

2019-23



Florida Department of Transportation

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KEVIN J. THIBAUT, P.E.
SECRETARY

August 22, 2019

Mr. Jeff Shrum, AICP
Development Services Director
City of Venice
401 West Venice Avenue
Venice, Florida 34285

RE: City of Venice 19-01ESR Proposed Comprehensive Plan Amendment (CPA), Expedited State Review Process – FDOT Review Letter

Dear Mr. Shrum:

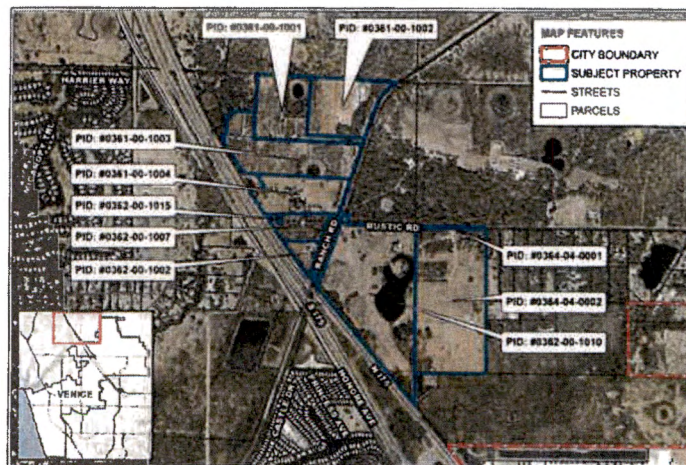
The Florida Department of Transportation (FDOT), District One, has reviewed the City of Venice 19-01ESR Proposed Comprehensive Plan Amendment, CPA (locally known as Rustic Road Property). The proposed CPA package was transmitted under the Expedited State Review process by the City Council, in accordance with the requirements of Florida Statutes Chapter 163. The following is a summary of the Department's review.

PROJECT OVERVIEW:

The "Rustic Road Property" consists of approximately 318.7± acres contained in ten parcels of land as depicted within the submitted materials.

This area is located within Area "1" of the Joint Planning and Interlocal Service Boundary Agreement (JPA/ILSBA) between Sarasota County and the City of Venice.

This property was approved for annexation into the City on first reading of Ordinance 2019-22 at a public hearing on July 18, 2019. Contiguity to the City limits for the "Rustic Road Property" is provided through the annexation of the Hurt Knights Trail property lying adjacent to the subject property to the south and east. This



property was approved for annexation on first reading of Ordinance No. 2019-21, also at the City Council public hearing on July 18, 2019.

The subject Comprehensive Plan Amendment consists of a map amendment and text amendments, which proposes to apply a City of Venice Future Land Use (FLU) designation to the "Rustic Road Property" as well as provide development parameters for this newly designated area. The Rustic Road Property is designated as Rural FLU on the County's FLUM and is part of the 818± acres property, known as Knights Trail Neighborhood.

Map Amendment

The subject Comprehensive Plan Amendment proposes to change the future land use of the "Rustic Road Property" from Sarasota County Rural to City of Venice Mixed Use Residential consistent with the JPA/ILSBA. This designation will allow the property to be rezoned to Planned Unit Development (PUD) for the construction of a residential project. The applicant has submitted an application for rezoning that is currently under review.

Text Amendment

The subject Comprehensive Plan Amendment includes a new Comprehensive Plan Strategy, LUKT 1.1.6 to provide unique development parameters for the MUR designated subject property in the Knights Trail Neighborhood in the City's Comprehensive Plan. This specific MUR will provide the development density and level of intensity applicable to the subject property.

All other impacted text, maps and graphics will also be revised through the subject amendment.

TRIP GENERATION:

The planning-level trip generation analysis identified the maximum development, which could occur on the approximately 318.7± acres of the subject property.

According to the adopted FLU designation of Rustic Road Property, which was previously annexed to the City of Venice and is located within the JPA/ILSBA, the maximum development on the approximately 318.7± acres of the subject property is 2,868 single family dwelling units (9 DUs/Acre), which would result in approximately 22,799 daily trips or 2,548 p.m. peak hour trips.

As part of the proposed Text Amendment (Strategy LU-KT 1.1.6 (D)), a trip threshold was applied to the maximum number of p.m. peak hour trips allowable for the MUR within the Knights Trial Area. This proposed threshold was set to not exceed 785 p.m. peak hour trips. Per conversations with the City, this trip threshold is associated with the submitted re-zoning application, which includes a proposed development plan of 1,000 residential DUs (700 single-family and 300 multi-family).

The table below summarizes the maximum trip generation potential for the adopted and proposed FLU designations based on Strategy LU-KT 1.1.6, Mixed Use Residential (MUR), requested by the applicant.

**TRIP GENERATION AS REQUESTED FOR RUSTIC ROAD PROPERTY
 (BASED ON STRATEGY LU-KT 1.1.6)**

Scenario	Land Use Designation	Maximum Allowed Density / Intensity	Land Use Code	Size of Development		Daily Trips ¹	PM Peak Hour Trips ¹
				Acres	Allowed Development		
Adopted	JPA/ILSBA (AREA "1")	9 DUs/Acre	210	318.70	2,868 DUs	22,799	2,548
Requested	CITY-MUR-RES	Range from 95% to 100% of the Dev. Area @ 1.00 to 3.85 DUs/Acre	210	302.80	TBD DUs	TBD	785²
	CITY-MUR-NON-RES	Range from 0% to 5% of the Dev. Area @ 0.0 to 0.1 FAR	820	15.90	TBD S.F.		
Change in Trips						TBD	-1,763

1. Trip generation based on the rates and equations obtained in the ITE Trip Generation Manual (10th Edition)
2. Based on the proposed Text Amendment, Strategy LU-KT 1.1.6 (D)

The proposed development program will be further analyzed as part of the re-zoning application. Based on the trip generation comparison, the proposed CPA (with the trip threshold of 785 p.m. peak hour trips) will result in a decrease in a net decrease of 1,763 p.m. peak hour trips. As a result, the proposed amendment is not anticipated to create any additional adverse impacts on State and Strategic Intermodal System (SIS) transportation facilities.

TRANSIT CONNECTIVITY:

There is currently one (1) transit route serviced by the local transit agency, Sarasota County Area Transit (SCAT), which runs adjacent to the subject property along I-75; however, this is the route (Route 100X), which runs from the Airport to Downtown and there are no stops near the subject property.

The Department recommends that the applicant coordinate with the City, SCAT, and other neighboring property owners regarding the potential for an addition new transit route with bus stops along the nearby roadways to service the residents of the proposed residential development and surrounding area.

FDOT also recommend Transit Routes Map (Figure / Map TR-5), City of Venice Comprehensive Plan 2017-2027, Page 62, be revised and updated to be consistent with the current transit service provided by SCAT.

PEDESTRIAN CONNECTIVITY:

There are no sidewalks or marked bicycle lanes adjacent to the site. The site is in adjacent to I-75 (west of the subject property), in which pedestrians and/or cyclists are not allowed to travel along the federal interstate system.

The Department recommends that sidewalks and/or bicycle lanes be included as part of the subject development plan, as well as any future development plans, to encourage connectivity to the development. It is also recommended that the City coordinate with neighboring development owners to construct a robust interconnected multi-modal transportation network (bicycle and pedestrian facilities) along the adjacent roadways.

LAND USE:

The subject property is located along the east side of I-75. The subject property is surrounded by County Land Use designations of Rural and Public Conservation/Preservation on the east side of I-75 and County Moderate Density Residential on the west side of I-75. More specific, the adjacent land uses to the CPA site include: Agricultural and Public Conservation/Preservation to the north, I-75 and Agricultural to both west and the south sides, and Agricultural, Residential and Gun Range to the east.

SCHOOL:

Laurel Nokomis Elementary and Middle School is approximately 1.5 miles southwest of the subject property. Island Village Montessori High School is approximately 2.0 miles southwest of the subject property. There is also Venice Elementary School located approximately 4.5 miles southwest of the subject property.

The Department recommends that sidewalks and/or bicycle lanes be included as part of the subject development plan, as well as any future development plans, to provide safe access for students attending the surrounding schools

CONTEXT CLASSIFICATION:

As previously stated, the subject property is located along the east side of I-75, a limited access freeway. However, SR 681 is the nearest state roadway to the subject property, which will the property can access via Honore Avenue. SR 681 has a context classification of C-2.

Therefore, it is recommended that the planning and development of the subject property be consistent with the suburban context classification.

FDOT TECHNICAL ASSISTANCE:

The proposed amendment is anticipated to decrease the number of trips on the subject property and is not anticipated to create any additional adverse impacts on State and Strategic Intermodal System (SIS) transportation facilities.

As proposed, FDOT is providing the following comment:

FDOT Comment #1:

It is unclear at this time, what the proposed roadway network will be for the proposed development. While, the CPA packages identifies a connection to Knight's Landing

Road, via Rustic Road, there was no mention about the access to Ranch Road. The FDOT requests clarification regarding the roadways serving as access points to the proposed residential neighborhood. If the development anticipates using Ranch Road as a point of access, please indicate the extent of the roadway improvements, as Ranch Road is currently a narrow dirt road.

If the intent of the roadway network is to utilize Ranch Road, and connect to Honore Avenue, the City and/or developer(s) will be required to coordinate with the FDOT regarding these improvements, as the road traverses under I-75. This clarification is necessary, as there is limited room under the I-75 structure (bridges #0178 and #0110), due to the limited area between the MSE (mechanically stabilized earth) wall/concrete embankment and the creek.

This subject bridge is located within the I-75 PD&E study area (FM# 442518-3), which project's limits are from SR 681 to River Road, in which a widening project from six lanes to ten lanes (six general purpose lanes and 4 managed lanes) is being evaluated. This widening project has also been identified within the Sarasota/Manatee MPO LRTP, roadway needs plan.

Therefore, if there are any future improvements to Ranch Road, when located within the Limited Access (LA) right-of-way and impacting I-75 (including the bridge structure), the City and/or developer(s) shall coordinate with the FDOT and their PD&E project team.

In addition to the comment above, FDOT is providing technical assistance comments consistent with Section 163.3168(3), Florida Statutes. The technical assistance comments will not form the basis of a challenge. The technical assistance comments can strengthen the local government's comprehensive plan in order to foster a vibrant, healthy community or is/are technical in nature and designed to ensure consistency with the Community Planning Act in Chapter 163, Part II, F.S.):

FDOT Technical Assistance Statement #1:

In an effort to reduce personal automobile trips on State and SIS transportation facilities, FDOT encourages a context sensitive approach towards future development, which promotes healthy, safe, and economically viable communities that encourages quality of life, incorporating all modes of transportation. This includes a robust interconnected multi-modal transportation network (bicycle and pedestrian facilities), and access to transit.

The Department recommends that sidewalks be included as part of the subject development plan, as well as any future development plans, to encourage connectivity to the development, and provide safe access to the surrounding community including schools.

The applicant should coordinate with the City and SCAT regarding the potential expansion of transit service and/or additional service with bus stops to serve the study parcels and nearby developments.

FDOT also recommends that the Transit Routes Map (Figure / Map TR-5), City of Venice Comprehensive Plan 2017-2027, Page 62, be revised and updated to be consistent with the current transit service provided by SCAT.

FDOT welcomes the opportunity to partner with and provide technical assistance to the City of Venice to create multimodal transportation facilities to serve all users.

Please transmit a copy of the amendment, along with the supporting data and analysis, to the District upon its adoption.

Thank you for providing FDOT with the opportunity to review the proposed amendment. If you have any questions or need to discuss this letter further, please contact me at (863) 519-2562 or Deborah.Chesna@dot.state.fl.us.

Sincerely,



Deborah Chesna
Complete Streets/Growth Management Coordinator
FDOT District One

cc: D. Ray Eubanks, Florida Department of Economic Opportunity
Margaret Wuerstle, Southwest Florida Regional Planning Council
Matthew Osterhoudt, Sarasota County