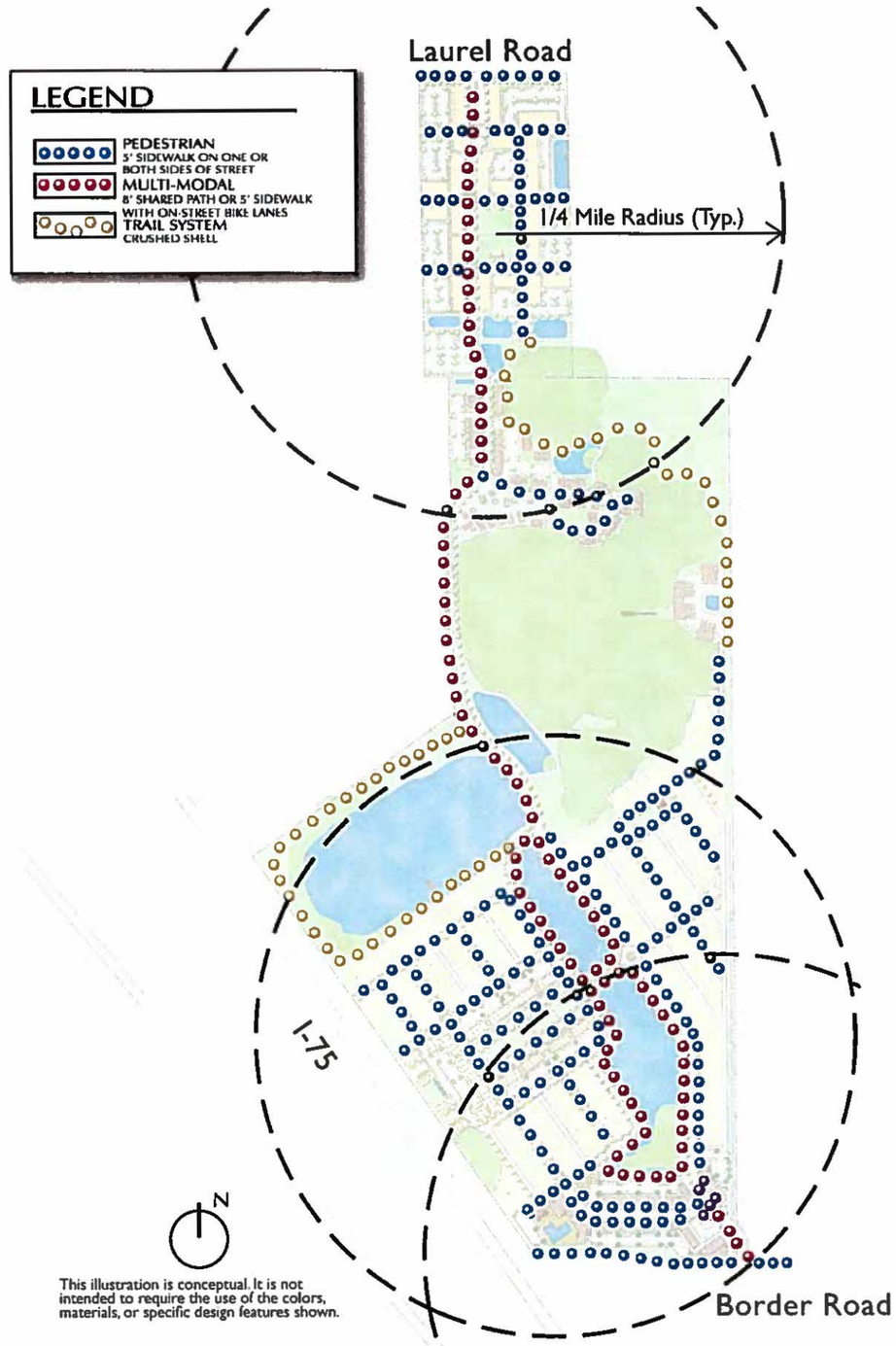
This illustration is conceptual. It is not intended to require the use of the colors, materials, or specific design features shown.

Major Streets

Transportation

Street access will be provided by connection to Laurel Road and Border Road. Required improvements to these roads will be determined through the concurrency process. Site traffic will be accommodated by a network of various road sections, allowing for emergency access and encouraging non-vehicular travel.

As noted before, connection of the community is an important part of The Bridges. The idea is to create a walkable, bike-friendly community that will enhance the quality of life for all its residents and visitors. Streets, pedestrian paths, and bike paths contribute to a system of fully connected and interesting routes from one area of the development to another. Trails and boardwalks play an important role in achieving multi-modal connectivity. These will directly and effectively connect all neighborhoods to open space areas and to other destination areas within and beyond the community.



This illustration is conceptual. It is not intended to require the use of the colors, materials, or specific design features shown.

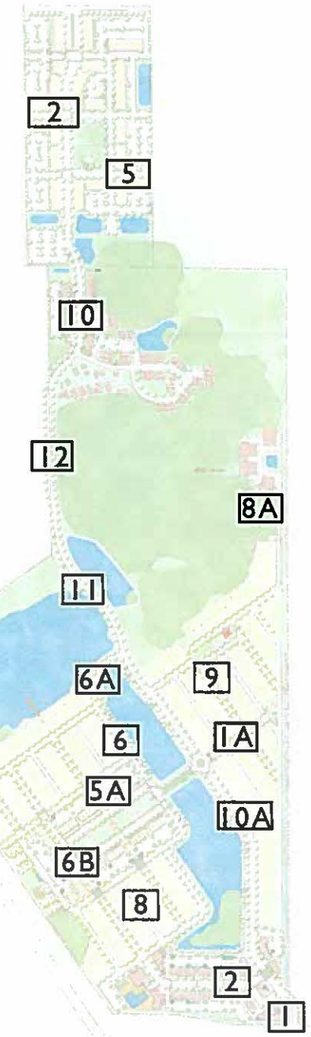
Sidewalks & Trails

TOPOS
Kimley-Horn and Associates, Inc.
URBAN RESOURCE GROUP
Biological Research Associates

Transportation: Roadways

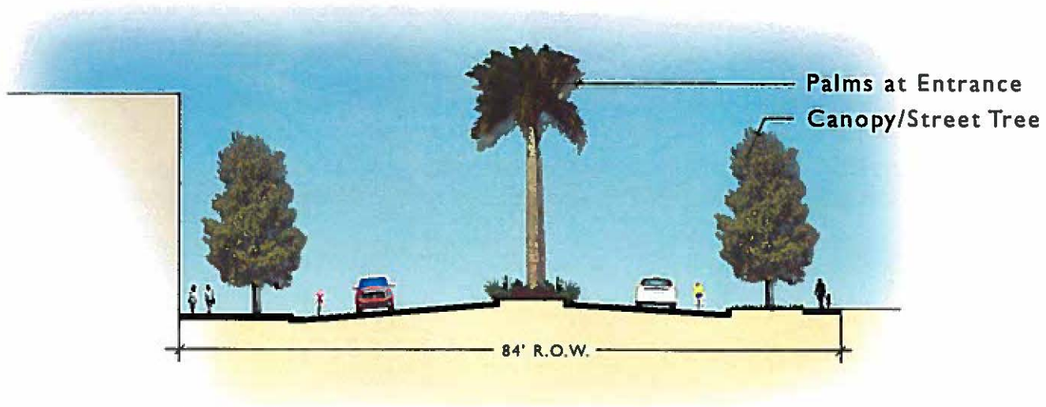
Street design in The Bridges encourages a sense of community, promotes reasonable speed of vehicles and provides for multi-modal use. The sustainable approach to transportation design at The Bridges will require:

- Interconnection of all neighborhood networks, to reduce overall vehicle miles traveled (VMT's) and internal trip capture.
- Street designs that encourage smooth but calmed traffic flows.
- Utilities located within the rights-of-way.
- Multi-modal provisions for bicycles, pedestrians and light weight/low speed vehicles (LLVs) designed to encourage interconnectivity with adjacent communities or neighborhoods.
- A street hierarchy that establishes appropriate roadway types for various levels of vehicle usage. (The proceeding pages will go into more detail on different roadway cross-sections within the community.)

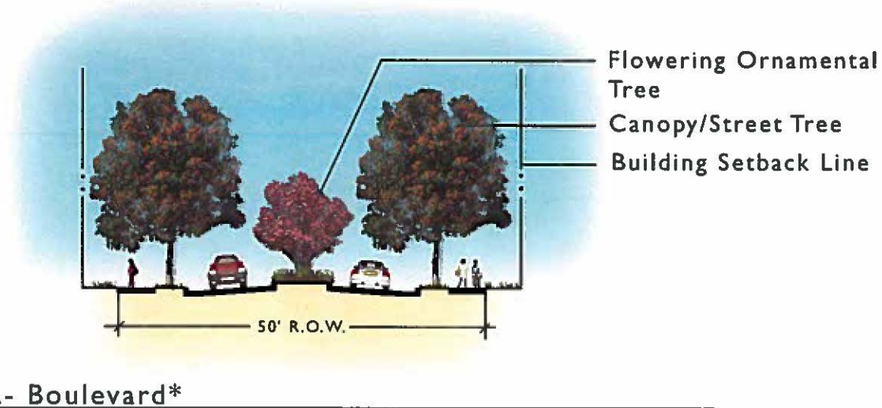


Key Map

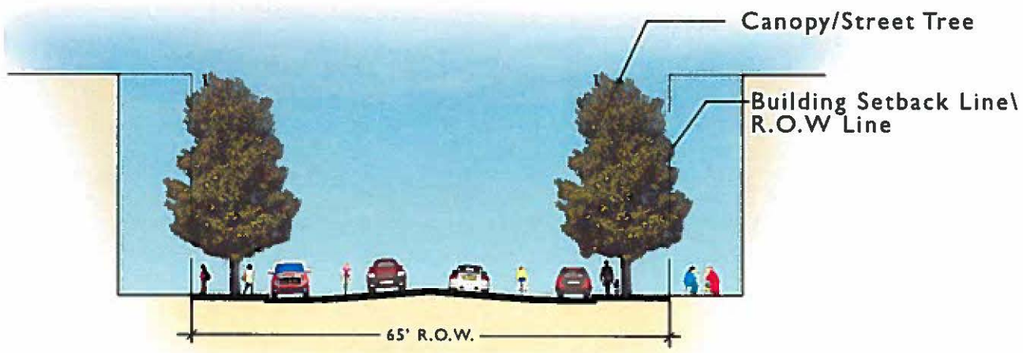
This illustration is conceptual. It is not intended to require the use of the colors, materials, or specific design features shown.



1- Border Road Entrance*



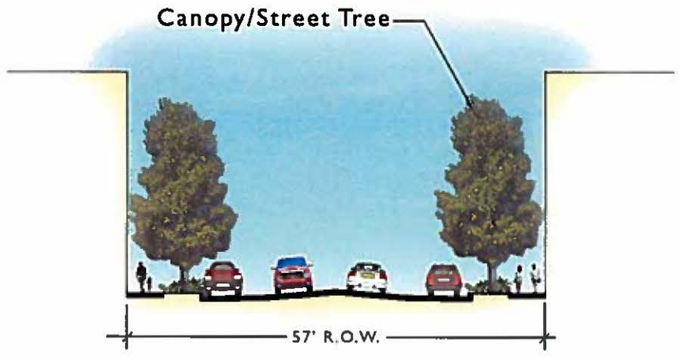
1A- Boulevard*



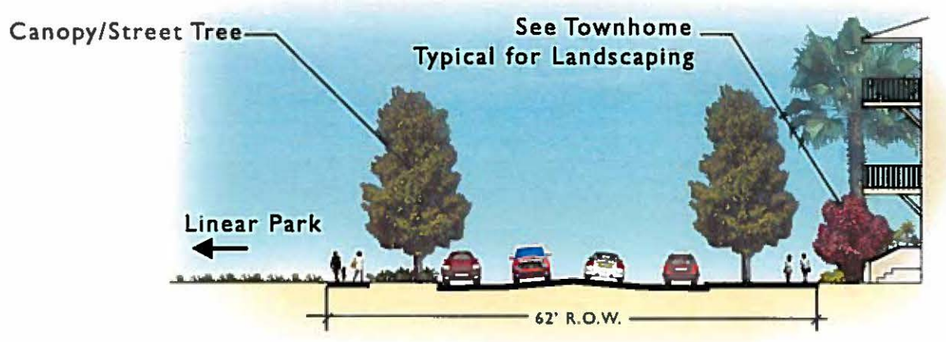
2- Mixed Use Street*

*Street Sections NTS

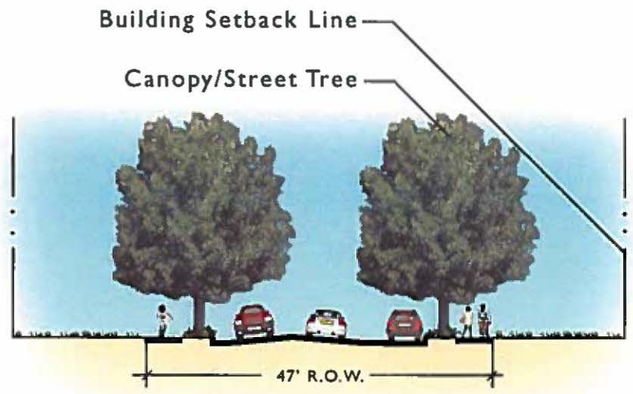
Transportation: Roadways continued



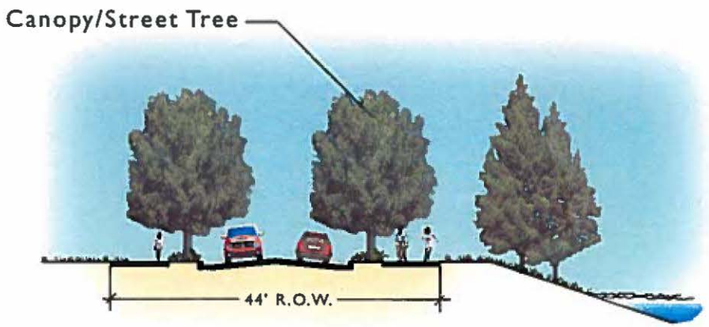
5- Mixed Use Street*



5A- Residential Neighborhood*



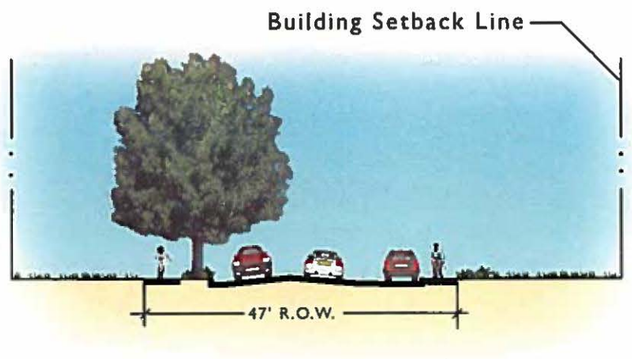
6- Residential Neighborhood*



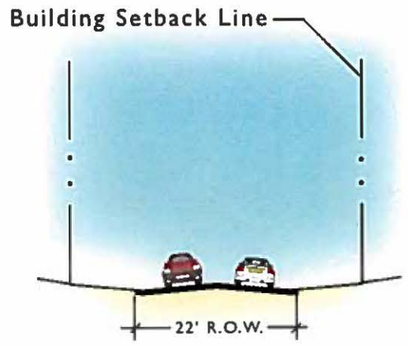
6A- Residential Neighborhood*

*Street Sections NTS

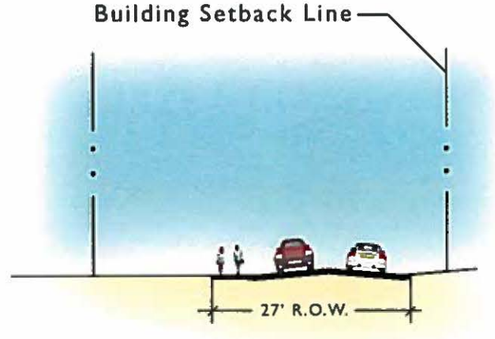
Transportation: Roadways continued



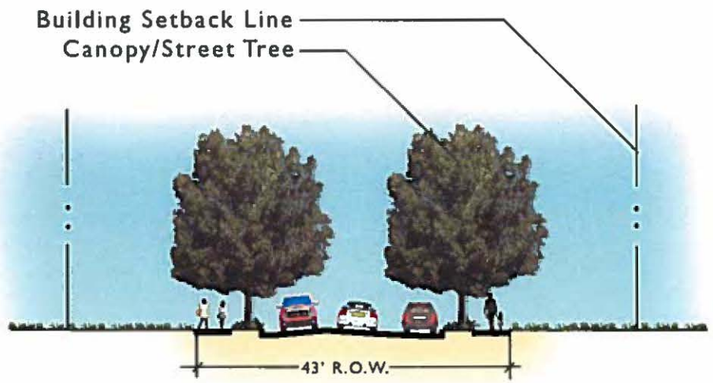
6B- Residential Neighborhood*



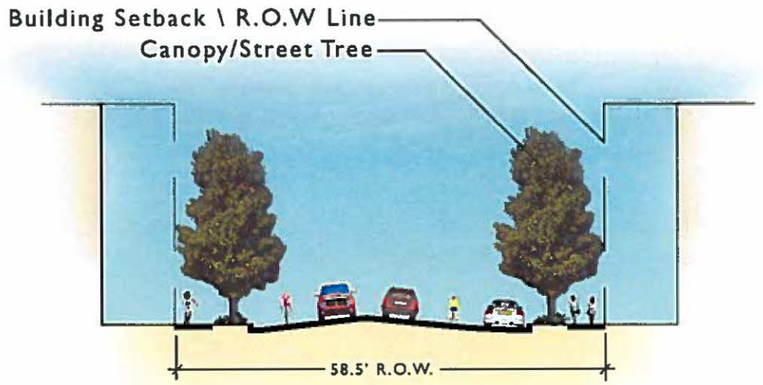
8- Residential Alley*



8A- Residential Alley*



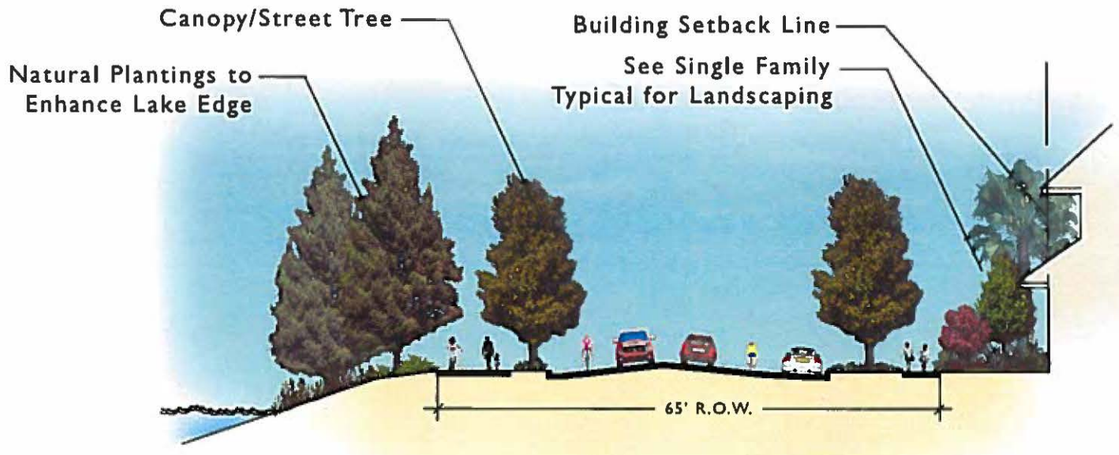
9- Residential Neighborhood*



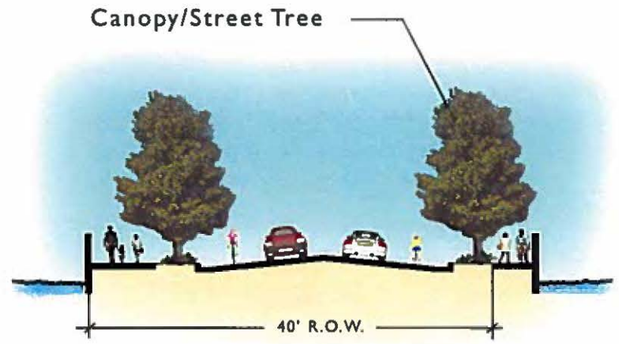
10- Local Street Residential*

*Street Sections NTS

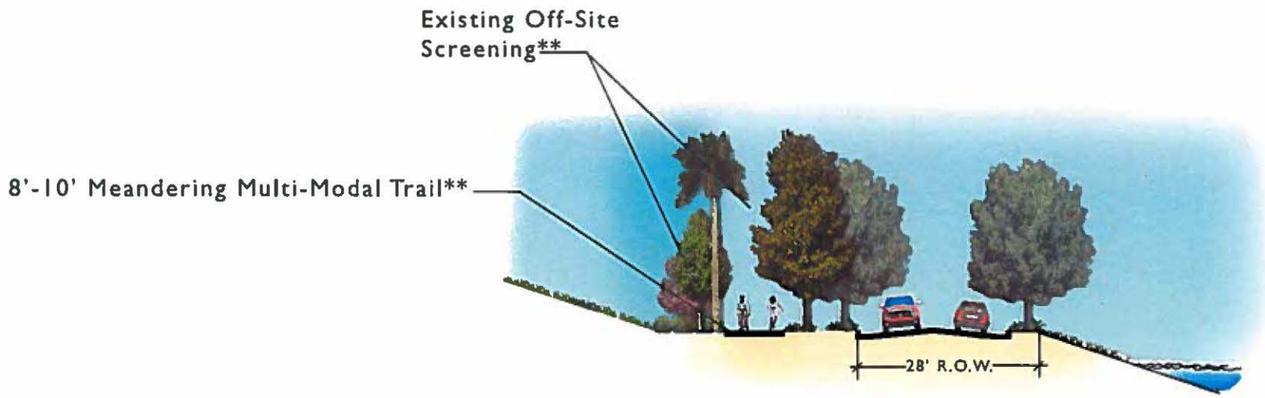
Transportation: Roadways continued



10A- Local Street Residential*



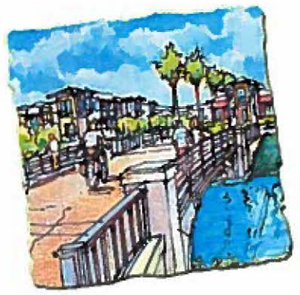
11- Local Street Residential*



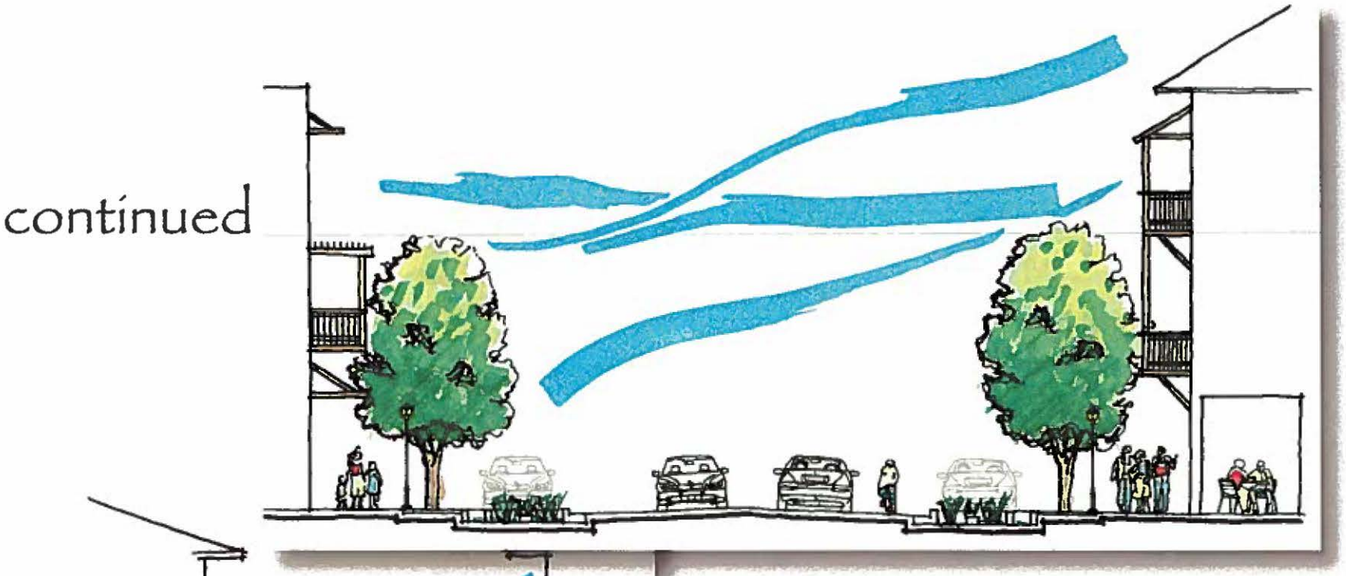
12- Local Street Residential*

** Portion of roadway section as well as multi-modal trail on City of Venice WWTP

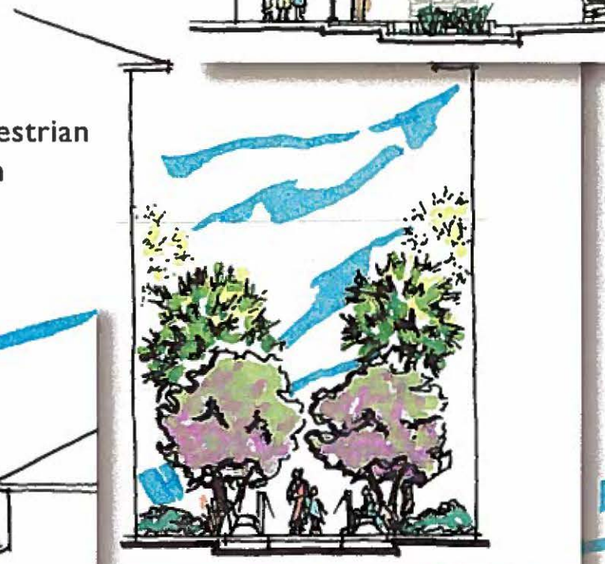
*Street Sections NTS



Transportation: Roadways continued

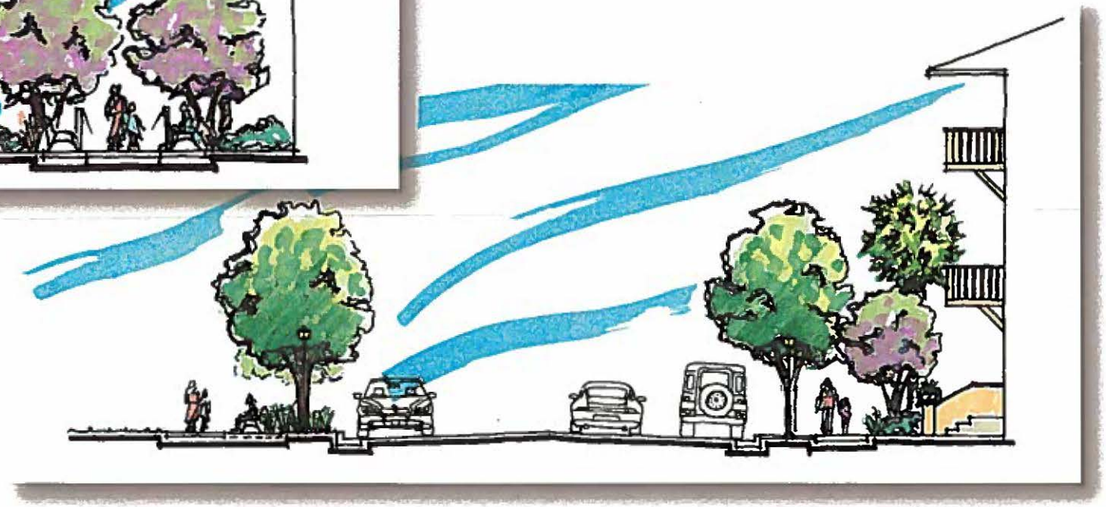


Mixed-Use



Pedestrian Path

Single-Family



Multi-Family

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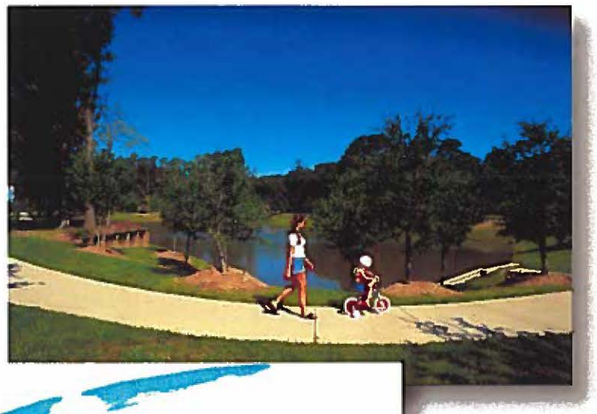
Transportation: Sidewalks & Multi-Modal Paths

Sidewalks and multi-modal paths provide pedestrian linkage throughout The Bridges. Sidewalks in general are 5' in width and are separated by a landscape verge from the roadway. The multi-modal path that is located on the west side of the main boulevard (Collector Road) varies from 5 feet to 10 feet in width depending on the specific location and adjacent land uses. These images are indicative of what the character may be.



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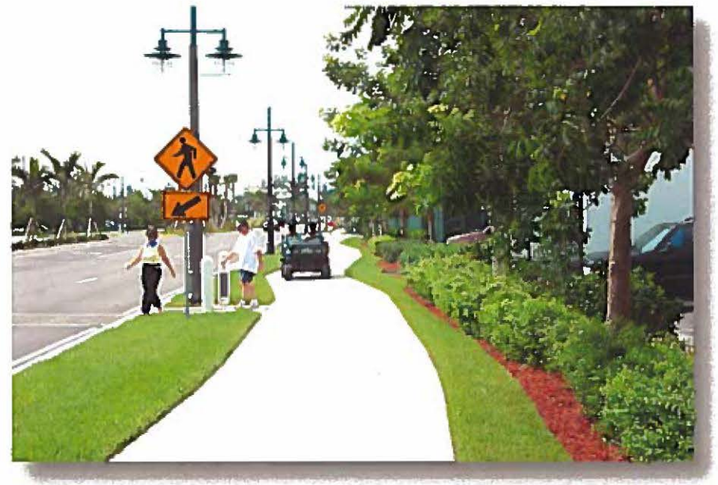
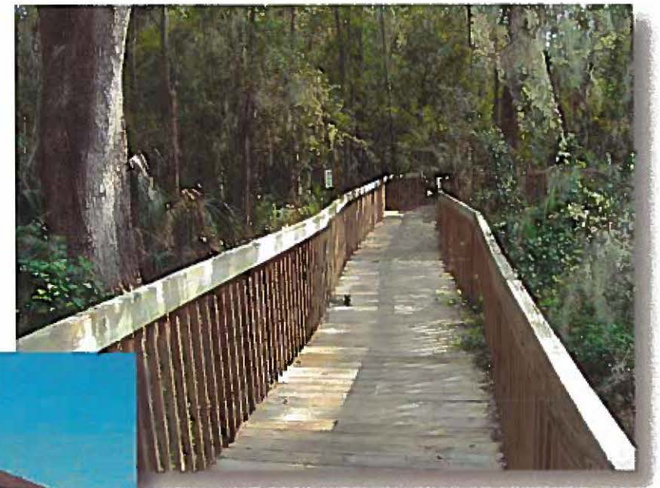
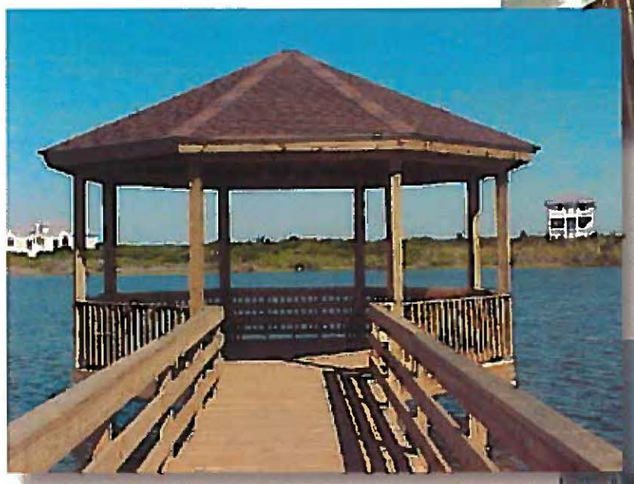
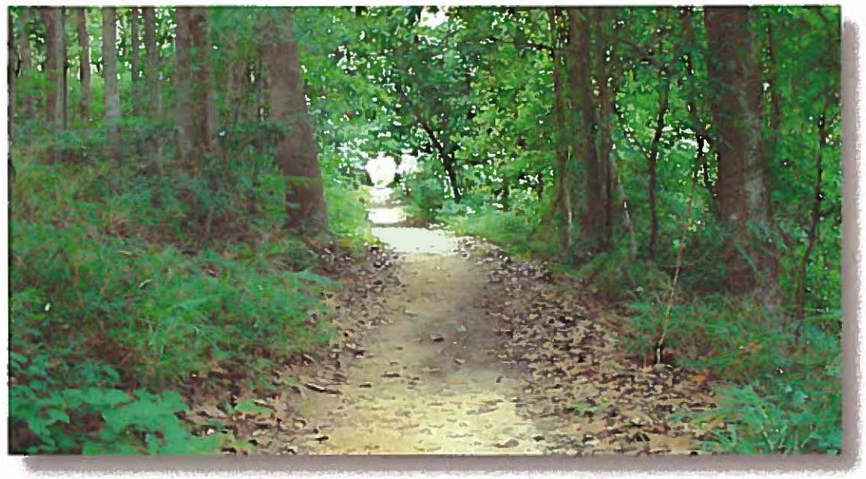


Transportation: Trails & Boardwalks

Trails and boardwalks provide pedestrians a way to exercise and experience the many natural and cultural wonders found within The Bridges. They provide links to the wetlands, lakes and preserved areas. Trails and boardwalks allow for numerous benefits to the community such as public health, better quality of life, and recreational activities. Thematic signage and way finding should be used throughout the trail system identifying location but also environmental elements along the path. Landscape shall be minimal in only providing enhancement or buffering when necessary. Final locations and design needs to ensure maximum personal safety utilizing Crime Prevention Through Environmental Design (CPTED) principles and be sensitive to wildlife and other environmental aspects of the site.





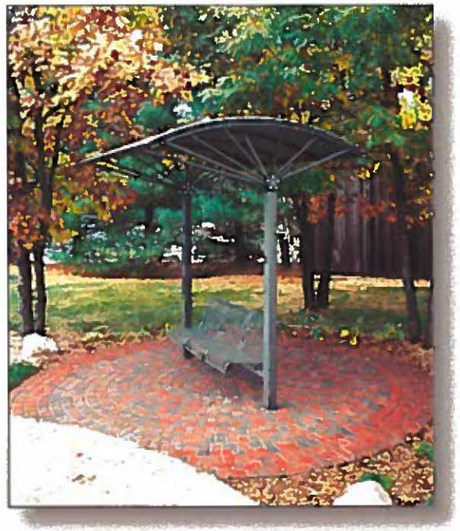


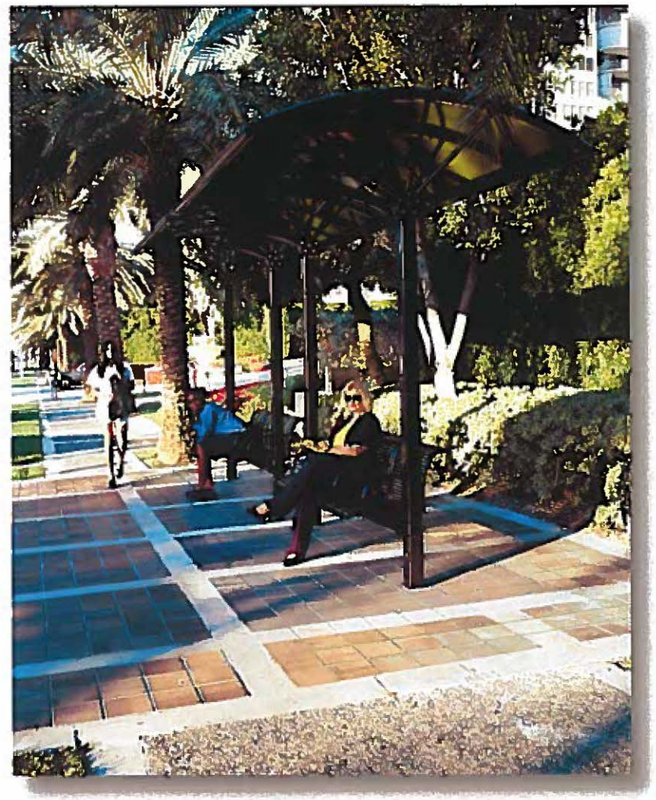
Transportation: Transit

Transit stops provide a waiting area for riders and transit vehicles and are to be an integral part of the neighborhood they serve. They should be appropriately located and visually attractive and safe, reinforcing the architectural theme of the community. A minimum of two areas shall be located within The Bridges – one to the north and one to the south. Transit stops shall be encouraged along Laurel and Border Road as well. Typical transit stops shall include:

- Accessibility for people with disabilities.
- Include appropriate route numbers, maps, and schedules.
- Shelter shall incorporate architectural elements of that area including thematic lighting and signage as appropriate.
- Well maintained trees and landscaping that protect the pedestrian from traffic.

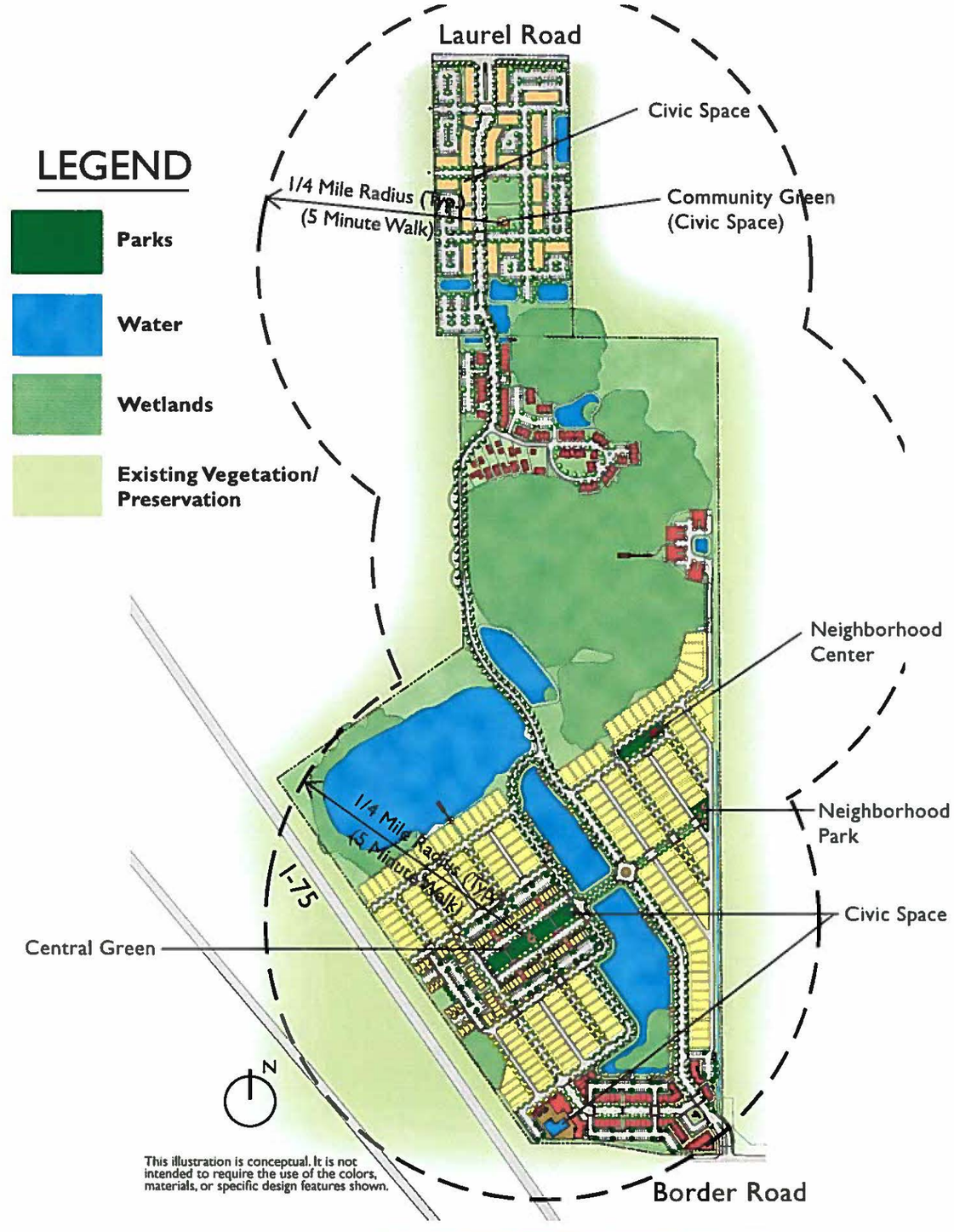
Final design and location will be determined during the Site & Development phase.





Parks / Open Space

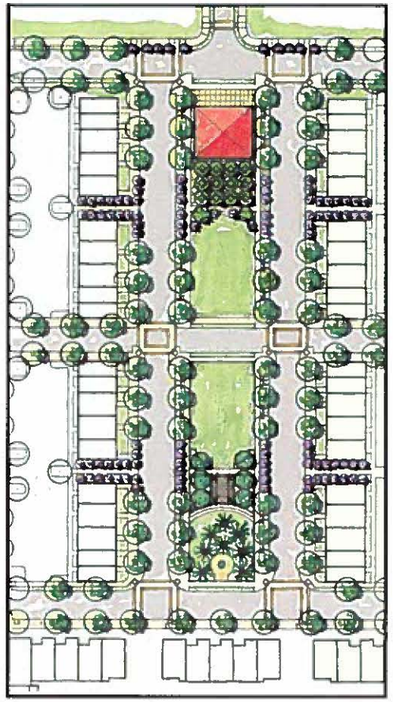
The Bridges shall include a recreational center, outdoor passive and active recreation areas, civic spaces, sidewalks and multi-modal paths as well as trails and boardwalks. These spaces are centralized, connected and contribute to the overall sense of the community. While providing for flexibility in terms of actual design, size and use of the civic sites, these areas shall be designed as critical elements within the neighborhoods and overall community. The exhibit at right shows the location of parks, civic and open spaces. Final design and location will be determined during the site and development phase.



This illustration is conceptual. It is not intended to require the use of the colors, materials, or specific design features shown.

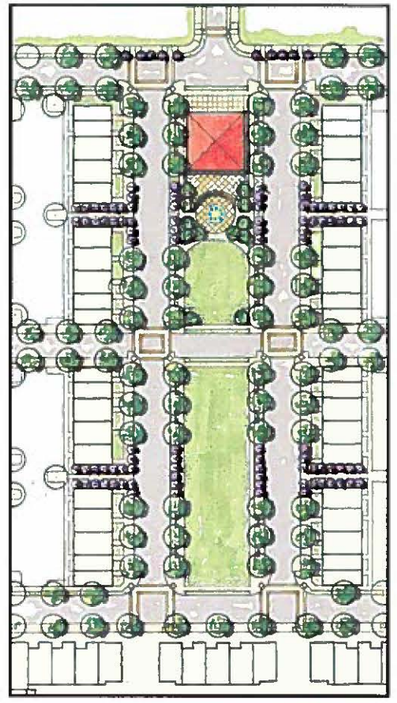
Parks / Open Space: Central Parks

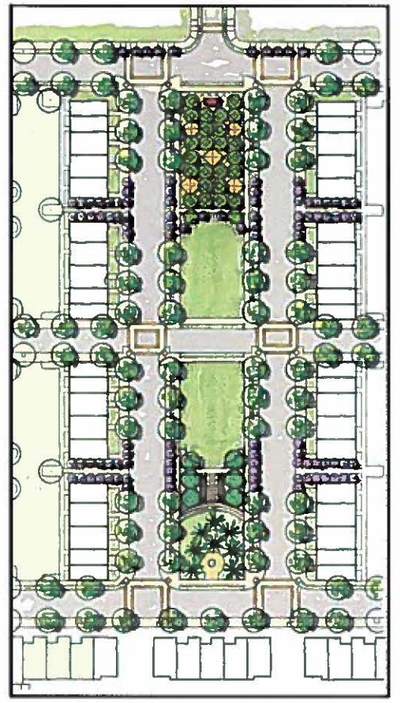
There are two central parks in the The Bridges, one in the Town Center on the north side and the other within the neighborhood district near the south side. These parks are the core of The Bridges community. They are the active space where outdoor functions are held. Flexibility for outdoor concerts or festivals allows the streets to be closed off during activities where a large amount of residents are expected. Final determination of the civic structure will help define the proper use for this space. To the right are three potential concepts for the southern park.



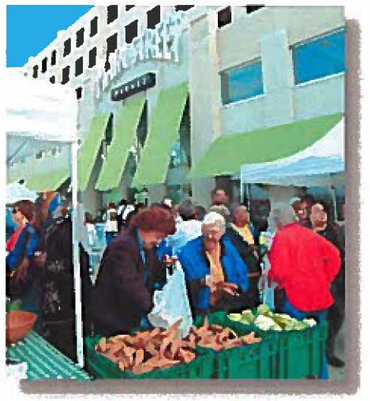
Concept 1

Concept 2





Concept 3



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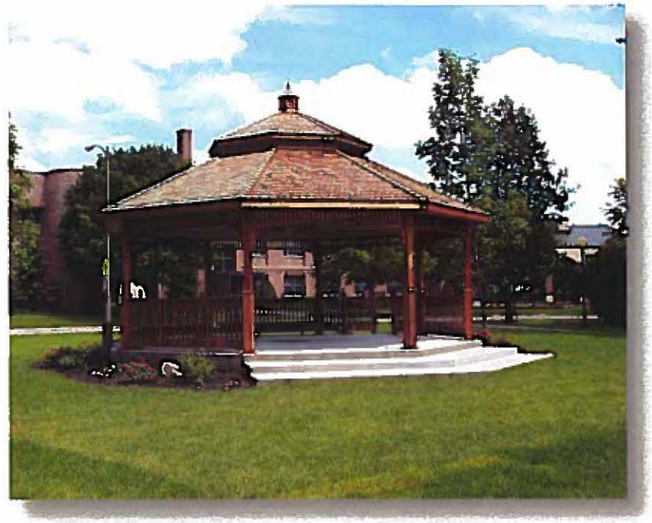
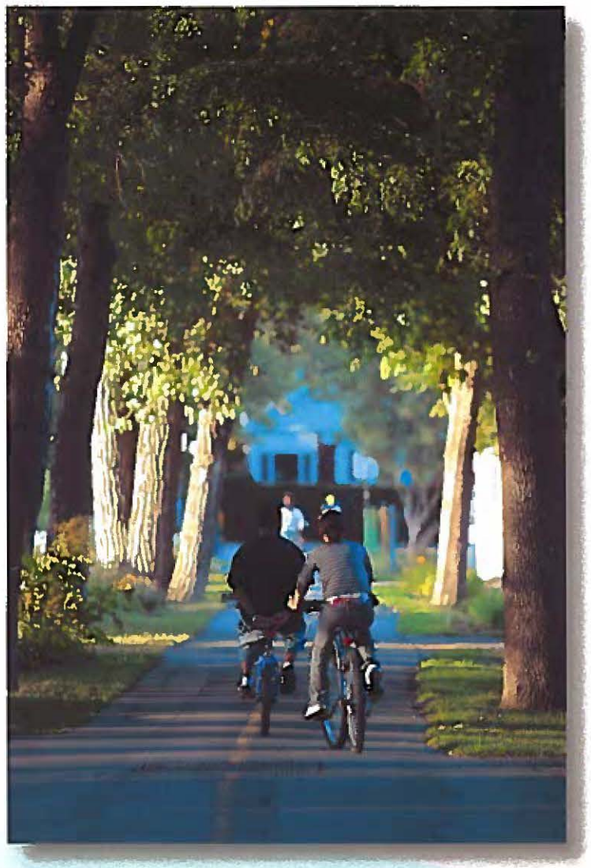
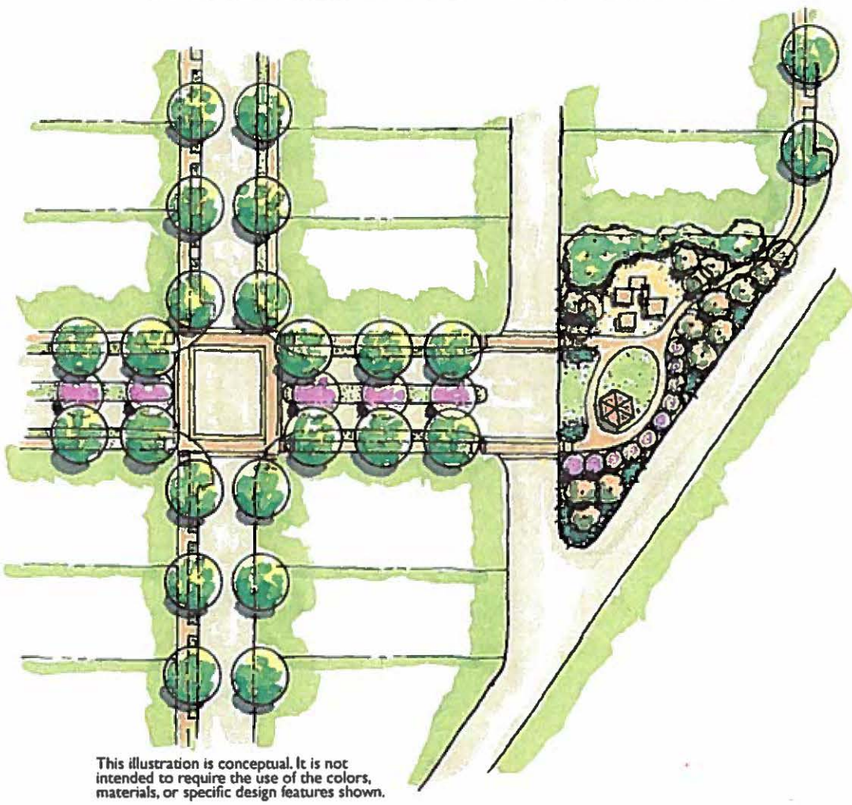
Parks / Open Space: Neighborhood Park

This park is located at the terminus of the east west road on the east side of the property still within the single-family area. This park is a "pocket park" which is more passive in nature. A gazebo or structure provides shade to parents or grandparents that are watching the young ones as they play on the swing set or play structure. The landscape should complement the site, low maintenance, and apply CPTED (Crime Prevention Through Environmental Design) principles. A barrier, whether a decorative fence or evergreen vegetation, shall provide pedestrian protection from traffic on all three sides of the park.







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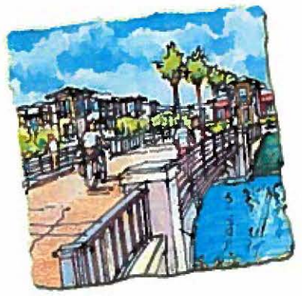
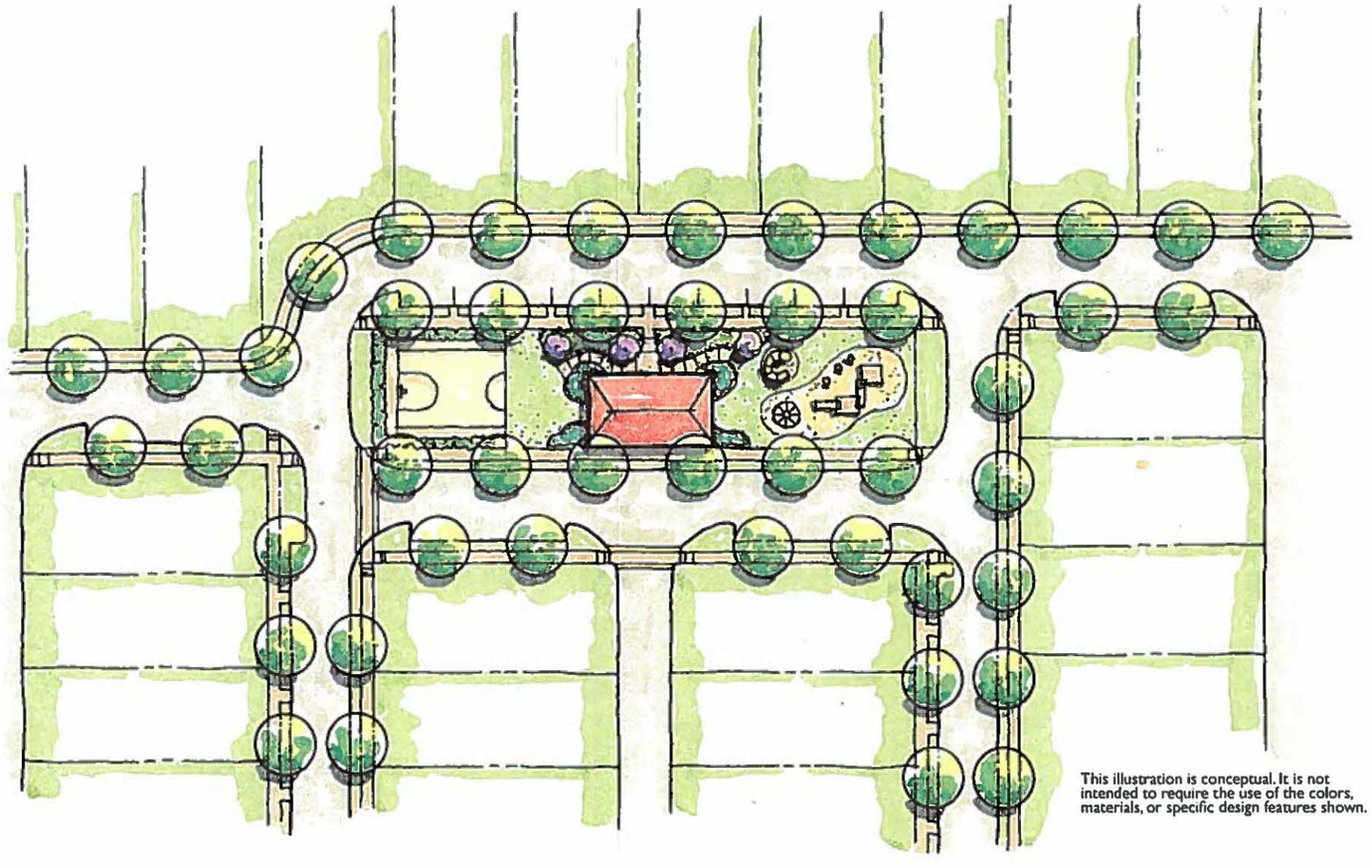


Parks / Open Space: Neighborhood Center

This park is located within the single family area of the site to the east of the main boulevard (Collector Road). This site is envisioned to have small but active recreational uses such as playgrounds and a basketball court. Also included on this site would be an open-air pavilion large enough to hold neighborhood birthday parties or other special functions. The landscape shall also be complementary to the site, low maintenance, and apply CPTED principles for safety.



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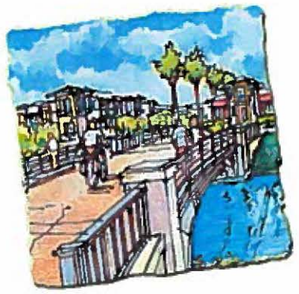
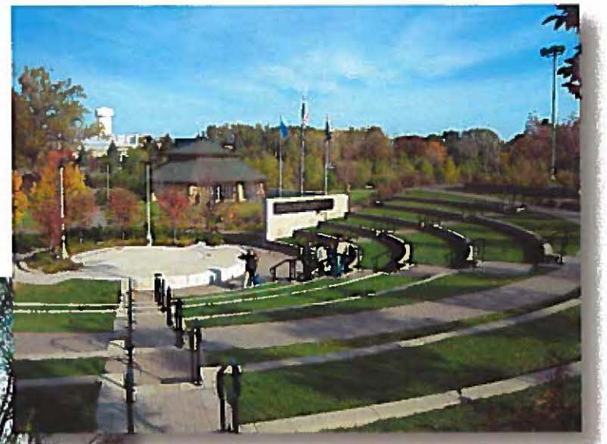
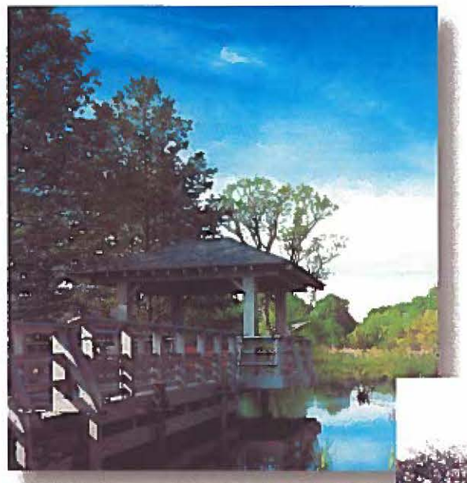


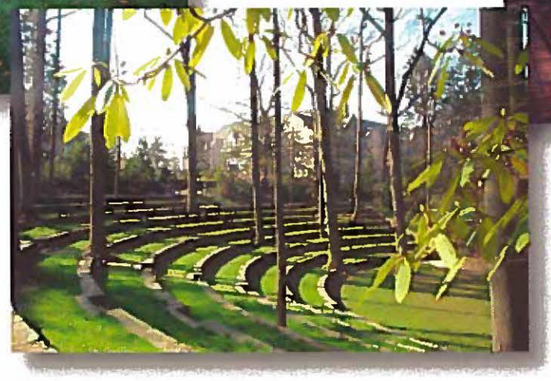
Parks / Open Space: Open Space

The Bridges is to provide links to all outdoor areas through sidewalks, multi-modal trails and boardwalks. This allows the residents to effectively and safely connect with nature and with different areas of the community. The final design shall encourage pedestrian and bicycle use and create interest from one area to another.

The lakes will serve a dual function of water management and aesthetics/recreation amenity for the community. The wetlands and existing upland areas that are preserved will encourage habitat and wildlife activity. Existing trees shall be preserved wherever practical.







Stormwater / Utilities

Infrastructure

Preliminary provisions have been made for streets, water, wastewater, stormwater and solid waste as required by the City of Venice Land Development Code.

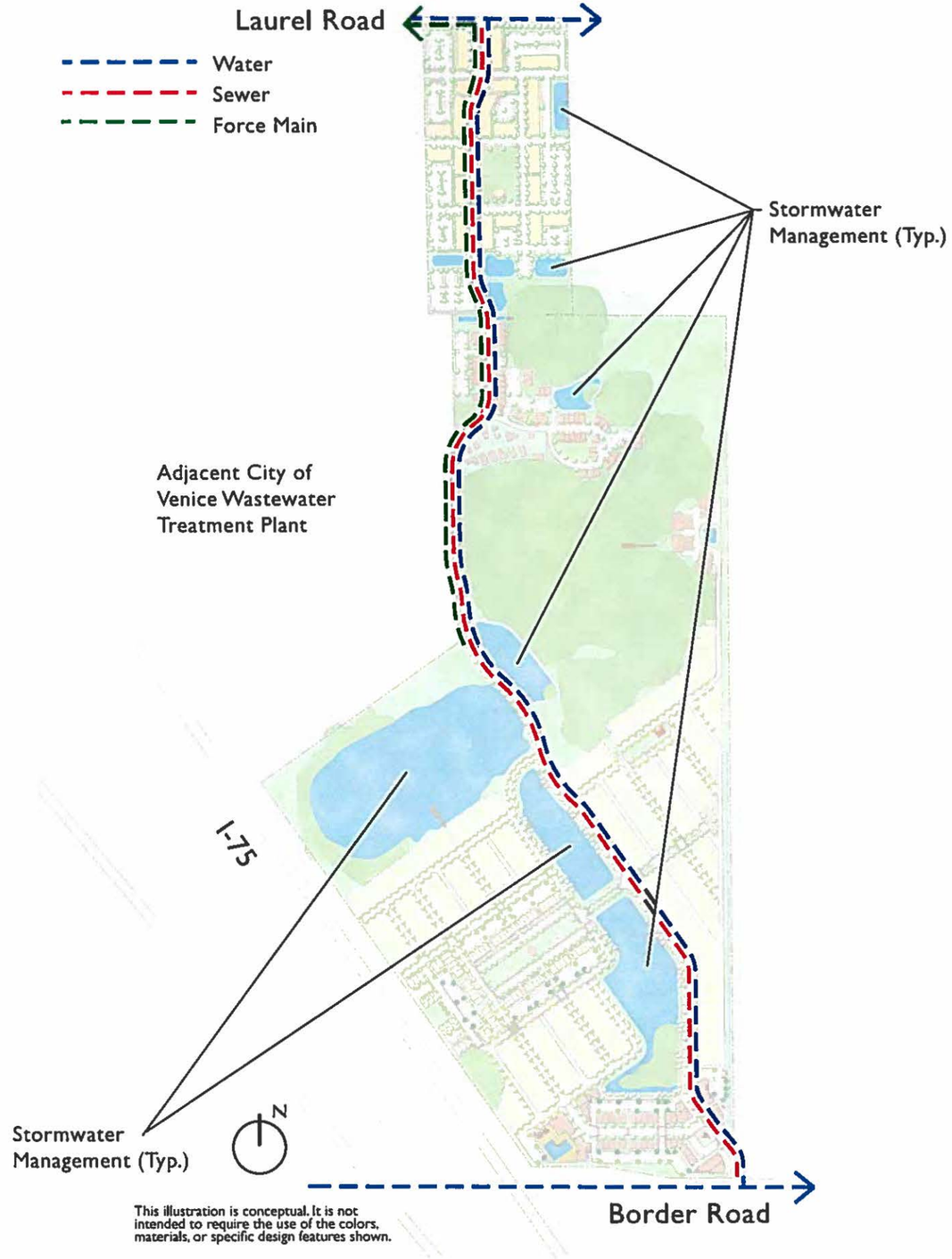
Water and reuse infrastructure is presently available at the property. Some water infrastructure will be required to provide redundancy. At present, the City's water and sewer infrastructure has capacity to serve the project.

Water and Wastewater

Water services sufficient to serve project will be provided by the City of Venice by connection to an existing 16" main within Laurel Road and through the eventual construction of an off-site water main from Edmonson Road across I-75 along Border Road. This off-site water main will be required to serve other development to the east as well. Wastewater services will be provided through the construction of a lift station at the eastern edge of the City's wastewater treatment plant and a force main to the plant. Irrigation demand will be supplied from a City reuse connection at Laurel Road and well and surface waters as permitted.

Stormwater

Stormwater will be retained in a large system of lakes and wetlands within the project. The stormwater lakes have been preliminarily sized to effectively accommodate stormwater demand for full build-out of the mixed-uses. These features will also serve as a community amenity. Specific lake size and topographic alterations will be refined as part of the next steps of the planning and engineering process.



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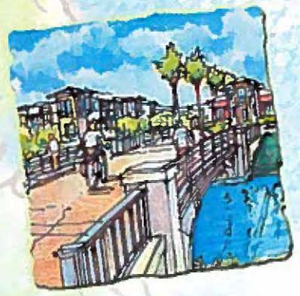


Section Four: Regulatory Issues

Comprehensive Plan Analysis

CONSISTENCY WITH THE CITY OF VENICE COMPREHENSIVE PLAN

The following analysis will evaluate The Bridges development with relation to the identified Goals, Objectives and Policies within the City of Venice Comprehensive Plan and the proposed City of Venice 2005 Evaluation and Appraisal Report.

GOAL: TO ENSURE A SUPPLY OF SAFE AND SANITARY HOUSING UNITS TO SERVE ALL SEGMENTS OF THE CITY'S POPULATION.

Objective 1: Ensure the coordination of residential development with utilities and public facilities.

Policy 1-1: Utilize the Comprehensive Plan to coordinate the development of housing and infrastructure.

Response: The Bridges will comply with all regulations relative to the Comprehensive plan and Land Development Code concerning the development of utility and public facilities. Water services will be provided by City of Venice Public Utilities and wastewater for the development will by handled by the adjacent City of Venice wastewater treatment facility.

Objective 2: Provide for a diversity of housing types and residential living environments to accommodate housing for low and moderate income households.

Policy 2-5: Encourage moderate, low and very low income housing to be constructed in all neighborhoods and especially when designed as part of a planning development.

Response: The development is proposed to incorporate a workforce housing component. Approximately one-third of the dwelling units will be allocated as workforce housing to accommodate a much needed diversity of housing types. The plan includes single-family homes, townhomes, and residential units above non-residential.

Policy 2-11: Identify vacant land suitable for residential uses and so designate on the Future Land Use Plan Map.

Response: The property has been annexed into the City of Venice and is designated as Moderate Density Residential (MDR) on the City of Venice Future Land Use Map. The MDR designation allows 5 to 13 dwelling units an acre.

Objective 3: Coordinate wastewater facility improvements with land development to ensure adequate service.

Policy 3-1: Ensure that new development has an adequately designed and constructed wastewater collection system.

Response: The development will comply with all district rules and regulations related to design and construction of wastewater collection systems.

Objective 4: Continue to develop ways to reclaim treated wastewater to minimize use of the potable water supply.

Policy 4-2: Continue to expand the reuse system for irrigation purposes.

Response: If available, the project will accommodate the use of reclaimed water for irrigation purposes.

Comprehensive Plan Analysis - continued

GOAL: TO PROTECT CITY RESIDENTS AND THEIR PROPERTIES FROM FLOODING AND TO DO SO IN A MANNER WHICH WILL NOT INCUR NEGATIVE ENVIRONMENTAL IMPACTS.

Objective 1: Minimize the loss of life and property due to flooding.

Policy 1-1: Maintain FEMA's criteria for delineating and managing flood-prone areas.

Response: The project has complied with FEMA criteria related to the delineation and management of flood-prone areas as applicable.

Objective 2: Support the preservation of aquifer recharge and wetland areas.

Policy 2-1: Research techniques for preserving and conserving land and water areas in the city having environmental sensitivity or importance in maintaining ecological balances.

Response: Environmental evaluation of the entire subject property has taken place to determine environmentally sensitive areas and plans have been developed plans to conserve such areas. More information is provided in the Environment section.

Objective 5: Encourage the conservation of water runoff as a resource.

Policy 5-1: Study the feasibility of using stormwater as a potential source for irrigation water in order to conserve water for the City of Venice.

Response: Feasibility will be measured concurrently with the creation of a stormwater management plan.

GOAL: TO ACHIEVE A HIGH QUALITY LIVING ENVIRONMENT THROUGH THE WISE DISTRIBUTION OF COMPATIBLE LAND USE PATTERNS, RESPECTING THE INTEGRITY OF THE NATURAL ENVIRONMENT, WHILE CREATING A COMMUNITY WHICH MEETS THE SOCIAL AND ECONOMIC NEEDS OF ITS RESIDENTS WITHOUT UNDULY RESTRICTING INDIVIDUAL RIGHTS.

Objective 1: Development patterns will be coordinated with the provision of utilities and public facilities and compatible with the physical characteristics of the City of Venice.

Policy 1-1: All planning and future development within the city shall be consistent with the policies in the Comprehensive Plan, including the Future Land Use Map.

Response: The proposed development, as noted in this analysis, is consistent with the goals, objectives and policies of The City of Venice Comprehensive Plan and Future Land Use Map.

Policy 1-2: All new development shall be timed and coordinated with the provision of utilities and facilities as reflected in the City of Venice Capital Improvements Program to ensure that services are available and adequate to serve the development at acceptable level of service standards.

Response: Close coordination with the City of Venice for the provision of utilities and facilities has occurred to ensure that adequate services are available to serve the subject property.

Policy 1-4: Ensure that mass transit is considered in the planning for all new development by including the Sarasota County Area Transit in the development review process.

Response: Communication with Sarasota County Area Transit (SCAT) has and will continue to occur to determine feasibility of transit service to the subject property. The project design supports transit by offering a mix of uses in an efficient pattern of land use.

Objective 2: Ensure compatibility and harmony among the various land use types.

Policy 2-1: Confine higher density residential uses to high access locations near places of employment and shopping.

Response: The Bridges will offer a variety of housing options for employers in the vicinity of the project site. The Bridges is in close proximity of major employers including PGT Industries manufacturing plant. A hospital is also proposed to be constructed the vicinity. The City of Venice Evaluation and Appraisal Report (EAR) identifies this area as an Activity Center. The City finds this area important in ensuring that the community's service, economic and creation needs are met. In addition, The Bridges presents a mix of uses that will allow residences within walking distance to employment, shopping and recreational opportunities.

Comprehensive Plan Analysis - continued

CONSISTENCY WITH THE CITY OF VENICE EVALUATION AND APPRAISAL REPORT

Through the community discussions about the future of Venice and assessing the City's growth trends and demographic data, Issues of Local Concern have been defined. Nine "critical issues" have been identified as the most significant land use and growth management concerns facing the City of Venice's future. They are as follows:

- Regional Partnerships
- Public Spaces, Parks, and Natural Resources Preservation
- Public Facilities and Infrastructure
- Public Services
- Community Linkages
- Community Character
- Architectural Character and Community Design
- Master Planning and Neighborhood Development
- Community Activity Centers

The following analysis will evaluate the proposed development with relation to the "critical issues" identified in the proposed City of Venice 2005 Evaluation and Appraisal Report.

REGIONAL PARTNERSHIPS

Response: Coordination with regional jurisdictions has and will continue during the development process. The applicant has been committed to communicating information to all interested parties. Coordination with City of Venice utilities regarding availability of services has and will continue to occur throughout the development process.

The Bridges project recognizes the city's need to establish sustainable development practices through which the city may achieve its future vision, address current demands, and build upon the city's strong past. The project design will avoid the "suburban style growth" development style by providing a mix of land uses that include, but are not limited to; office, retail, multi-family residential, single-family residential and civic uses. It provides opportunity and convenience, and accommodates a wide variety of household types and needs. The Bridges will create a pedestrian-friendly environment as well as creating an economically viable and sustainable community.

PUBLIC SPACES, PARKS, AND NATURAL RESOURCES PRESERVATION

Response: The Bridges recognizes the city's need to establish sustainable development practices through which the city may achieve its future vision, address current demands, and build upon the city's strong past.

The projected population in City of Venice is expected to reach nearly 28,000 in the next 20 years, thus placing significant demands on the City's natural resources. Recognizing these realities, a plan has been developed that implements site and design concepts that can be identified as sustainable development. For example, the project provides for a mix of land uses including residential, neighborhood serving retail, civic and community uses. The site plan has been designed to protect, and incorporate as neighborhood amenities, existing identified wetlands.

As noted above, The Bridges will implement sustainable development concepts by integrating community activities and minimizing the environmental impacts. The project also incorporates public spaces and natural areas within the built environment.

PUBLIC FACILITIES AND INFRASTRUCTURE

Response: With new residents, development areas, and expanded infrastructure systems, there is an increase in demand and need for public services. Close coordination with the City of Venice and neighboring jurisdictions has ensured that there is adequate public facility and infrastructure capacity to address the needs required by this development. There may be opportunities to share project costs and construction times by coordinating with existing and proposed developments in the immediate area. Development fees and charges will be collected by the City of Venice for the increased demands placed on the existing public systems.

PUBLIC SERVICES

Response: The proposed project has addressed community livability issues by creating an exemplary model of sustainable development. The project also creates opportunities for mixed income housing and environmentally conscious design and planning. The project also proposes LEED-accredited and/or FGBC building practices.

COMMUNITY LINKAGES

Response: Many community members and regional partners have identified the difficulties transportation resources have had addressing the community's growth. Compounding the challenges faced by the transportation system is that the new growth is in the form of auto-centric and suburban neighborhoods with low densities and separated land uses. This project introduces a mixed-use community that promotes pedestrian circulation and promotes walkability. The project puts shops and services, employment opportunities and community resources within walking/biking distance to residential units. Opportunities to connect with and utilize the Sarasota County Area Transit (SCAT) are currently being discussed.

COMMUNITY CHARACTER

Response: Community character addresses the qualities that provide Venice its community identity, quality of life, and sense of place. It centers on the qualities that make Venice unique and a truly livable community. The Bridges avoids typical suburban development and the project enhances Venice's character by creation of public spaces, a mix of uses and connectivity.

Comprehensive Plan Analysis - continued

ARCHITECTURAL CHARACTER AND COMMUNITY DESIGN

Response: The community design implements much of John Nolen's original planning foundations for the City of Venice, specifically, creating a truly walkable community which integrates commercial centers, neighborhoods, and community resources together. More detail can be found in the Architectural Element (pg. 9).

MASTER PLANNING AND NEIGHBORHOOD DEVELOPMENT

Response: The master planning and neighborhood development section of the Evaluation and Appraisal Report summarizes what neighborhood components are important to Venice, for example, ensuring infrastructure needs are met, providing diverse housing options for a diverse population and protecting neighborhood features that contribute to Venice's quality of life. Earlier sections of this analysis have gone into some detail on how the proposed project will create a livable, multi-generation, walkable and viable mixed use development while at the same time providing diverse housing opportunities for the City of Venice.

COMMUNITY ACTIVITY CENTERS

Response: This sustainable community meets the needs for an economic base that creates jobs, provides services, and supports a tax base. The Bridges will help cultivate a stable workforce by providing employment opportunities within walking distance to residential dwellings that will contain diverse housing alternatives. This project puts into place components that will contribute to making Venice a sustainable community.

Maximum Building Heights

a. Compliance with all applicable elements of the Comprehensive Plan

Response: The Bridges development proposes maximum building heights of 60 feet in specific locations throughout the community. The following points will evaluate compliance with the applicable elements of the City of Venice Comprehensive Plan and the proposed City of Venice 2005 Evaluation and Appraisal Report.

- *Increasing the allowable building heights facilitates the use of infrastructure resources more efficiently and better accommodates the housing needs of all residents.*

- *The creation of workforce housing can only be realized by allowing a more compact and mixed use development pattern. Limiting building heights to 35 feet will not promote the density of population needed to support a diversity of housing.*

- *Compact and vertical building design absorbs growth and development in a way that uses the land more efficiently. By using smaller building footprints and increasing building heights, compact design leaves undeveloped land open to absorb and filter rainwater, which in turn reduces flooding and stormwater drainage needs and lowers the amount of runoff pollution.*

- *By incorporating building heights in excess of 35 feet, the project design will avoid the "suburban style growth" development style by providing a mix of land uses that include, but are not limited to; office, retail, multi-family residential, single-family residential and civic uses. It provides opportunity and convenience, and accommodates a wide variety of household types and needs.*

- *Allowance for increased building heights assists in helping alleviate the challenges of auto-centric and suburban form.*

- *Allowance for building heights in excess of 35 feet, will create a livable, multi-generation, walkable and viable mixed use development while at the same time providing housing diverse housing opportunities for the City of Venice.*

b. General compatibility with adjacent properties and other properties in the district.

Response: The following evaluates the general compatibility with adjacent properties.

Roadways
The Bridges has two main access points into the community, one from Laurel Road on the north and the other from Border Road on the south. Laurel Road is categorized as an Arterial roadway while Border is categorized as a Major Collector. The allowance for increased building heights at the community entrances adjacent to Laurel Road and Border Road creates a sense of arrival into the community. Both access locations will contain vertically mixed-use buildings that are distinctive and unique. Taller building heights in these locations give shape and definition to the neighborhoods and contribute to the unique look and feel of the community.

Adjacent Properties
The applicant and the design team have fostered a process of collaboration with the adjacent property owners to promote interconnectivity and compatibility and minimize impacts. Also, this collaboration has allowed for cooperation regarding infrastructure and road improvements.

c. Scale of development. The relationship of the project or development in terms of its size height bulk massing intensity and aesthetics, to it surroundings.

Response: As noted in earlier responses, there are significant benefits of taller buildings, such as signifying locations of visual importance, adding variety or accommodating larger numbers of dwellings in the right locations (e.g. along Border/Laurel Road).

d. Required yards and other open space.

Response: Through the Community Mixed Use (CMU) District, the applicant is proposing development regulations that would require perimeter buffering standards that will minimize any of the potential impacts from/to adjacent properties. Perimeter buffers are proposed along the east and west property lines along the entire length of the project site. The adjacent/proposed land uses of the properties to the east and west are described above. A 20-ft. buffer is proposed along the north and south property lines along to the Laurel and Border Road frontages. In certain locations where it has been deemed appropriate, additional development restrictions are proposed. For example, the plan regulates that no building over 35 feet in height shall be located within 50 feet of the eastern boundary of the site.

As noted earlier, a significant amount of open space is preserved along the property lines adjacent to neighboring uses. Most of the open space is in the form of natural wetlands/habitat or lakes.

e. Screening and buffering, with reference to type, dimension and character.

Response: Please reference the Landscape Element of the Rezone Application for details of buffer locations, dimensions, type and character.

Maximum Building Heights - continued

f. Transportation access management and congestion with particular reference to automotive and pedestrian safety and convenience, traffic flow and control.

Response: The street system and pedestrian network is designed to connect to the adjacent developments in a seamless and logical manner. In conjunction with adjoining property owners, a block system is developed to facilitate movement through the area as an alternative to using Laurel Road. This will enable residents to benefit from the services and amenities of compatible developments without the use of an automobile. Residents from nearby developments can use the public open spaces and pedestrian trails proposed for The Bridges site, while local residents can walk or ride a bicycle to future amenities planned in the developments to the north and west.

g. Off-Street parking and loading areas where required.

Response: The taller buildings will primarily be located in the Neighborhood Center and Town Center areas of the community. These building will allow for ground floor retail and commercial which accommodates ground floor/street level pedestrian access. In most circumstances, the off-street parking and loading areas to serve the mix of uses contained within the structures will be located behind the buildings. Locating parking and loading areas to the rear of the buildings will create a diverse and urban streetscape that will stimulate pedestrian activity along the street frontage.

The potential exists that some portion of patronage of the businesses comes from other uses (e.g., employees of area offices patronizing restaurants). Many of the proposed uses are located within walking distance of 500 feet. This adds to the convenience for patrons, alleviates additional parking demand as well as provides the opportunity for businesses to market to customers that are already living and working onsite.

h. Value added consideration including tax base diversification, employment, and affordable housing unit expansion.

Response: The accommodation of building heights in excess of 35 feet creates additional opportunities for mixed used development though which sufficient development scale and attendant activity can be realized. Mixed land uses are critical to achieving great places to live and work thereby offsetting typical patterns of suburban sprawl.

Integrating residential and non-residential uses makes walking for short trips more viable thus improving the economic and social vitality of the area. Allowance for vertical integration provides a more diverse and sizable population and a wider commercial base which leads to tax base diversification. Commercial uses in close proximity to residential uses often have higher property values and therefore help raise tax receipts.

By incorporating an allowance of building heights up to 60 feet an opportunity is created to integrate a mix of uses thus achieving a form of smart growth. By using this approach to create a wider range of housing choices, the development can use its infrastructure resources more efficiently and better accommodate the housing needs of all residents. It should be noted that the applicant is committed to developing a portion of the residential units as workforce housing. Providing the additional height allows for decreased costs per unit which increases the feasibility of providing housing that is affordable to a larger segment of the population. The cost savings are also due to the more efficient use of land and more density to absorb costs associated with the land.

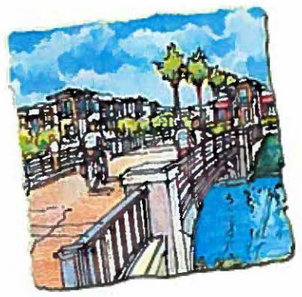
i. Any special circumstances set out in the schedule of district regulation of this chapter for the particular use involved.

Response: Additional and specific development regulations have been proposed through the CMU District that identifies the location of buildings in excess of 35 feet as well as the proposed setbacks and buffering standards from adjacent properties. Also, site compatibility with the surrounding land uses has been evaluated to capitalize on internal vehicular and pedestrian connections as well as providing for complementary land uses.

j. Building height shall transition from the maximum building height to a lower height when directly adjacent to lower intensity residential and commercial land uses, waterways or designated height restrictive overlay zones.

Response: As the Master Development Plan illustrates, the areas that propose increased building heights (i.e. Town Center, Neighborhood Center) support vertically mixed use buildings and are intended to act as the commercial and social hubs of the community. It is appropriate for buildings in these locations to exceed the 35-ft. building heights to accommodate ground floor retail and generate pedestrian activity at the street level while at the same time allowing for residential units above. As the plan transitions from the primarily mixed-use areas of the Town Center and Neighborhood Centers, building heights decrease to 35 feet as the residential product type changes. The interior of the site contains primarily single-family detached and attached residential. The neighborhood is organized around a central green with short, compact blocks of narrow single family lots.

There are no designated height restrictive overlay zones within, or adjacent to, the project site.



Maximum Building Heights - continued

k. Proportion and scale should be considered for taller building structures to create a tapering effect of the building mass for structures greater than 35 feet in height. Buildings greater than 35 feet should have clear and distinct base and cap to help define and articulate the pedestrian realm at the base of the structure and a crowning top provide visual interest along the district skyline.

Response: Located in the North property along Laurel Road, the Town Center is the social and commercial hub of the development. It will contain a mix of housing, retail, office, and civic uses. This area is defined as a collection of pedestrian commercial mixed-use streets. Many of the buildings along the street are occupied by retail and office spaces with tall ceilings and large areas of glass along a wide pedestrian walk. In many cases, loft style residential units and apartment flats are located in three and four story buildings above the commercial spaces. The rooflines will contain a variety of architectural elements and materials that will add visual interest.

Developed as a mixed-use neighborhood, the southeast corner of the property is identified as the Neighborhood Center. This area features three and four story structures surrounding a centrally defined green public space. Remaining pedestrian friendly, a wide range of neighborhood services are provided such as a local café/corner store, coffeehouse, and live/work units, within a five minute walk of the 540 residential units planned for the south neighborhood. Apartments and flats located above retail and commercial spaces accommodate a range of affordable housing options for the neighborhood while providing "eyes on the street" conditions and contributing a sense of safety and security to the public realm.

SUMMARY

New development needs to be flexible enough to respond to future changes in use, lifestyle and demography. This means designing for energy and resource efficiency; creating flexibility in the use of property, public spaces and the service infrastructure and introducing new approaches to site design. Stimulating, enjoyable and convenient places meet a variety of demands from the widest possible range of users, amenities and social groups. They also bridge together different building forms, uses, tenures and densities.

Parking

The following parking standards shall apply to the subject property:

- Parking stalls shall be a minimum of 9'x18'
- Parallel parking stalls shall be a minimum of 8'x20'
- On-street spaces shall count toward required parking
- In the Town Center and Neighborhood Center, the parking ratio shall be determined using methodology of SmartCode Version 8.0 (described below)

Intent

It is the intent of this section to allow parking facilities to be used more efficiently by sharing the parking spaces among different uses. The shared parking scenario improves the urban environment by preserving open space and limiting impervious surfaces, reducing congestion, encouraging attractive, pedestrian-friendly urban design and promoting alternative modes of transportation.

The following outlines the parking ratio data sources and methodology utilized for the parking needs for the development scenario specified above.

- **Parking Ratio Data Sources**
  - SmartCode Version 8.0
- **Methodology**
  - Shared parking may be applied when land uses have different parking demand patterns and are able to use the same parking spaces/areas throughout the day.

Analysis

In order to determine the level of parking that will adequately serve this project, SmartCode Version 8.0 was used. SmartCode Version 8.0 is a product of Duany Plater-Zyberk & Company (DPZ) and provides communities, planners and developers a means to maximize choice, quality-of-life, economic opportunity, environmental stewardship and adaptability over time. SmartCode provides an integrated development code which incorporates both Smart Growth and New Urbanism principles. SmartCode focuses on form and scale rather than use, which is the major focus of single-use, Euclidian style zoning. For many decades now, the majority of land development/zoning regulations across the country have led to new development lacking a true sense of place. The American landscape is now dominated by strip malls, shopping malls and big box retail, all with vast parking lots. These uses are typically far removed from residential and other uses, forcing residents to use the car for nearly everything they do. SmartCode has incorporated proven successful planning techniques to help communities create codes which will allow for true communities, with a strong sense of place, to develop.

For this study, SmartCode was referenced for issues related to parking. The code provides the number of parking spaces needed to serve various land uses as well as provides shared parking ratios to determine the adequate level of parking on a large-scale basis, not simply by separate uses. The Bridges' compact, mixed-use design makes it a perfect candidate for utilizing the techniques set forth in SmartCode.

Zones Utilizing Shared Parking

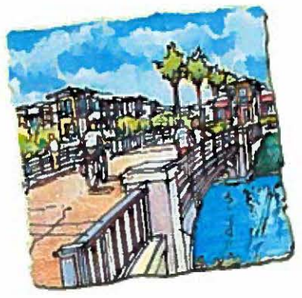
- **Residential in Neighborhood Center District (General Urban- T4)**
  - This is the most varied of the residential zones. Mixed-use is permitted in these regions. The parking requirement for this zone is 1.5 parking spaces per dwelling unit.
- **Residential in Town Center District (Urban Center- T5)**
  - This zone is characterized by being denser and primarily mixed use in nature. The parking requirement for residential uses with the urban center zone is 1.0 parking spaces per dwelling unit.
- **Office Uses in Neighborhood Center District (General Urban- T4)**
  - Office uses in the general urban zone are required to have 3.0 parking spaces per 1,000 square feet of net office space.
- **Office Uses in Town Center District (Urban Center- T5)**
  - Office uses in the urban center zone are required to have 2.0 parking spaces per 1,000 square feet of net office space.
- **Retail Uses in Neighborhood Center District (General Urban- T4)**
  - Retail uses in the general urban and general urban zones are required to have 4.0 parking spaces per 1,000 square feet of net retail space.
- **Retail Uses in Town Center District (Urban Center- T5)**
  - Retail uses in the urban center zone are required to have 3.0 parking places per 1,000 square feet of net retail space.

Sharing Factor

The hourly variation in parking demand for the individual land uses has resulted in conditions where, depending on use, the parking demand for one land use is high while the demand for a different land use is low. In these situations, parking demand for both land uses may be able to utilize the same parking space at different times of the day. This results in a reduction in overall peak parking demand, thus creating a need for fewer parking spaces.

SmartCode Version 8.0 lists parking sharing factors in order to see the parking relationship that exists between different land uses due to peak demands occurring at different times according to use. Below are the sharing factors prescribed in SmartCode.

	Residential	Lodging	Office	Retail
Residential	1	1.1	1.4	1.2
Lodging	1.1	1	1.7	1.3
Office	1.4	1.7	1	1.2
Retail	1.2	1.3	1.2	1



Parking - continued

In order to calculate the number of spaces needed, the number of spaces for the individual use is first calculated according to the spaces for square footage or dwelling units as described earlier, and then the individual use parking spaces are added together and divided by the sharing factor. The following is a simple example to demonstrate how the sharing factor works.

A new development (sub-urban zone) is proposing 100 multi-family dwelling units and 20,000 square feet of retail space. The 100 multi-family dwelling units require 200 parking spaces (100 units X 2.0 spaces per unit). The 20,000 square feet of retail space requires 80 parking spaces (20,000 X 3/1000). Using past methodology, this development would require 280 parking spaces. By utilizing the concept of shared parking, the required amount of parking spaces drops to 233 (280 / 1.2). There is a significant benefit to the environment because less land is disturbed which lowers the amount of impervious surface area. This reduction in impervious surface area aids in lessening the amount of stormwater runoff. Reduced parking also aids in improving the pedestrian experience by reducing the vastness of parking surface which hinders the pedestrian experience.

There are a number of factors that contribute to the proposed parking ratio, these include but are not limited to:

- Proximity and convenience factors
- Pedestrian connections among sharing uses
- Vehicular connections
- Potential proximity to major transit corridors or stations
- Internal Capture
- Demand reduction as a result of multi-modal facilities.

Proximity and Convenience Factors

The Bridges is designed to be a compact and pedestrian friendly project. Most of the non-residential uses will be within a quarter-mile radius, or a 5 minute walk, from the residential dwelling units. It is anticipated that the non-residential uses will be utilized by the occupants of the residential dwelling units for everyday needs and services. The distance between uses is relatively minimal as illustrated on the Master Development Plan.

Pedestrian Connections among Sharing Uses

The development will have a pedestrian network throughout the entire project. This network will connect neighborhoods, open spaces, natural areas and non-residential uses. Pedestrians will be able to safely and conveniently navigate through the property to take advantage of the on-site amenities and services. The parking lots will also be designed to promote convenience and accessibility for those on foot. The proposed densities foster more transportation choices. Many residents will be able to accomplish daily tasks without the use of an automobile.

Vehicular Connections

Close coordination with the surrounding property owners has resulted in a network of internal connections that will provide access to the proposed mixed-use properties to the west. Not only will these connections benefit the automobile, but the pedestrian as well. The potential for shared parking with adjacent properties and a more diverse mix of land uses will minimize the need to go "off-site" for goods and services.

Potential Proximity to Major Transit Corridors or Stations

The applicant is actively coordinating with the Sarasota County Area Transit (SCAT) to provide mass transit opportunities to the subject property and the surrounding properties as well. Providing a mass transit option will significantly reduce parking ratios and alleviate traffic impacts to the surrounding roadway network.

Internal Capture

As noted earlier, the potential exists that some portion of patronage of the businesses comes from other uses (e.g., employees of area offices patronizing restaurants). Many of the proposed uses are located within a short walking distance of 500 feet. This adds to the convenience for patrons, alleviates additional parking demand as well as provides the opportunity for businesses to market to customers that are already living and working on-site. The office and commercial activity coupled with the provision of workforce housing will help achieve a jobs/housing balance.

Demand Reduction as a Result of Multi-Modal Facilities

As described earlier, a pedestrian and bicycle network will be provided throughout the entire project. The network will create a safe and convenient alternative mode of transportation. The residents will be able to utilize the network to access daily needs as well as commute to work. Areas for the parking of bicycles will be provided as well.

Proposed Code Modifications

Section 86-97(k): Minimum yard requirements in the CMU district are: None, except hoods, canopies, balconies, roof overhangs and marquees may extend beyond the front lot line to within two feet of the street curb only upon city council approval provided that loading doors eight feet wide or wider shall be set back not less than four feet from all public street rights-of-way other than alleys.

This modification is requested to allow canopies, balconies, roof overhangs and marquees to extend beyond the lot line on all sides.

Section 86-412(a): Each parking space shall be a minimum of ten feet (10') in width by eighteen feet (18') in length. Handicapped parking spaces shall comply with state statutes.

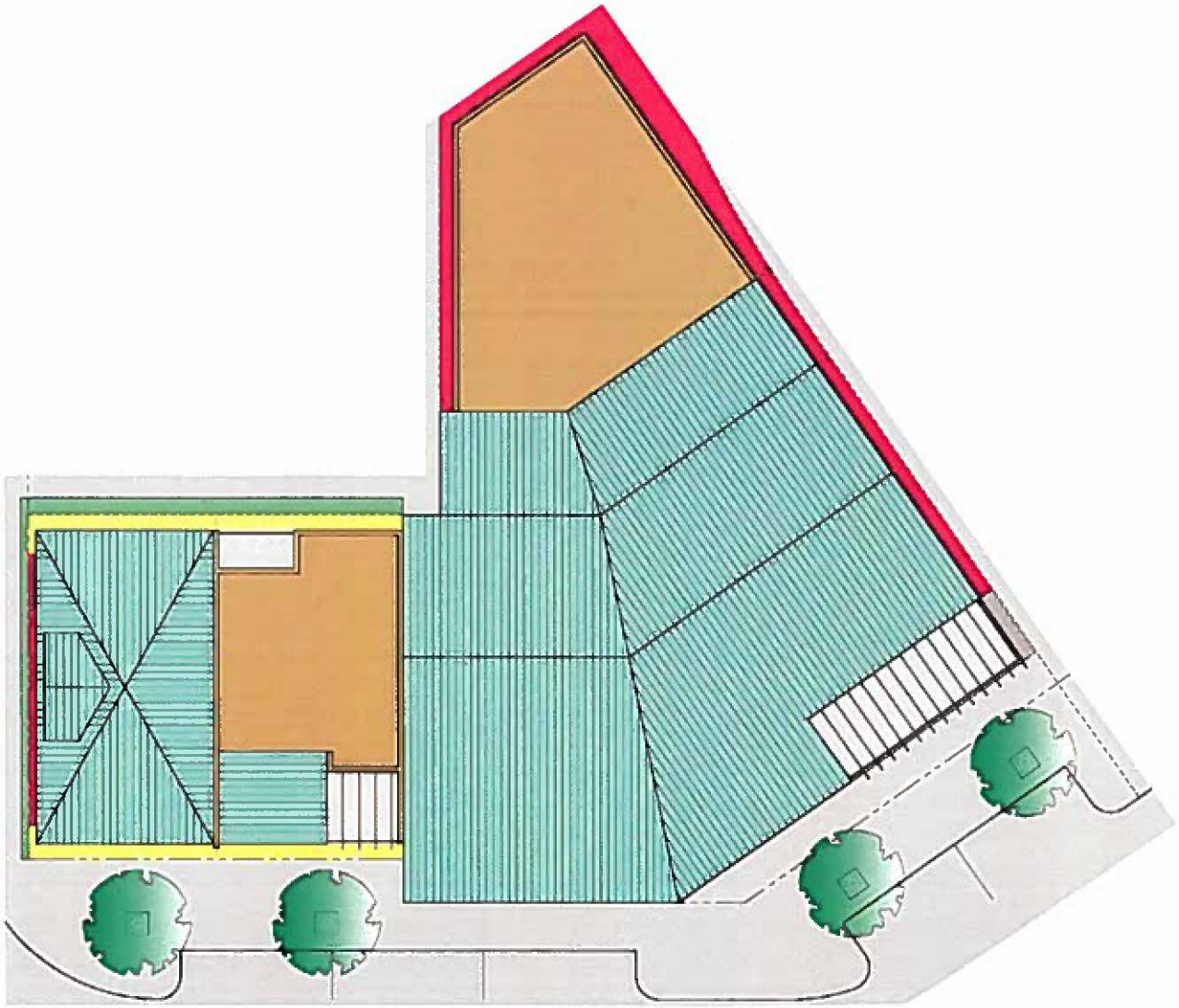
This modification is requested to allow parking spaces of nine feet (9') by eighteen feet (18') and parallel spaces of eight feet (8') by twenty feet (20').

Section 86-497(a): Fences, walls and hedges. Fences, walls and hedges are exempt from setback requirements except that in residential districts, fences and walls are limited to six feet in height from the existing ground elevation in the required side and rear yards.

This modification is requested to allow a ten foot wall along Interstate 75.

Note: No height standard related to pole lighting is in the City Code. It is proposed that the street and parking lot lights in the Bridges shall not exceed 30' in height.

Mixed-Use Roof Plan



Multi-Family Housing Roof Plan