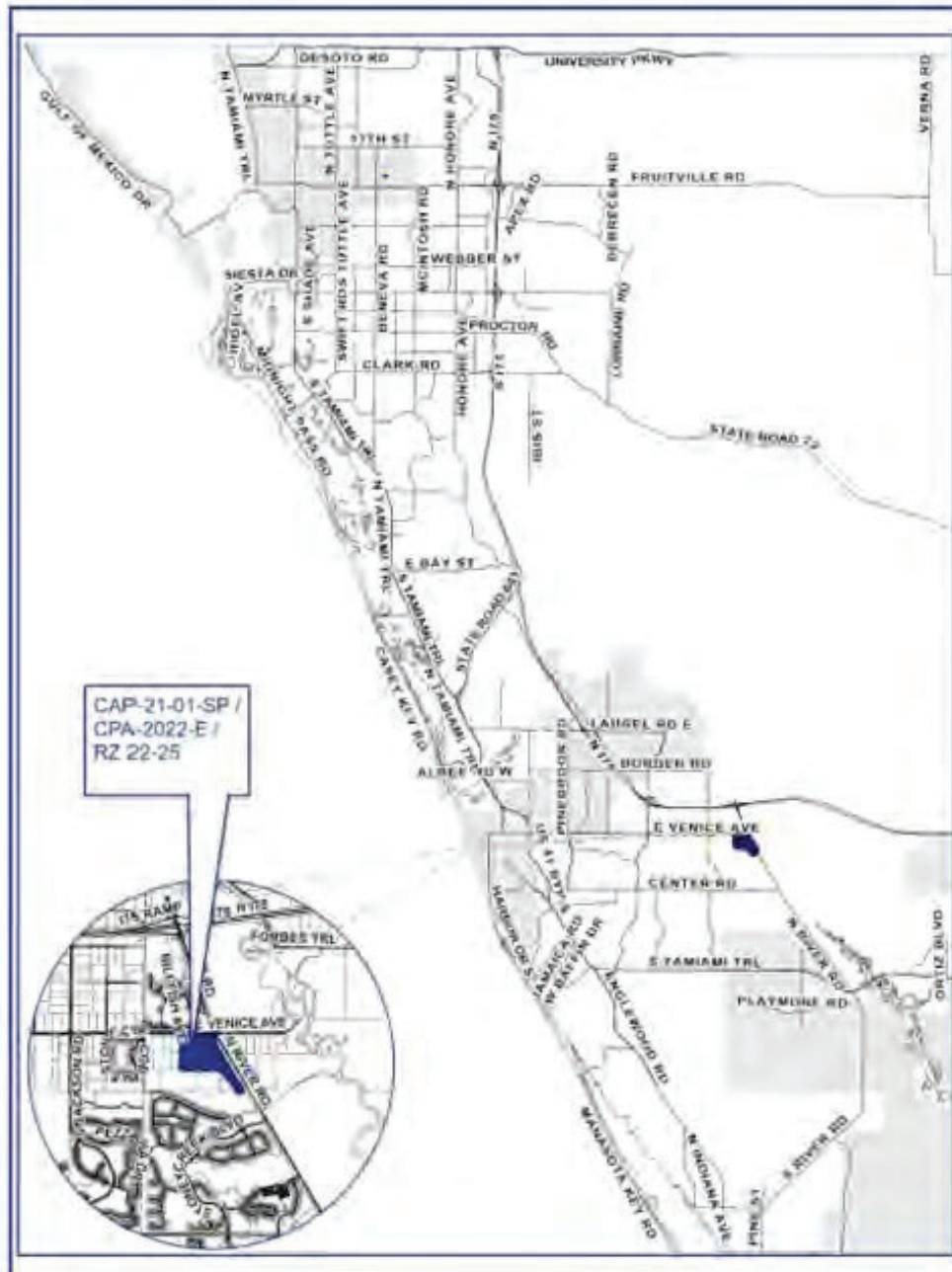




CAP 21-01-SP, CPA 2022-E, RZ 22-25 North River Marketplace



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SUMMARY AND OVERVIEW

Summary

The Applicant proposes to develop a ±51.52-acre site located at the intersection of East Venice Avenue and River Road, Venice, with a Mixed-Use development comprised of up to 285 residential multi-family dwelling units and 110,000 square feet of commercial space. The Applicant is creating a new Critical Area Plan (CAP) of ±192 acres to allow the establishment of a new Village II Commercial Center. The creation of a Commercial Center requires that the property be included within a Critical Area Plan (CAP). Approximately 150 acres of the proposed Critical Area Plan boundary is also within the East Venice Avenue Overlay.



Overview

This is a three-part application consisting of:

1. **CAP (Critical Area Plan) No. 21-01-SP** to establish a new 192-acre North River Marketplace CAP, designating the 51.52-acre CPA and RZ development area as Village II Commercial Center.
2. **CPA (Comprehensive Plan Amendment) No. 2022-E** to change the FLUM (Future Land Use Map) designation from MODR to Village II Commercial Center on 51.52 acres.
3. **RZ (Rezone Petition) No. 22-25** to change the zoning designation from OUE-1 (Open Use Estate, 1 unit /5 acres) to CG (Commercial General) zone district.

Neighborhood Workshop

The Applicant held a Neighborhood Workshop for the CAP on November 1, 2021. The meeting was conducted virtually through the Zoom online platform. There were approximately 17 members of the public in attendance plus the petitioner's team and County staff. Concerns discussed at the neighborhood workshop meeting included utilities, River Road expansion, traffic, density, and the Critical Area Plan process.

The Applicant held a second virtual Neighborhood Workshop for the CPA and the Rezone Petition on October 20, 2022. There were approximately 8 members of the public in attendance plus the petitioner's team and County staff. Concerns discussed at the neighborhood workshop meeting included traffic, access points, rezone area, density, types of commercial and uses, and the potential for drainage of the site impacting other properties.

CPA 2022-E & CAP 21-01-SP ANALYSIS

PLANNING & ZONING

Establishing a New Critical Area Plan

CAPs are intended to bridge the gap between the guidance of the Comprehensive Plan and the specific nature and requirements of development in areas of critical concern. The North River Marketplace project requires a CAP to establish a new Commercial Center. In this case, Village II Commercial Center is being requested through a Comprehensive Plan Amendment (CPA) for the North River Marketplace development area (approximately 52 acres) located along the E. Venice Avenue and River Road intersection.

The North River Marketplace Critical Area Plan (CAP) is a privately initiated plan proposing the development of approximately 192 acres. The proposed CAP boundary is larger than the North River Marketplace CPA and Rezone project boundary. The current boundary was selected due to common ownership of a large portion of the properties in the area between Lee Road and River Road (approximately 105 acres). The Scope of Work for the CAP, along with the CAP boundary were heard and approved by the Board during the April 12, 2022, meeting. As indicated in Figure 1, the proposed CAP is located primarily in the southwest quadrant of the River Road and E. Venice Avenue intersection.

Part of the CAP process is creating a Future Land Use Map that is specific to the CAP boundary area. Figure 2 illustrates the recommended land uses within the North River Marketplace Critical Area Plan. The 51.52 North River Marketplace CPA and Rezone development area is recommended to have a CAP designation of Village II Commercial Center. The northernmost parcel consisting of 5.85 acres is recommended to have a designation of Office/Multi-Family Residential due to its proximity to the existing residential development to the north and east. The remainder of the property within the CAP boundary is not designated (left blank) in order

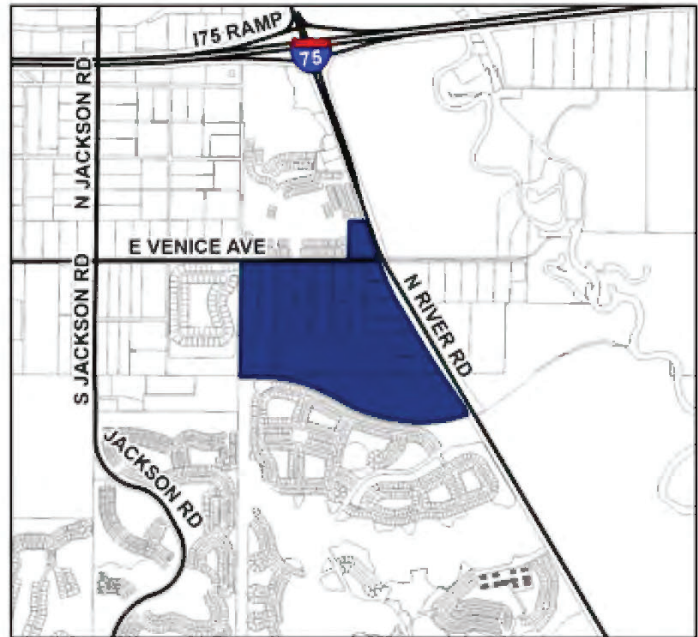


Figure 1

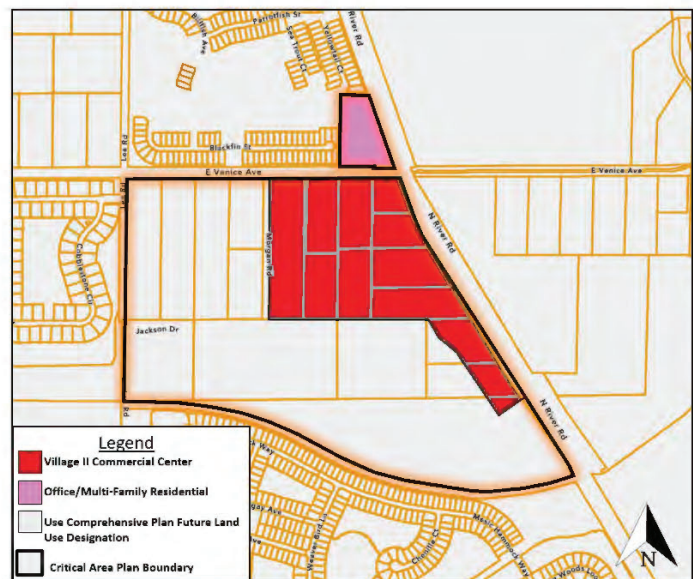


Figure 2

to follow the Residential Future Land Use designations found within the Comprehensive Plan Future Land Use Map.

Properties not included in the Village II Commercial Center designation are not part of the North River Marketplace application for CPA or Rezone. Property owners that have properties contained within the CAP boundary were notified of their inclusion during the Scope of Work process. Future petitions within the CAP boundary would be required to the CAP Conditions for Development Approval.

CAP 21-01-SP Development Conditions and Maps

The Critical Area Plan process creates conditions for development approval that apply to properties within the CAP boundary. Recognizing the uniqueness of the areas of critical concern, these conditions are generally more focused than what would normally be found in the Unified Development Code. The following are the proposed North River Marketplace CAP conditions:

Conditions for Development Approval

1. All development on the subject property (i.e., building permits, preliminary plans, site and development plans, final plat and construction plans) shall comply with the North River Marketplace Critical Area Plan (CAP).
2. Mixed Use Development – Mixed Use Development may be permitted within the North River Marketplace CAP. The Mixed-Use Development will contain a mix of the following uses: (1) residential uses and; (2) office and/or institutional uses; or (3) retail and/or service uses. The mix of uses may be in a single building or in a mixed-use development. Mixed use buildings shall be defined as the combination of residential uses with either office and/or institutional uses or retail and/or service uses, in a single building of two or more stories, wherein the first-floor uses are non-residential. Mixed use development shall be defined as mixed use buildings, or a combination of residential and non-residential buildings in a development. The maximum gross density shall be 13 units per acre in accordance with the proposed Future Land Use. If density beyond 13 units per acre is requested, Applicants must adhere to the requirements within FLU Policy 1.2.15.
3. Development Totals –

The CAP (±192 acres) is proposed to consist of:

- Up to 845 multifamily dwelling units,
- Up to 183 single-family dwelling units,
- Up to 27,500 square feet of office use,
- Up to 82,500 square feet of retail use, and
- 105,000 square feet of mini-warehouse.

*This is a preliminary estimation of units and land use types based on initial concept studies. All number of units and land uses are subject to change as part of the development process. Note that each individual property owner within the CAP is responsible for providing their own development plans that meet the criteria of the CAP, Comprehensive Plan, underlying Zoning district, and East Venice Avenue Overlay at the time of development/redevelopment.

4. Landscaping/Buffering –

- Landscaping, buffering, and screening for the North River Marketplace development anchor store shall adhere to the standards outlined in UDC Sec. 124-123.
- Landscaping and buffering for properties within the East Venice Avenue Special Purpose Zoning District shall adhere to the development standards of the East Venice Avenue Overlay outlined in UDC Sec.124-102(b)(7)e.
- Landscaping and buffering for developments located outside of the East Venice Avenue Overlay shall complement the landscaping of properties within the Overlay.

5. Connectivity –

New developments and redevelopment projects shall provide motor vehicle, multi-use trail, and other vehicle and pedestrian interconnections among all uses, as well as connection to all adjacent properties.

- The multi-use trail shall be a minimum of ten feet in width.
- Sidewalks shall be a minimum of six feet in width.
- Connectivity shall be set forth on a development concept plan at the time of rezoning or special exception application.
- If adjacent properties are not undertaking development concurrently, the developing property shall provide reasonable opportunities for future connections to all adjacent properties. Adjacent properties shall connect to the existing roads, laneways, multi-use trails, and other vehicular and pedestrian connections.
- The North River Marketplace development connectivity shall adhere to the Pedestrian Interconnectivity Plan. Adjacent properties shall connect to existing pedestrian and multimodal connections at the time of development or redevelopment.

6. The Master Developer shall provide the following for the entire CAP area:

- A Transportation Plan
- An Access Management Plan
- A Master Bicycle, Pedestrian, and Trails Plan

Each of the foregoing items shall be refined and administratively updated with the submission and approval of subsequent rezonings or special exceptions of Project Areas.

7. Future rezoning and special exception applications shall identify the alignment and are responsible for the construction of all roadways, laneways, and multi-use trails identified within their respective parcel boundaries.
8. Future rezoning and special exception applications shall identify the alignment and construct Roadway Tract 'B' from River Road to Morgan Road within the entire limits of their parcel.
9. All platted roadways adjacent to the subject parcel or necessary to provide access to East Venice Avenue shall be constructed or upgraded to County standards along the entire limits of the parcel.
10. Open Space and Civic Uses –

- At minimum, 5% of the developable land area shall be used for civic uses.
- A public meeting space or clubhouse shall be required for each residential development.
- Residential developments shall provide civic space, as defined in UDC Sec. 124-305 and shall be located within 1,000 feet of every residential unit. Civic spaces shall be accessible by sidewalk or foot path.
- Civic spaces may be configured as a formal green square, plaza, park, playground, courtyard, community garden or promenade exceeding the minimum 6-foot sidewalk width, or combination thereof, and shall be a minimum of 2,500 square feet per public space. Any area permanently occupied by business activity such as restaurant tables or seating, or display of merchandise, shall not count toward the minimum area requirement. Public spaces are encouraged to incorporate elements such as shaded seating, water features, public art, or other features intended to enhance the public experience of the space, and shall be located in close proximity to, and act as an interface with commercial buildings that are generally accessible by the public.

11. Environmental –

- The Natural Systems Features Map shall be used as a guide base map for natural systems protection in the CAP. The exact boundaries of the natural systems featured may be modified based upon field analysis and surveying.
- Developments fronting River Road shall comply with the conditions of Sarasota County's River Road Animal Crossing Plan.
- Proper and effective measures shall be taken to ensure protection of endangered, threatened and rare wildlife and plants identified prior to future development. Such measures including possible integration of critical habitat into open space areas, shall be reviewed, and approved by Sarasota County in consultation with the FWC and U.S. Fish and Wildlife Service at the first preliminary plan or site and development Plan stage.
- All properties within the CAP are subject to UDC 124-174(a)(1-3) with respect to historic uses of on-site landfills, agricultural operations or similar uses, and shall not be the responsibility of properties not affected by such activities.

12. Utilities –

- All utilities, including telephone, television, cable, and electrical systems shall be installed underground, except for major transmission and/or distribution lines, which are exempt from this requirement. Appurtenances to these systems which require above-ground installation shall be permitted where natural features or safety or technical considerations necessitate above-ground construction and routing. Above ground installations shall be constructed and routed to minimize detrimental effects to the visual character of the district and must be completely screened from streets with landscaping. Fire hydrants, public and emergency telephones, access way to such utilities and primary facilities providing service to the site and all single-family homes shall be exempted.

13. Land Use –

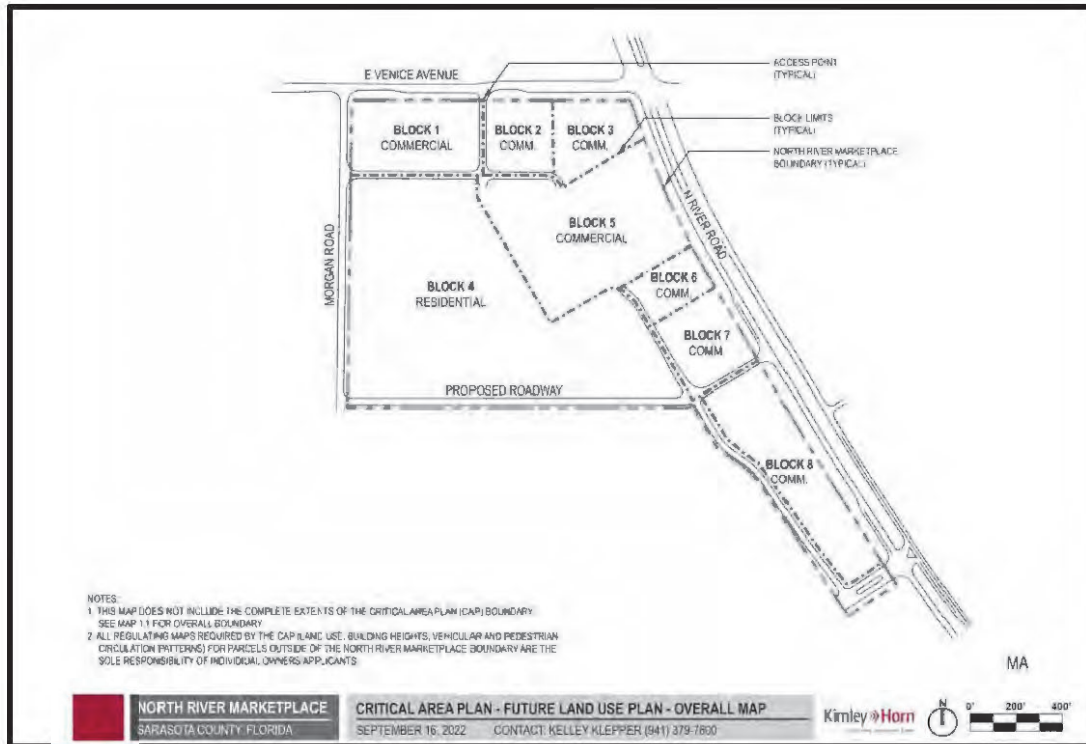
- The intent of the Commercial Center – Village II designation in the North River Marketplace development, as shown in the Critical Area Plan – Overall Map, is to permit a harmonious mixed-use development that provides high-quality support amenity infrastructure for this portion of South Sarasota County. Properties within the East Venice Avenue Overlay may only be rezoned to a Planned Development District or a district associated with the special mixed use standards per Sec.124- 102(b)(7)f. in the UDC.
- All other properties within the CAP shall apply individually for any commercial/non-residential zoning district and must adhere to the 5% minimum requirement as stated in Condition of Development #6 within this CAP Consolidated Plan.

14. Urban Design –

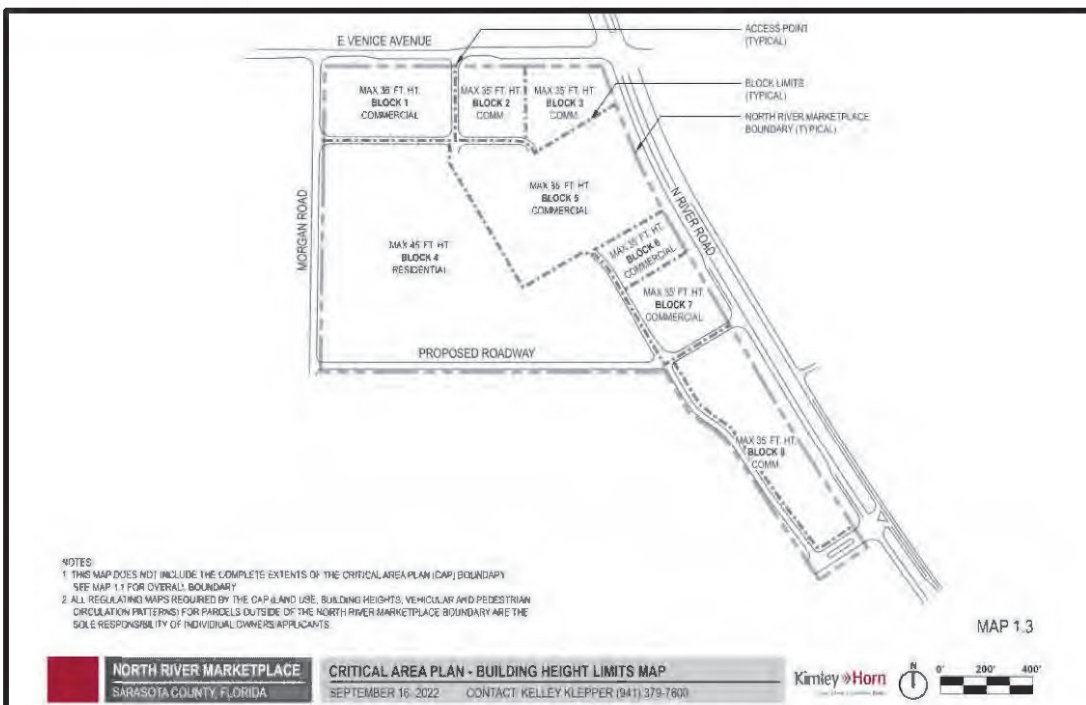
- All new development within the CAP shall provide the following information as part of required Site and Development Plan and/or Preliminary Plan Review:
 - Site Plan
 - Building Elevations
 - Landscape Plan
 - Lighting Plan
 - Signage Plan
 - Pedestrian and Bicycle Circulation Plan
- General Sign Requirements
 - Definitions
 - Ground Sign – any sign supported by uprights or braces placed upon or in the ground and not attached to any building. Ground signs includes a pole sign, freestanding sign, or monument sign.
 - Monument Sign – See ground sign.
 - Except where otherwise noted below, signage shall comply with UDC 124-102(a)(7)e.8. The standards below are specific to the North River Marketplace development.
 - General Sign Requirements
 - Signs and sign structures for properties within the East Venice Avenue Overlay shall comply with the standards outlined in Sec.124-102.(b)(7)e.8. in the UDC.
 - Signs and sign structures for all properties within the CAP shall be designed to be architecturally consistent with buildings they identify. Architectural consistency may include compatibility of forms, materials, finishes, and colors.

North River Marketplace CAP Binding Maps

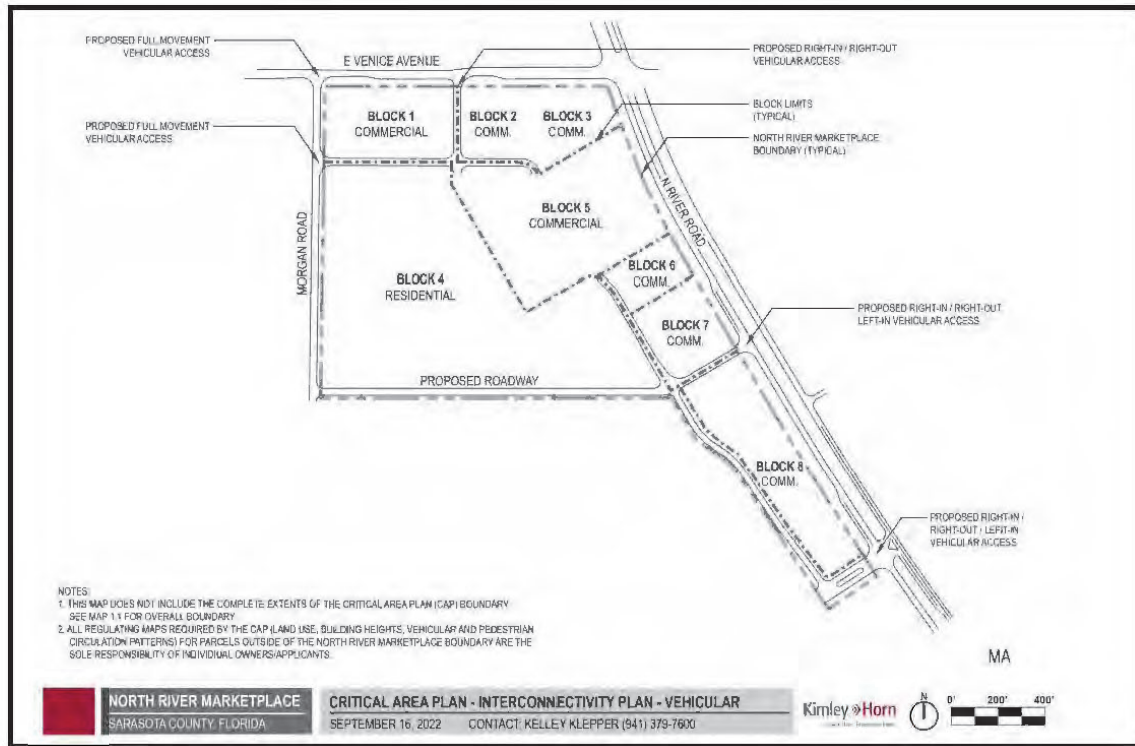
North River Marketplace Development Area Land Use Plan



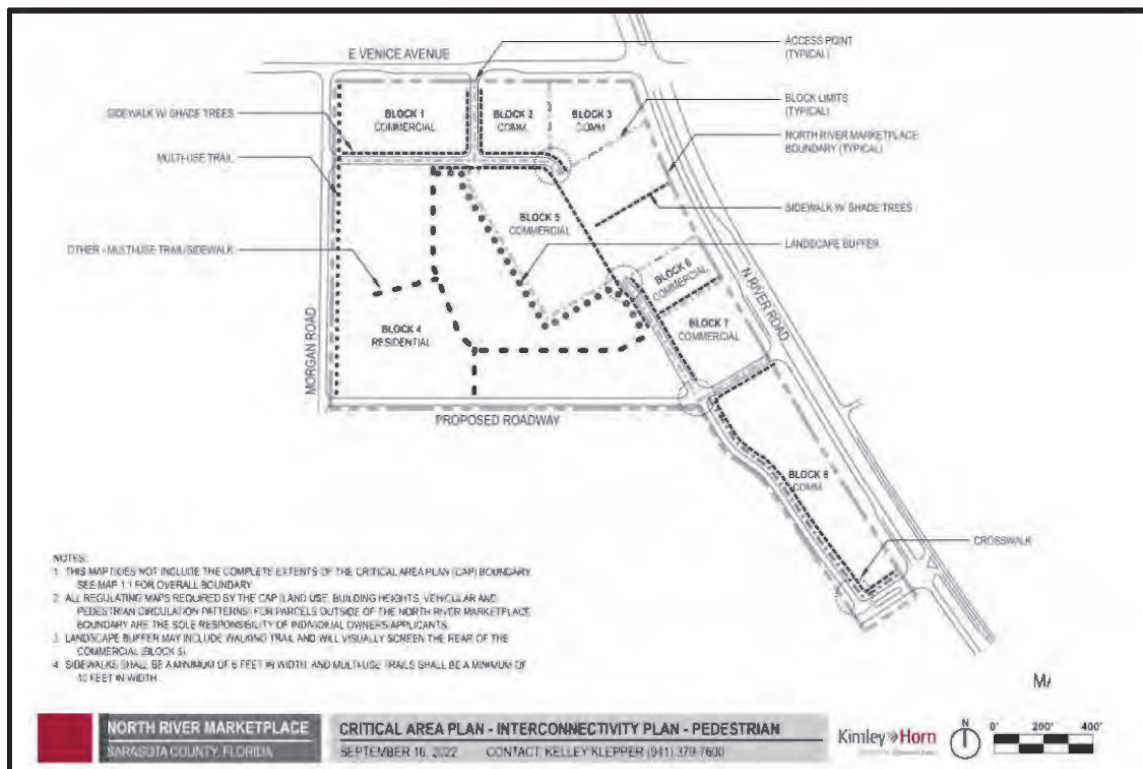
Building Height Limitations



Vehicular Interconnectivity Plan



Pedestrian Interconnectivity Plan



East Venice Avenue Overlay

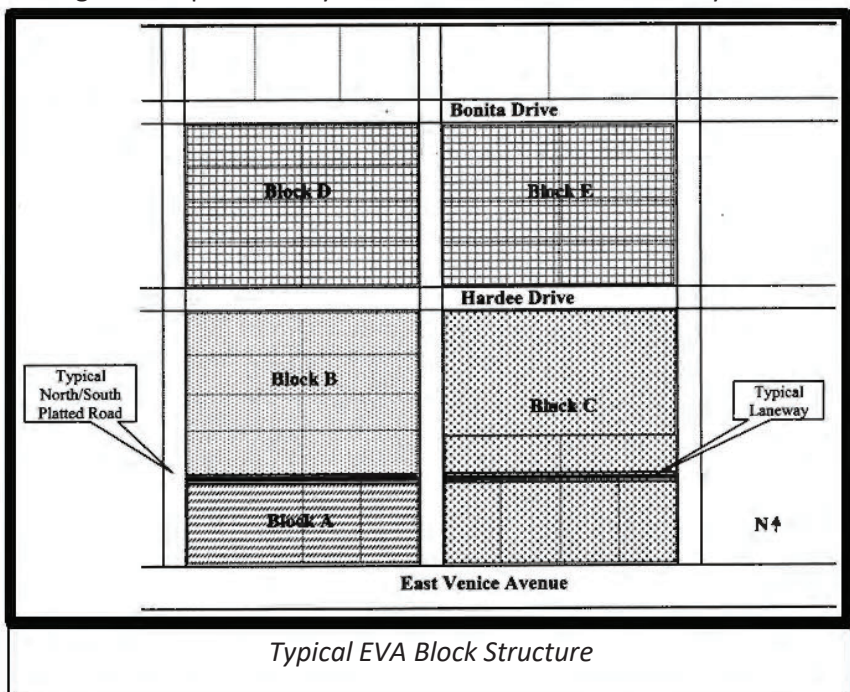
East Venice Avenue Overlay

The North River Marketplace project site falls within The East Venice Avenue (EVA) Overlay. The EVA Overlay was adopted by Ordinance No. 2006-066 on October 24, 2006, and is now Chapter 126, Article 7, Section 124-102 of the Unified Development Code. The EVA Overlay District created Conditions of Development, or forms of how future development would take place in the East Venice area. The Conditions of Development set standards regarding how development should be conducted rather than designating future land uses. The adopted East Venice Avenue Overlay provides criteria for development of the area, which includes the area of the North River Marketplace CAP.



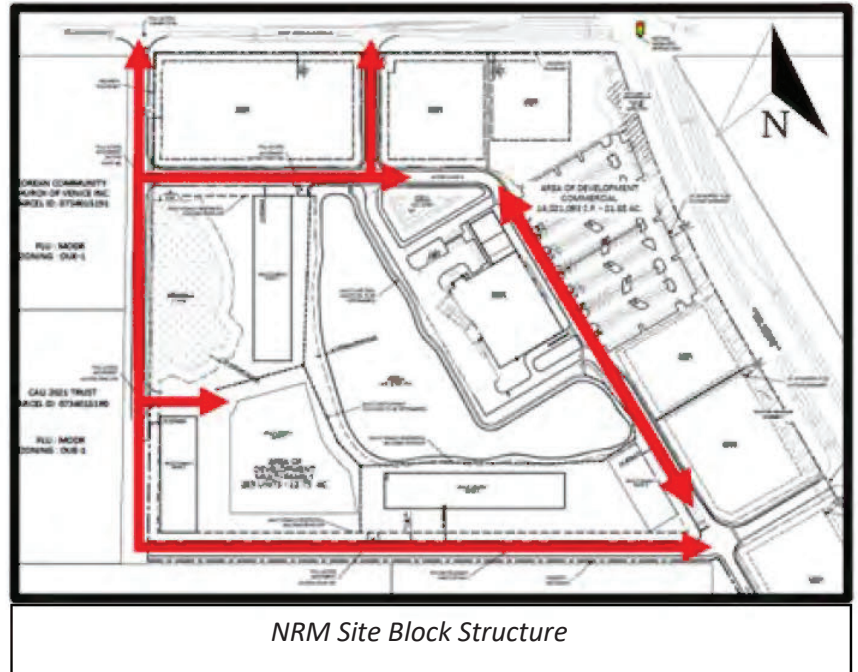
Changes to the Future Land Use Map in the East Venice Avenue Overlay District were contemplated to occur on a case-by-case basis through privately-initiated Comprehensive Plan Amendments as in the subject application. Each application must be evaluated as to how it incorporates the guidance provided by the East Venice Avenue Overlay. The EVA Overlay District requires that “Block Plans” be prepared for areas not less than 19 acres in size. “Block Plans” describe an orderly, logical and systematic future plan for development of all properties in the EVA Overlay District. Since many properties in the Blocks are owned by different owners or entities, Block Plans lay a groundwork for property owners who may propose near-term development, while providing a future framework for the other property owners in the same Block.

The EVA Overlay District’s Conditions of Development require that access to East Venice Avenue be limited to the north-south platted roadways. This is accomplished

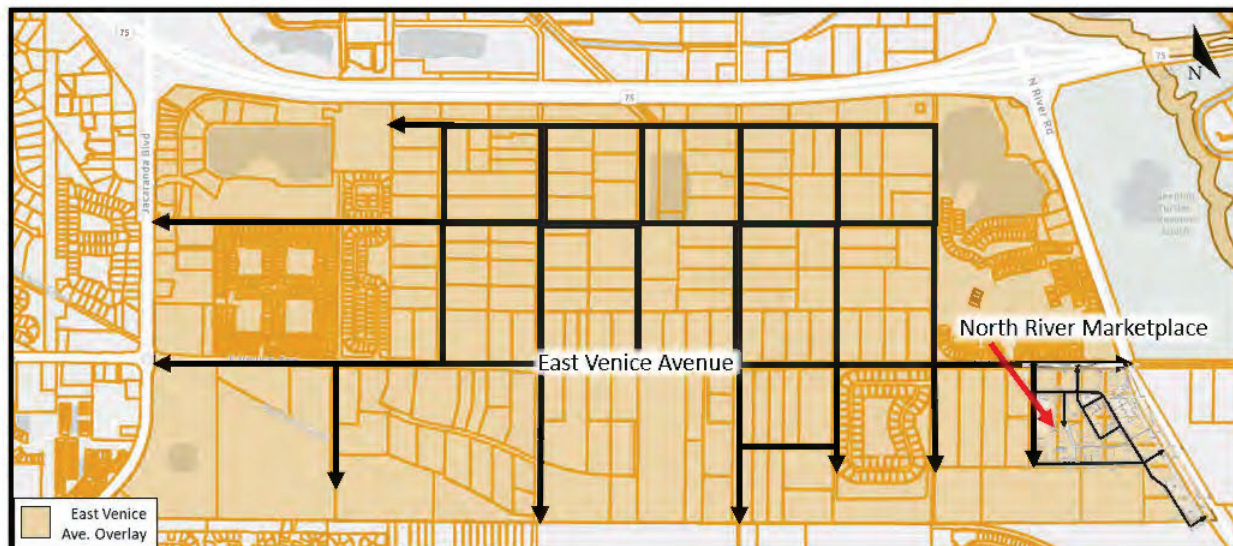


through use of the “laneway” at the rear of the property. The East Venice Overlay District defines a “laneway” as “an informal, traveled improved surface between Platted Roads, providing access to the Platted Roads for one or more properties which may not be adjacent to the Platted Road. Laneways are of varying widths and locations.”

The north/south connection is accomplished in the North River Marketplace site through the southern laneway providing access through Morgan Road. Additional internal traffic can move north and south through the project’s roadway network past the retail buildings to reach East Venice Avenue.



The block structure of the East Venice Overlay is designed to be a consistent structure throughout the planned area to allow the capacity for traffic to improve as each development is approved. The intent is to disperse traffic from new development and will decrease congestion onto East Venice Avenue through offering internal circulation. While the land north of East Venice Avenue was largely platted in an existing block structure, lands to the south were not (see map below). As such, the EVA Overlay examines lands to the south on a case-by-case basis. As properties come in for land use changes, the block structure is gradually formed. The residential developments on the north side of East Venice Avenue (Caribbean Village, Blue Heron Pond, Watercrest) predate the EVA Overlay and were not required to develop with a block structure.



Comprehensive Plan Amendment Analysis- CPA 2022-E

Comprehensive Plan Future Land Use Amendment

The Applicant requests a change to the Future Land Use (FLU) Map for the North River Marketplace development area of 51.52 acres from MODR (Moderate Density Residential, ≥ 2 and < 5 units/acre) to Village II Commercial Center. As this is a request over 50 acres in size, it is considered a large-scale CPA, and will require a transmittal hearing before being sent to the State Department of Economic Opportunity for additional review. Once in possession of the State's review comments, the CPA can come back before the Board for an adoption hearing.

Staff has deemed Village II Commercial Center FLU an appropriate designation for the 51.52 acres in question. Village II Commercial Center is defined as having a trade area of greater than 2 miles and supporting between 4,400 and 9,500 households. The in-progress expansion of River Road coupled with the expansion of both single-family and multi-family housing units in the surrounding area support the need for commercial development that would provide a demand for weekly goods and services within the East Venice Ave/River Road area.



ENVIRONMENTAL PROTECTION

CPA 2022-E

Staff of Sarasota County's Environmental Protection Division (EPD) has reviewed the proposed Future Land Use Map change from Moderate Density Residential to Commercial Center – Village 2 and have no objections. EPD staff will continue to review submitted development proposals to insure consistency with native habitat and listed species policies, open space requirements, and protection requirements for grand trees.

CAP 01-01-SP-2022

Staff of Sarasota County's Environmental Protection Division (EPD) has reviewed the proposed Critical Area Plan and have no objections. EPD staff will continue to review submitted development proposals to insure consistency with native habitat and listed species policies, open space requirements, and protection requirements for grand trees.

AIR & WATER QUALITY

Background:

The applicant proposes a Critical Area Plan study area for 21 parcels totaling approximately 192 acres. The Critical Area Plan (CAP) regulations, Ordinance 2016-062 Section E(2)(c.)(6) has a condition of development to identify the sources of contamination such as landfilling and/or agricultural operations identified within the project area.

Analysis:

The provided CAP Scope of Work has identified some parcels of the study area that have historically and currently been used for landfilling. The applicant has stated a Phase 1 Environmental Assessment and geotechnical borings shall be conducted as part of the site development phase. The CAP Scope of Work will further identify the sources of contamination such as landfilling and/or agricultural operations within the project area. The Unified Development Code requirements of Article 9 Section 124-174(a)(1-3) for all areas found to be used for landfilling and Section 124-174(a)(1-2) for areas used for agricultural operations, shall be due at the time of site development submittal.

Comprehensive Plan Analysis:

At the time of site development, the applicant must demonstrate consistency with the following policies in the comprehensive plan:

- **ENV Policy 1.4.1** – The county shall work to reduce pollution entering the environment and to restore contaminated sites.
- **ENV Policy 3.1.1** – The air quality standards in county ordinances shall be enforced.
- **ENV Policy 3.2.1** – Protect and conserve surface and groundwater resources.
- **ENV Policy 3.2.2** – Coordinate with other governmental and private entities to protect and conserve water resources.
- **ENV Policy 3.2.5** – Monitor the surface and ground water during the development to monitor the cumulative impacts of the development on the stormwater runoff and water quality.
- **FLU Policy 1.2.2** – All development must be consistent with the Environment Chapter.

- **FLU Policy 1.2.2(A)** – Protect environmentally sensitive lands, conserve natural resources, protect floodplains, maintain or improve water quality, and open space.
- **FLU Policy 1.2.5** – No development order shall be issued which would permit unmitigated development in 100 year floodplains, as designated on Federal Emergency Management Agency Flood Insurance Rate maps or adopted County flood studies, or on floodplain associated soils, defined as Soils of Coastal Islands, Soils of the Hammocks, Soils of Depressions and Sloughs, and Soils of the Floodplains and shown in Map 1-2 of the Future Land Use Map Series, that would adversely affect the function of the floodplains or that would degrade the water quality of water bodies associated with said floodplains in violation of any local, State, or federal regulation, including water quality regulations.
- **Water Policy 1.2.1** – The county shall implement its Watershed Management Plan consistent with the National Pollutant Discharge Elimination System (NPDES) permit issued by FDEP.
- **Water Policy 1.2.2** – The County shall require that the treatment of stormwater discharge meet standards which will ensure that there will not be adverse impacts on the quality of natural surface waters.
- **Water Policy 1.3.2** - No discharge from any stormwater facility shall cause or contribute to a violation of water quality standards in waters of the State as provided for in County Ordinances, Federal Laws and State Statutes.

Recommended Stipulation(s):

None

Findings of Fact:

Staff of Sarasota County's Environmental Protection/Air and Water Quality program finds the subject petition consistent with relevant elements of Volume 1, Chapters 1, 7, and 12 of the Comprehensive Plan. Final determination of Environmental Protection/Air and Water Quality concurrency is deferred to the time of Site Development Plan / Construction Plan Approval.

STORMWATER

CPA 2022-E

The Stormwater Division reviewed the Comprehensive Plan Amendment and has no comments or objection to the proposed amendment to the Future Land Use Map redesignation. It is understood that this proposal is for general policy provision changes related to Future Land Use designations and does not change Comprehensive Plan, Chapter 12 – Watershed Management, related to stormwater and surface water management requirements for development.

CAP 01-01-SP-2022

The Stormwater Division reviewed the Critical Area Plan and has no comments or objection to the proposed amendment to the North River Marketplace development. It is understood that this proposal is for general policy provision changes related to future land use and does not change Comprehensive Plan, Chapter 12 – Watershed Management, related to stormwater and surface water management requirements for development.

TRANSPORTATION

CPA 2022-E

OVERVIEW

The subject of the privately initiated Large-Scale Comprehensive Plan Amendment (CPA) application contains ±51.52 acres, located in the southwest quadrant of the River Road and Venice Avenue intersection. The CPA application is seeking to amend the adopted Future Land Use designation from Moderate Density Residential (MODR) to Commercial Center – Village 2. The CPA is associated with Critical Area Plan (CAP) 2021-01-SP and Rezone Petition (RP) 22-25.

TRIP GENERATION AND IMPACT AREA

Trip Generation

Table 1 shows the daily trip generation potential under the existing and proposed land use in the criteria area plan application. It is expected that the potential daily trips will increase by approximately 4,013 trips per day and 198 trips during the PM peak hour.

Table 1. Trip Generation of North River Marketplace CPA

Land Use	Land Use	Intensity	Net New Trips	
	Code		<u>Daily</u>	<u>PM Peak</u>
Existing				
Residential	210	(4.99 du/acres) (51.52 acres)		
		257 du	2,424	242
		Subtotal		
Proposed				
Residential	220	500 du	1,921	142
Office	710	27,500 sf	298	41
Retail	820	82,500 sf	2,912	257
		Subtotal	6,437	440
		Net Trip	4,013	198

Based on the Institute of Transportation Engineers (ITE), *Trip Generation*, 11th Edition

TRAFFIC IMPACT ANALYSIS

Short Range Analysis

Staff conducted a generalized level of service analysis of the proposed CPA transportation impact. The short-range (2027) conditions analysis was based on the 2020 traffic volumes adjusted to estimate 2027 conditions using a 4% annual growth rate. The results of the analysis is summarized in Table 2. The analysis indicates that the following roadway segment is anticipated to operate below the adopted level of service standard for background traffic conditions (without the addition of the proposed amendment):

- Venice Avenue: Jacaranda Boulevard to Jackson Road

Widening the segment of Venice Avenue from Jacaranda Boulevard to Jackson Road from two (2) lanes to four (4) lanes will mitigate capacity deficiencies.

Long Range Analysis

The analysis of long-range roadway conditions was based on the estimated volume from the Florida Standard Urban Transportation Model Structure (FSUTMS) program. The Sarasota-Manatee Metropolitan Planning Organization's 2045 Transportation Cost Feasible Plan model data was used for base input information. A summary of this analysis is shown in Table 3. With widening improvements of Venice Avenue from Jacaranda Boulevard to Jackson Road from a two-lane roadway to a four-lane roadway, the long-range transportation analysis indicates that the roadway segment is expected to operate above the adopted level of service standard for background and total traffic conditions. According to the FDOT District 1 model, the long-range condition analysis indicates the following roadway segments will operate below the adopted level of service standard for background traffic conditions (without the addition of the proposed amendment):

- Venice Avenue: Jackson Road to River Road
- River Road: I-75 to Venice Avenue; and
- River Road: Venice Avenue to Center Road

The capacity deficiencies for River Road would be alleviated if they were widened to its ultimate thoroughfare configuration (six lanes). Widening the segment of Venice Avenue from Jackson Road to River Road from two (2) lanes to four (4) lanes will mitigate capacity deficiencies.

PLANNED ROAD NETWORK

River Road from Interstate 75 to US 41 is a designated six (6) lane major arterial in the Future Thoroughfare plan. The roadway segment is currently under construction to be built as a six (6) lane major arterial from Center Road to US 41 and as a four (4) lane major arterial within the right-of-way of six (6) lanes from Interstate 75 to Center Road. (Financial Project No. 445059) There is also a Capital Improvement Project (CIP #95800) associated with the FDOT Project to acquire the necessary right-of-way.

Venice Avenue from Jacaranda Boulevard to River Road is a designated four-lane major arterial in the Future Thoroughfare plan. Project management and Construction funding for the widening improvements of Venice Avenue from Jacaranda Boulevard to Wading Bird Drive (approximately 0.4 miles) is identified in the Sarasota County Five-Year Capital Improvement Program (CIP) Project #95825.

COMPREHENSIVE PLAN CONSISTENCY

The proposed comprehensive plan amendment is consistent with the transportation-related objectives and policies of the County's Comprehensive Plan.

CONCLUSIONS

Short-Range Conditions

According to the short-range generalized level of service analysis:

Venice Avenue: Jacaranda Boulevard to Jackson Road

is expected to operate below the adopted level of service due to background traffic.

The capacity improvement needed to mitigate background in the short-range consist of widening Venice Avenue from Jacaranda Boulevard to Jackson Road from two (2) lanes to four (4) lanes.

Long-Range Conditions

The long-range analysis indicates the roadway segments of:

- Venice Avenue: Jackson Road to River Road;
- River Road: I-75 to Venice Avenue; and
- River Road: Venice Avenue to Center Road

will operate below the adopted level of service standard for background conditions (without the proposed CPA. The capacity improvement needed to mitigate background and total traffic in the long-range consist of widening River Road from Center Road to I-75 from four (4) lanes to six (6) lanes and widening Venice Avenue from Jackson Road to River Road from two (2) lanes to four (4) lanes.

RECOMMENDATIONS

Staff recommends the approval of CPA 2022-E contingent upon the Applicant's participation in the design, right-of-way acquisition, and construction of widening Venice Avenue to four lanes from Jackson Road to River Road. The aforementioned segment of Venice Avenue is anticipated to operate below the adopted LOS with background traffic. The proposed application will exacerbate the expected congestion along the road corridor, unless this road segment is widened, in which event the improvements would allow for adequate levels of service with background and project traffic combined.

		Table 2. Critical Area Plan CPA 2022-E Short Range (2027) Conditions Analysis										
	Road	Limits	Lanes	Adopted Standards		2020 Volume	Background Traffic*	2027 Total Background Traffic	2027 Background LOS	Project Traffic	2027 Total Traffic	2027 LOS
				Service Volume	LOS							
	Venice Avenue	Jacaranda Boulevard to Jackson Road	2	1,120	D	996	279	1,275	F	106	1,381	F
		Jackson Road to River Road	2	1,120	D	673	188	861	D	202	1,063	D
	River Road	I-75 to Venice Avenue	4	3,759	D	1,911	535	2446	C	163	2,609	C
		Venice Avenue to Center Road	4	3,759	D	2,231	625	2856	C	238	3,094	C
Based on Generalized Level of Service Analysis *Background traffic estimates based on an annual growth rate of 4% for 7 years												
		Table 3. Critical Area Plan CPA 2022-E Long Range (2045) Conditions Analysis										
	Road	Limits	Lanes	Adopted Standards		2045 Traffic*	Background Traffic	2045 Background LOS	Project Traffic	2045 Total Traffic	2045 LOS	
				Service Volume	LOS							
	Venice Avenue	Jacaranda Boulevard to Jackson Road	4 ¹	3,222	D	2,256	N/A	C	106	2,362	C	
		Jackson Road to River Road	2	1,120	D	2,106	N/A	F	202	2,408	F	
	River Road	I-75 to Venice Avenue	4	3,759	D	3,969	N/A	F	163	4,132	F	
		Venice Avenue to Center Road	4	3,759	D	4,156	N/A	F	238	4,394	F	
Based on Generalized Level of Service Analysis *2045 traffic volume estimates are based on FSUTMS output 1. Widening improvements to a four-lane roadway required to meet adopted LOS												

CAP 01-01-SP-2022

OVERVIEW

The subject of the privately initiated Critical Area Plan (CAP) application contains ± 192 acres, located in the southwest quadrant of the River Road and Venice Avenue intersection. The CAP application is to implement a critical area plan within the ± 192 acres to allow a mixed-use development consisting of up to 845 multifamily dwelling units, 183 single-family dwelling units, 27,500 square feet of office use, 82,500 square feet of retail use, and 105,000 square feet of mini-warehouse.

TRIP GENERATION AND IMPACT AREA

Trip Generation

Table 1 shows the daily trip generation potential under the existing and proposed land use in the criteria area plan application. It is expected that the potential daily trips will increase by approximately 1,601 trips per day and decrease by 125 trips during the PM peak hour.

Table 1. Trip Generation of North River Marketplace CAP

Land Use	Land Use	Intensity	Net New Trips	
	Code		<u>Daily</u>	<u>PM Peak</u>
Existing				
Residential	210	(4.99 du/acres) (192 acres)	9,034	831
		958 du		
		Subtotal		
Proposed				
Residential	210	183 du	1,438	143
Residential	220	845 du	4,744	359
Office	710	27,500 sf	199	27
Retail	821	82,500 sf	2,912	224
Mini-Warehouse	151	105,000 sf	152	16
		Subtotal	10,635	776
		Net Trip	1,601	-125

Based on the Institute of Transportation Engineers (ITE), *Trip Generation*, 11th Edition

TRAFFIC IMPACT ANALYSIS

Short Range Analysis

Staff conducted a generalized level of service analysis of the proposed CAP transportation impact. The short-range (2027) conditions analysis is based on the 2020 traffic volumes adjusted to estimate 2027 conditions using a 4% annual growth rate. The results of the analysis is summarized in Table 2. The analysis indicates that the following roadway segment will operate below the adopted level of service standard for background traffic:

- Venice Avenue: Jacaranda Boulevard to Jackson Road

The following additional roadway segment:

- Venice Avenue: Jackson Road to River Road

is anticipated to operate below the adopted level of service standard due to the proposed CAP project traffic.

Widening the segments of Venice Avenue from Jacaranda Boulevard to River Road from two (2) lanes to four (4) lanes will mitigate capacity deficiencies.

Long Range Analysis

The analysis of long-range roadway conditions was based on the estimated volume from the Florida Standard Urban Transportation Model Structure (FSUTMS) program. The Sarasota-Manatee Metropolitan Planning Organization's 2045 Transportation Cost Feasible Plan model data were used for base input information. A summary of this analysis is shown in Table 3. With widening improvements of Venice Avenue from a two-lane roadway to a four-lane roadway, the long-range transportation analysis indicates that the roadway segment is expected to operate above the adopted level of service standard for background and total traffic conditions. According to the FDOT District 1 model, the long-range condition analysis indicates the following roadway segments will operate below the adopted level of service standard for background traffic conditions (without the addition of the proposed amendment):

- River Road: I-75 to Venice Avenue; and
- River Road: Venice Avenue to Center Road

The capacity deficiencies for River Road would be alleviated if they were widened to its ultimate thoroughfare configuration (six lanes).

PLANNED ROAD NETWORK

River Road from Interstate 75 to US 41 is a designated six (6) lane major arterial in the Future Thoroughfare plan. The roadway segment is currently under construction to be built as a six (6) lane major arterial from Center Road to US 41 and as a four (4) lane major arterial within the right-of-way of six (6) lanes from Interstate 75 to Center Road. (Financial Project No. 445059) There is also a Capital Improvement Project (CIP #95800) associated with the FDOT Project to acquire the necessary right-of-way.

Venice Avenue from Jacaranda Boulevard to River Road is a designated four-lane major arterial in the Future Thoroughfare plan. Project management and Construction funding for the widening improvements of Venice Avenue from Jacaranda Boulevard to Wading Bird Drive (approximately 0.4 miles) is identified in the Sarasota County Five-Year Capital Improvement Program (CIP) Project #95825.

COMPREHENSIVE PLAN CONSISTENCY

Per Transportation Policy 1.3.12, the County will review the proposed Comprehensive Plan Amendments and Critical Area Plans, and take into consideration their effects on the multi-modal transportation system and the adopted levels of service, and any need for facility improvements they cause or exacerbate. According to the generalized short-range analysis, Venice Avenue from Jackson Road to River Road is anticipated to operate below the adopted level of service standard due to the proposed CAP project traffic. Widening the segments of Venice Avenue from Jackson Road to River Road from two (2) lanes to four (4) lanes will mitigate the level of service deficiencies for short and long-range conditions.

CONCLUSIONS

Short-Range Conditions

According to the short-range generalized level of service analysis:

- Venice Avenue: Jacaranda Boulevard to Jackson Road is expected to operate below the adopted level of service due to background traffic.

The following additional roadway segment:

- Venice Avenue: Jackson Road to River Road

is anticipated to operate below the adopted level of service standard with the addition of the proposed CAP project traffic. The capacity improvement needed to mitigate background and total traffic in the short-range consist of widening Venice Avenue from Jacaranda Boulevard to River Road from two (2) lanes to four (4) lanes.

Long-Range Conditions

The long-range analysis indicates the roadway segments of:

- River Road: I-75 to Venice Avenue; and
- River Road: Venice Avenue to Center Road

will operate below the adopted level of service standard for background conditions (without the proposed CAP. The capacity improvement needed to mitigate background and total traffic in the long-range consist of widening River Road from Center Road to I-75 from four (4) lanes to six (6) lanes.

RECOMMENDED TRANSPORTATION CONDITIONS FOR DEVELOPMENT APPROVAL

The Applicant provided a draft ordinance with the CAP application. The following are staff's recommended modifications to the proposed Conditions for Development Approval:

15. New development and redevelopment shall provide motor vehicle, multi-use trails, and other vehicle and pedestrian interconnections among all uses as well as connections to all adjacent parcels:
 - The Multi-Use Trail shall be a minimum of ten (10) feet in width.
 - Sidewalks shall be a minimum of six (6) feet in width.
 - Connectivity shall be set forth on the development concept plan at the time of rezoning or special exception application
 - If adjacent properties are not undertaking development concurrently, the developing property shall provide reasonable opportunities for future connections to all adjacent properties. Adjacent properties shall connect to the existing roads, laneways, multi-use trails, and other vehicular and pedestrian connections.
 - The development connectivity shall adhere to the interconnectivity plan. Adjacent properties shall connect to existing pedestrian and multimodal connections at the time of development or redevelopment.
16. The Master Developer shall provide the following for the entire CAP area:
 - A Transportation Plan
 - An Access Management Plan
 - A Master Bicycle, Pedestrian, and Trails Plan

Each of the foregoing items shall be refined and administratively updated with the submission and approval of subsequent rezonings or special exceptions of Project Areas.

17. Future rezoning and special exception applications shall identify the alignment and are responsible for the construction of all roadways, laneways, and multi-use trails identified within their respective parcel boundaries.

18. Future rezoning and special exception applications shall identify the alignment and construct Roadway Tract 'B' from River Road to Morgan Road within the entire limits of their parcel.
19. All platted roadways adjacent to the subject parcel or necessary to provide access to East Venice Avenue shall be constructed or upgraded to County standards along the entire limits of the parcel.

Table 2. Critical Area Plan CAP 21-01-SP Short Range (2027) Conditions Analysis

Road	Limits	Lane s	Adopted Standards		2020 Volume	Background Traffic*	2027 Total Background Traffic	2027 Background LOS	Project Traffic	2027 Total Traffic	2027 LOS
			Service Volume	LOS							
Venice Ave	Jacaranda Boulevard to Jackson Road	2	1,120	D	996	279	1,275	F	186	1,461	F
	Jackson Road to River Road	2	1,120	D	673	188	861	D	357	1,218	F
River Road	I-75 to Venice Avenue	4	3,759	D	1,911	535	2446	C	287	2,733	C
	Venice Avenue to Center Road	4	3,759	D	2,231	625	2856	C	419	3,275	C
Based on Generalized Level of Service Analysis											
*Background traffic estimates based on an annual growth rate of 4% for 7 years											

Table 3. Critical Area Plan CAP 21-01-SP Long Range (2045) Conditions Analysis

Road	Limits	Lane s	Adopted Standards		2045 Traffic*	Background Traffic	2045 Background LOS	Project Traffic	2045 Total Traffic	2045 LOS
			Service Volume	LOS						
Venice Ave	Jacaranda Boulevard to Jackson Road	4 ¹	3,222	D	2,256	N/A	C	186	2,442	C
	Jackson Road to River Road	4 ¹	3,222	D	2,106	N/A	C	357	2,463	C
River Road	I-75 to Venice Avenue	4	3,759	D	3,969	N/A	F	287	4,256	F
	Venice Avenue to Center Road	4	3,759	D	4,156	N/A	F	419	4,575	F
Based on Generalized Level of Service Analysis										
*2045 traffic volume estimates are based on FSUTMS output										
1. Widening improvements to a four-lane roadway required to meet adopted LOS										

UTILITIES

CPA 2022-E

PROJECT ASSESSMENT

Public Utilities has reviewed this proposal and has no comment or objection to the Privately Initiated Comprehensive Plan Amendment (CPA 2022-E).

No changes to Chapter 12 -Watershed Management and the sanitary sewer, reuse, and potable water sub-chapters of the Comprehensive Plan are contemplated with this application. Therefore, development in the subject area will need to follow the Unified Development Code and Utility Code in effect at the time of development.

STAFF REVIEW

Sarasota County Public Utilities Water/Wastewater Division has reviewed proposed Comprehensive Plan Amendment, CPA-2022-E and has no objections.

ISSUES TO BE RESOLVED

No issues identified at this time.

CAP 01-01-SP-2022

Staff of Sarasota County's Public Utilities Planning Division have reviewed the proposed North River Marketplace CAP and has no objections. PU staff will continue to review submitted development proposals to insure consistency with the UDC.

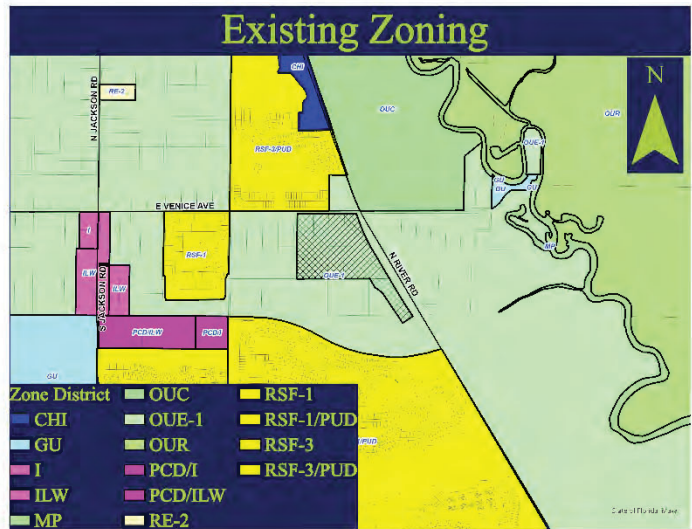
RZ 22-25 ANALYSIS

PLANNING & ZONING

Existing Land Use & Zoning

EXISTING	
USE	Vacant
FUTURE LAND USE (FLU)	MODR (Moderate Density Residential, ≥ 2 and < 5 units/acre)
IMPLEMENTING ZONE DISTRICTS	RSF-1,2,3,4, RMH, RE-3, PUD, GU
ZONING	OUE-1 (Open Use Estate, 1 unit /5 acres)

The subject site, shown by the cross hatch pattern within the Existing Zoning map on this page, is currently zoned OUE-1 (Open Use Estate, 1 unit/ 5 acres) and is presently a mix of vacant land and agricultural uses, comprised of ± 51.52 -acres. Adjacent properties included in the CAP Boundary are also zoned OUE-1 and contain agricultural uses (plant nursery). The abutting sites to the north are zoned RSF-3/PUD (Residential Single Family, Planned Unit Development 4.5 units/acre/Planned Unit Development) with one, vacant, 5.85 acre parcel having OUE-1 zoning.



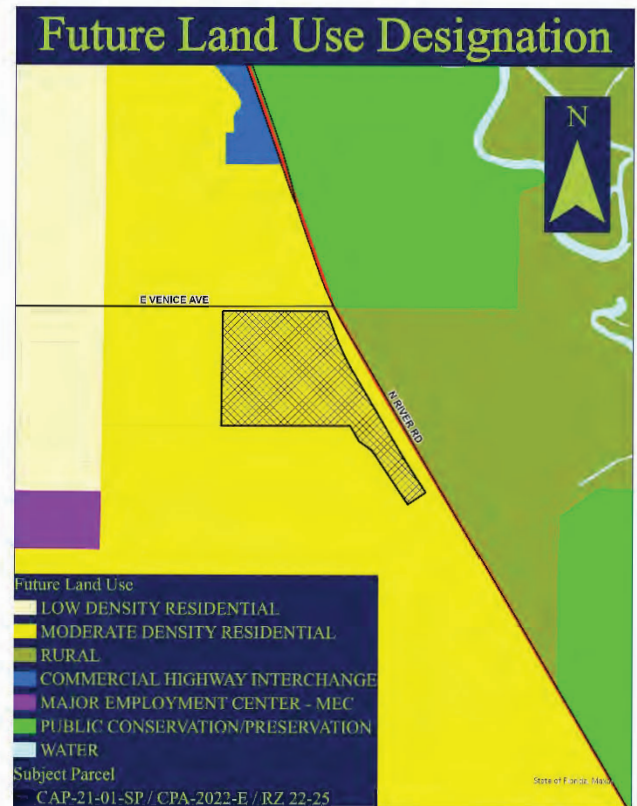
Future Land Use

The Future Land Use of the subject property and the surrounding area is MODR (Moderate Density Residential (≥ 2 and < 5 units per acre)). The MODR designation extends from I-75 south along River Road to Center Road.

Proposed development for the subject parcel requires a Comprehensive Plan Future Land Use Amendment which is covered in the previous analysis section of this report. If the Board approves the proposed Comprehensive Plan Amendment to Village II Commercial Center, the requested zoning of Commercial General would be an implementing zone district.

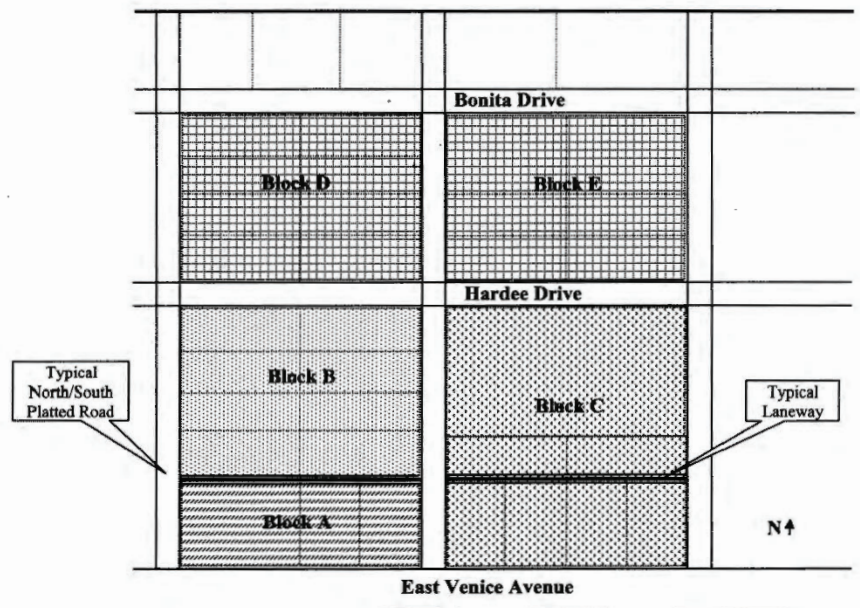
Critical Area Plan

The creation of a Commercial Center requires that the property be included within a Critical Area Plan (CAP). As discussed in the previous analysis of this report, a new CAP is being proposed to include the subject parcel within its boundary, designating the subject property as Village II Commercial Center, allowing the project to be compliant with the Comprehensive Plan.



East Venice Avenue Overlay

The subject property is contained within The East Venice Avenue (EVA) Overlay. The EVA Overlay District created Conditions of Development, or forms of how future development would take place in the East Venice area. The Conditions of Development set standards regarding how development should be conducted rather than designating future land uses. The EVA prescribes that development should follow a “block structure” form along East Venice Avenue largely consisting of laneways running parallel to East Venice Ave., with connections being made with roads running north and south. The proposed Binding Development Concept Plan follows the EVA block structure and is discussed later in the report along with the CAP discussion



Typical East Venice Avenue Block Structure

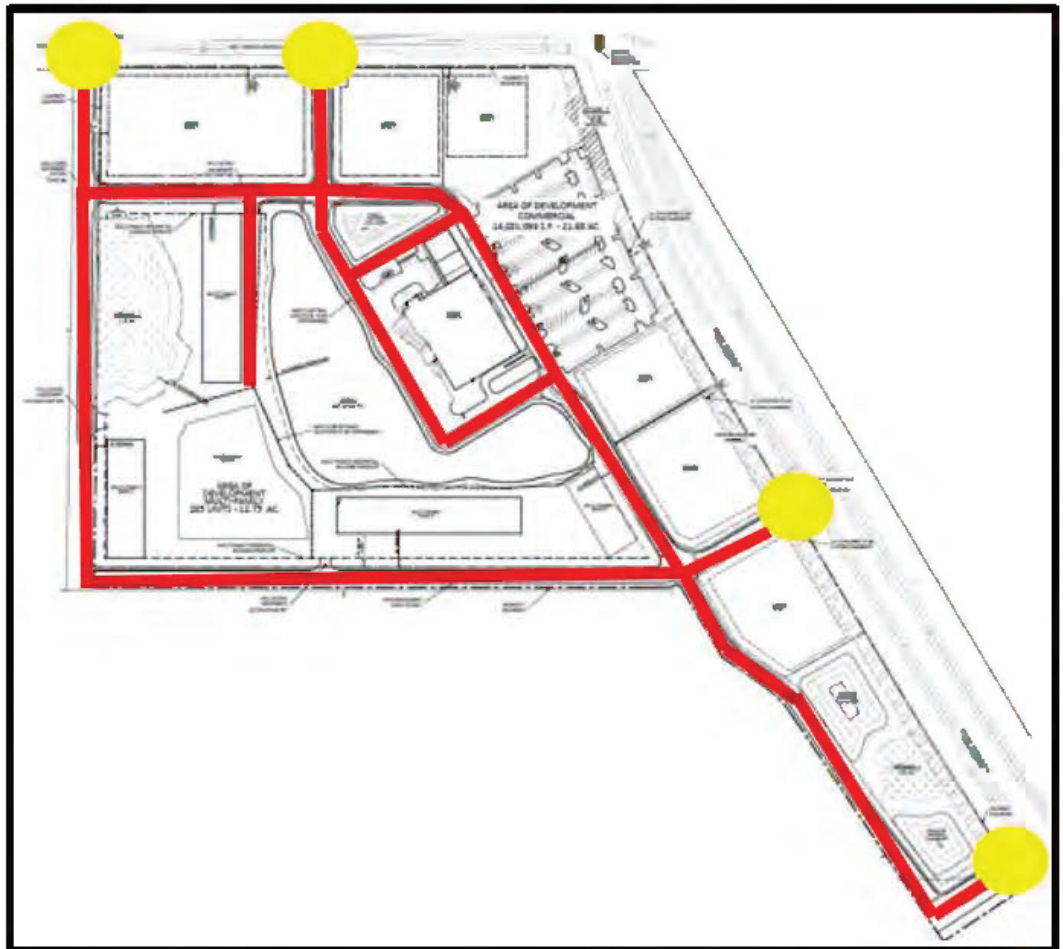
Proposed Development

PROPOSED	
USE	Mixed-Use
ZONING	CG (Commercial General)
RESIDENTIAL UNITS	285
DENSITY	5.5 DU / Acre
OPEN SPACE	29.3% of site area

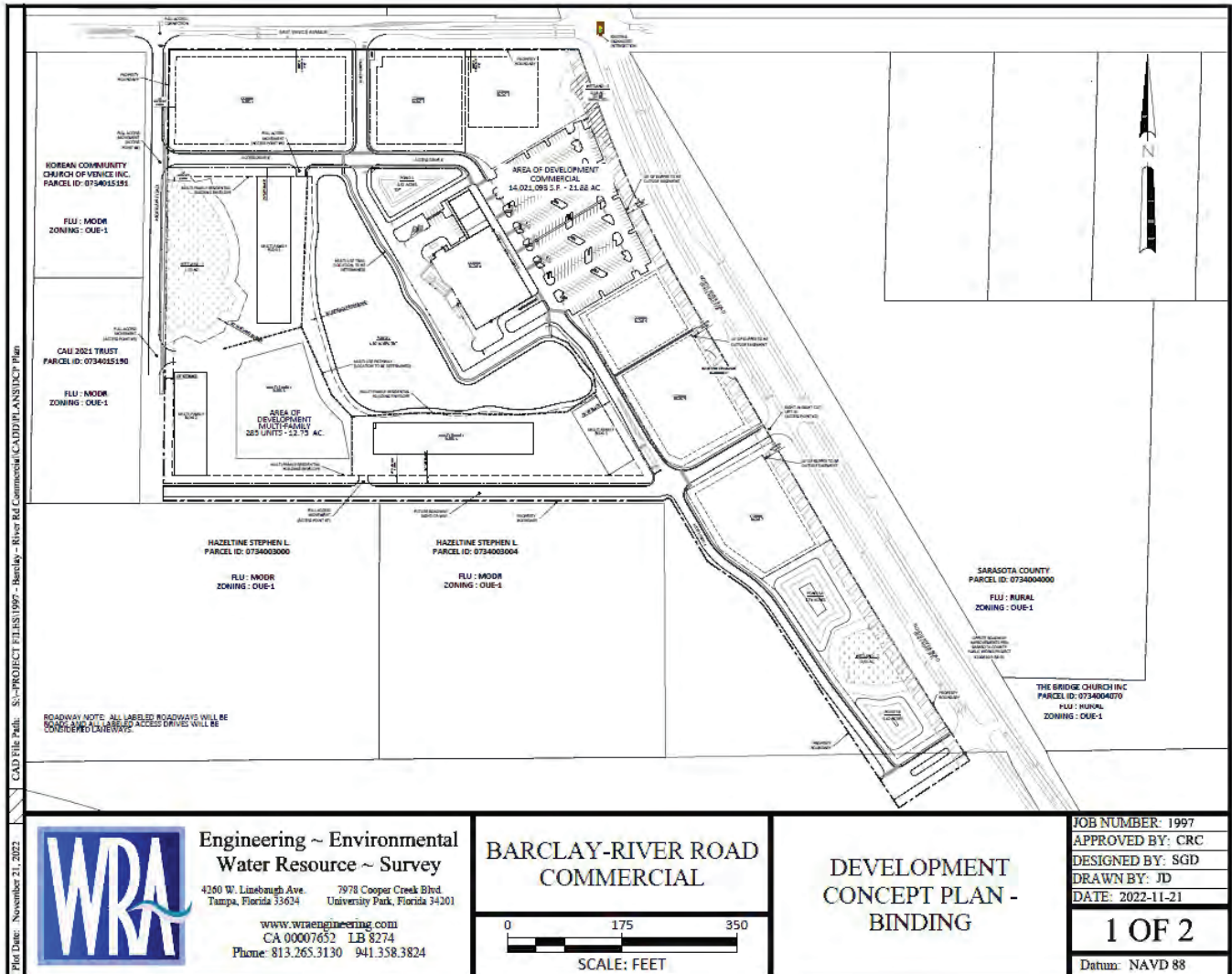
The Applicant requests to rezone a 51.52-acre site from OUE-1 (Open Use Estate, 1 unit/5 acres) to CG (Commercial General), to develop a new Mixed-Use project with 285 multifamily dwelling units and 110,000 SF of commercial/retail space. Maximum building heights will be 45 feet for residential and 35 feet for commercial uses as established in the CAP Application.

Access

As shown on the Binding Development Concept Plan (DCP), the subject site fronts both East Venice Avenue and River Road. The proposed development will provide four (4) access points shown in yellow. East Venice Avenue will be accessed via the existing Morgan Road and one additional access point between Morgan Road and the River Road intersection. River Road will be accessed by one entrance onto a laneway as prescribed by the East Venice Avenue Overlay. The second River Road access will be at the southernmost extent of the project boundary. Internal circulation will follow the EVA block structure as shown, allowing traffic to flow north to south internally to the east/west laneway. Traffic will have the option of using the internal road network around the commercial or residential structures or moving outward towards East Venice Avenue or River Road.



Binding Development Concept Plan 1 of 2

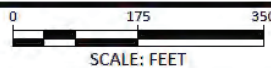


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**BARCLAY-RIVER ROAD
COMMERCIAL**



**DEVELOPMENT
CONCEPT PLAN -
BINDING**

JOB NUMBER: 1997
APPROVED BY: CRC
DESIGNED BY: SGD
DRAWN BY: JD
DATE: 2022-11-21
1 OF 2
Datum: NAVD 88

Binding Development Concept Plan 2 of 2

SITE DATA SUMMARY

1. PROPERTY ADDRESS:
EAST VENICE AVENUE AND NORTH RIVER ROAD SARASOTA COUNTY, FLORIDA
2. TOTAL REZONE SITE AREA: 2,244,211 S.F./ 51.52 ACRES
3. EXISTING FUTURE LAND USE PLAN: MOOR
4. EXISTING ZONING: OUE-1 (OPEN USE ESTATE)
5. PROPOSED REZONING: CC (GENERAL COMMERCIAL)
6. EXISTING USE: UNDEVELOPED, RESIDENTIAL
7. PROPOSED USE: MIXED USE
8. UTILITIES: WATER - SARASOTA COUNTY
SEWER - SARASOTA COUNTY
9. SURROUNDING LAND USES/ZONING:
NORTH: OUE-1 (OPEN USE ESTATE)
SOUTH: OUE-1 (OPEN USE ESTATE)
EAST: OUE-1 (OPEN USE ESTATE)
WEST: OUE-1 (OPEN USE ESTATE)
10. ROADWAYS: E AVENUE (N), N RIVER ROAD (E), MORGAN ROAD (W)
11. OPEN SPACE:
A. *OPEN SPACE REQUIRED: 12.88 AC (25%)
B. **NATIVE OPEN SPACE PROVIDED: 1.51 AC
C. OPEN SPACE PROVIDED: 15.11 AC (29.3%)
12. FOCAL POINT: GAZEBO AROUND NATURAL WETLAND AND NATURE AREAS (NATIVE HABITAT) -1% MINIMUM
13. IMPERVIOUS SURFACES:
A. EXISTING IMPERVIOUS AREA = 0 AC
B. EXISTING IMPERVIOUS TO BE REMOVED = 0 AC
C. NEW IMPERVIOUS AREA = 30.41 AC
D. DRAINAGE EASEMENT = 1.98 AC
E. TOTAL BOUNDARY = 51.52 AC
F. POND AREA = 6.65 AC
14. MAXIMUM HEIGHT: 45' FOR RESIDENTIAL; 35' FOR COMMERCIAL
- * OPEN SPACE REQUIRED TO BE WETLANDS AND NATIVE HABITAT UP TO 30%.
- ** INCLUDES WETLAND, WETLAND BUFFERS, HAMMOCKS, AND PINE FLATWOOD AREAS DELINEATED ON PLAN.
- NOTE: RESIDENTIAL AREA IS LESS THAN 25% OF THE TOTAL PROJECT/PROPERTY

DEVELOPMENT SITE DATA TABLE			
TYPE	UNITS	AREA (AC)	DENSITY (%)
Property		51.52	100%
Multi-Family	285	12.75	25%
Commercial		21.88	42%
Ponds		7.38	14%
Wetlands		2.55	5%
Roadway Tracts		5.66	11%
Future Roadway Tracts		1.30	3%

Compatibility & Buffering

The proposed rezone would allow for a mixed-use development with multi-family residential uses that will be located adjacent to proposed commercial uses on the eastern portion of the site. Compliance with the East Venice Avenue (EVA) Overlay will support multi-modal internal circulation systems, consisting of pedestrian, bicycle and vehicle traffic. This internal circulation, when linked to the EVA block structure, could prove to be beneficial to both the commercial components of the project and the residential development within the immediate area along East Venice Avenue and River Road.



While there are no existing residential uses surrounding the subject site, the proposed development will abut an anticipated residential project (Sweetwater Lakes RZ No. 22-49) that is being proposed at the southern boundary for the remainder of lands within the CAP. The abutting project is currently undergoing review with the County's DRC (Development Review Coordination) team. Caribbean Village is located to the north of the project site. approved in 2002, Caribbean Village predates the EVA Overlay requirements by 4 years. Appropriate building setbacks and landscape buffers will be required of both projects to help minimize incompatibility issues that could arise between the proposed commercial area and residential uses, such as noise disturbance. The project will preserve wetland areas located on the northwestern corner of the site. Internally, the multi-family units will be buffered from the commercial area using a central stormwater pond approximately 5 acres in size.

Comprehensive Plan Consistency

Petition may be found **CONSISTENT** with the following Comprehensive Plan Goals, Objectives, and Policies:

Chapter 7 – Future Land Use

- FLU Policy 1.2.2 – Consistency with the Environment Chapter

The proposed project will preserve one existing wetland on site. One 0.23-acre wetland in poor condition will be mitigated. The project will exceed the required amount of open space.

- FLU Policy 1.2.11- Develop a Comprehensive Mobility Strategy

The project site falls within the East Venice Avenue Overlay. The overlay requires multi use trail systems and connections within a block structure development. As part of the proposed CAP, a mobility plan is required in the map series.

- FLU Policy 1.2.12- Encourage mixed-use and/or higher densities along mobility and multi-modal corridors

The proposed development is a mixed-use project abutting both East Venice Avenue and River Road.

- FLU Policy 1.2.17- Mitigation of potential incompatibilities between land uses

The proposed project will mitigate with the provision of required building setbacks, open space areas, perimeter buffers and landscaping.

- FLU Policy 2.3.6 – Appropriate density determined by the land use designations surrounding the parcel

The proposed multi-family units will be positioned on site to be buffered from the proposed commercial uses.

- FLU Obj 3.1 – Encourage development within the Urban Service Area Boundary and where public facilities are provided or scheduled to be available

The proposed project is within the Urban Service Area Boundary.

- FLU Policy 4.1.5(b) – Consistency with Critical Area Plan

The proposed development will require adoption of the North River Marketplace CAP.

Chapter 9 – Housing

- HOU Policy 1.1.1 – Accommodate production of diverse housing types and prices to encourage a broad range of housing opportunities

The proposed project will have 285 multi-family rentals which will offer alternatives to an area that is currently offering mostly single-family homes.

- HOU Policy 1.1.2 – Locate housing within the Urban Service Boundary or Sarasota 2050 Village/Open Spaces where supporting infrastructure is available

The proposed project is within the bounds of the Urban Service Area Boundary.

- HOU Policy 1.1.3 – Facilitate production of mixed-use development through the application of development standards, design flexibility and compatibility review

The proposed project is a mixed-use development with 110,000 SF of commercial space.

- HOU Policy 1.1.14 – Residential development built at the maximum allowable density that effectively balances the community need for housing of various types

While not built to the maximum allowable density, the project is built to the maximum percentage of residential use with a Commercial Corridor (25%).

Chapter 11 – Economic Development

- ECON Policy 2.2.1 Support the implementation of regulations that develop diverse housing options, multi-modal transportation and enhanced social amenities

The proposed project will create multi-family housing, increasing housing options along a transportation corridor (River Road).

Petition may be found **INCONSISTENT** with the following Comprehensive Plan Goals, Objectives, and Policies:

Chapter 9 – Housing

- HOU Policy 1.1.8 Recognize a need to maintain a mix of For-Sale and Rental housing in the County

The proposed project is only offering rental units.

Recommended Stipulations

There are nine (9) stipulations recommended by County Staff.

Planning

1. All development shall occur in substantial accordance with the Binding Development Concept Plan, date-stamped November 21, 2021, and attached hereto as Exhibit "A," except as necessary to comply with the stipulations herein. This does not imply or confer any variances from applicable County regulations.
2. The Owner shall be required to record a commercial subdivision plat in accordance with the Sarasota County Unified Development Code, prior to the conveyance of any land within the subject site.

Transportation

3. The easternmost access along Venice Avenue to/from the subject parcel shall be restricted to right-in/right-out turning movements.
4. Prior to or concurrent with the development of the subject parcel, the Owner shall construct an eastbound to southbound right-turn lane on Venice Avenue at the easternmost access. The right-turn lane shall be designed in accordance with Exhibit 212 of the Florida Department of Transportation's Design Manual. The improvement shall be included in the construction plans for the subject development.
5. Prior to or concurrent with the development of the subject parcel, the Owner shall improve Morgan Road from Venice Avenue to the subject parcel's southern boundary to Sarasota County roadway standards. The improvements shall be included in the construction plans for the development.
6. Prior to the development of the subject parcel, the Owner shall construct the identified east-west roadway along the subject parcel's southern boundary road from Morgan Road to river road.
7. The northernmost access to River Road shall be restricted to right-in and right-out turning movements only, unless otherwise permitted by FDOT.
8. The southernmost access to River Road shall be restricted to right-in and right-out turning movements, only unless otherwise permitted by FDOT.
9. Prior to or concurrent with the development of the subject parcel, the Owner shall construct a southbound to westbound right-turn lane on River Road at the northernmost access. The right-turn lane shall be designed in accordance with Exhibit 212 of the Florida Department of Transportation's Design Manual. The improvement shall be included in the construction plans for the subject development.

ENVIRONMENTAL PROTECTION

Overview:

During review of the subject petition, Sarasota County's Environmental Protection Division (EPD) inspected the subject properties (PID's: 0733015004, 0734003001, 734003002, 0734003007, 073403003, 0734003004, 0734003005, 0734003006, 0755002000, 0734015290, 0734015220, 0734015210, 0734015280, 0734003000, 0734015190, 0734015191, 0734015180, 0734015170, 0734003008, 0734015160, and 0734015200). The applicant requests a change in land use from Open Use Estate (OUE-1) to Commercial General (CG). The proposed site has Comprehensive Plan native habitat Freshwater Wetlands within its boundaries.

Project Analysis:

Native Habitat

The sites are currently residential, nurseries, open land, forested hardwood (not Comprehensive identified native habitat), pond and with three wetland habitats. The rezone proposal will protect all wetland habitats except for 0.23 wetland system in the northeast portion of the project. In review of the 1948 aerial, it appears that this wetland was not present at that time. The wetland is in poor condition and has been impacted by the River Road construction. The wetland system will be mitigated on-site within the project most likely through the enhancement of the other wetland systems.

The Volume 1, Chapter 1, the Environment, of the Comprehensive Plan defines the wetland and upland native habitats found in Sarasota County and recognizes a variety of functions and values they provide. The Principles for Evaluating Development Proposals in Native Habitats section specifies Management Guidelines for these ecologically important habitats and ENV Policy 1.1.1. requires that development proposals be consistent with these standards. The table below summarizes the native habitats identified by staff on the subject property and the applicable Management Guidelines, including those in relation to open space requirements.

Native Habitats Present On-site	Volume 1, Chapter 1 Management Guideline Requirements	Approx. Existing Acres	Acres Preserved and Conserved	Acres Used as Open Space
Freshwater Wetland	VII. Freshwater Wetlands 2.a. Shall be preserved	2.37	2.14	2.14

Policy 1.3.11. of the Comprehensive Plan requires that native habitats set aside in preservation and conservation areas be managed in accordance with resource management plans to ensure maintenance of the functions and values of the native habitats.

Grand Trees and Other Trees

During a staff inspection of the property no Grand Trees were found on site.

During the site and development plan process, the applicant will be required to meet the requirements of the Tree Protection Ordinance. As part of this review, the applicant will be required to implement the principles of avoidance and minimization in addressing impacts to trees. In addition, if tree removal is proposed, the applicant must demonstrate that the Tree Removal criteria have been met. The applicant will also be required to implement Best Management Practices (e.g. tree barricades) to minimize impacts to trees during development.

Wildlife Protection

During the above-mentioned site inspection, Environmental Protection Division staff did not observe evidence of listed species on site.

Policy 2.1.3. of the Environment Chapter of the Comprehensive Plan requires that development order applicants consult with appropriate agencies and use recognized sampling techniques to identify endangered, threatened, and species of special concern. A professional wildlife survey will be required during the site and development plan or preliminary plan approval process to identify any listed wildlife species occupying the subject property.

Comprehensive Plan Analysis:

Staff of Sarasota County's Environmental Protection Division (EPD) office finds the subject petition consistent with relevant elements of Volume 1, Chapter 1, The Environment, of the Comprehensive Plan.

- **Principles for Evaluating Development Proposals in Native Habitats.**
- **ENV Policy 1.1.1.** - Review all development proposals for consistency with the "Principles for Evaluating Development Proposals in Native Habitats."
- **ENV Policy 1.3.1.** - When land development involves the conversion of native habitats, the county's open space requirements shall be fulfilled first with habitats required to be preserved, then with habitats that should be conserved then with other allowable types of open space. Open space shall be determined by applying the "Principles for Evaluating Development Proposals in Native Habitats," and shall focus on maintaining a network of connectivity throughout the landscape, favoring higher functioning habitat areas. Planted and maintained littoral zones may be credited toward the open space requirement as permitted by the county zoning regulations. The county may consider alternatives to conserved habitats or other allowable open space that clearly demonstrate, through planned development designs and environmental management plans, greater native habitat function and value and connectivity.
- **ENV Policy 1.3.2.** - Development and infrastructure shall be configured or designed to optimize habitat connectivity, minimize habitat fragmentation, and minimize barriers to wildlife movement. Where deemed necessary by the County, configuration shall include artificial corridor components.
- **ENV Policy 2.1.3.** - Require development order applicants to use recognized sampling techniques to identify listed species. Prior to conducting any activities that could disturb listed species or their habitat, require development order applicants to consult with the appropriate wildlife agencies and provide documentation of such coordination to the County.

Recommended Stipulations:

None

AIR & WATER QUALITY

Background:

The applicant proposes a rezone on 12 parcels totaling approximately 51.52 acres. These parcels include a mix of residential, agricultural and vacant lands. Some of the properties have historically been used for agricultural operations, landfilling and/or mining operations.

Analysis:

The applicant has stated a Phase 1 Environmental Assessment and geotechnical borings shall be conducted as part of the site development phase. The CAP Scope of Work will further identify the sources of contamination such as landfilling and/or agricultural operations within the project area. The Unified Development Code requirements of Article 9 Section 124-174(a)(1-3) for all areas found to be used for landfilling and Section 124-174(a)(1-2) for areas used for agricultural operations and mining operations, shall be due at the time of site development submittal.

Comprehensive Plan Analysis:

At the time of site development, the applicant must demonstrate consistency with the following policies in the comprehensive plan:

- **ENV Policy 1.4.1** – The county shall work to reduce pollution entering the environment and to restore contaminated sites.
- **ENV Policy 3.1.1** – The air quality standards in county ordinances shall be enforced.
- **ENV Policy 3.2.1** – Protect and conserve surface and groundwater resources.
- **ENV Policy 3.2.2** – Coordinate with other governmental and private entities to protect and conserve water resources.
- **ENV Policy 3.2.5** – Monitor the surface and ground water during the development to monitor the cumulative impacts of the development on the stormwater runoff and water quality.
- **FLU Policy 1.2.2** – All development must be consistent with the Environment Chapter.
- **FLU Policy 1.2.2(A)** – Protect environmentally sensitive lands, conserve natural resources, protect floodplains, maintain or improve water quality, and open space.
- **FLU Policy 1.2.5** – No development order shall be issued which would permit unmitigated development in 100 year floodplains, as designated on Federal Emergency Management Agency Flood Insurance Rate maps or adopted County flood studies, or on floodplain associated soils, defined as Soils of Coastal Islands, Soils of the Hammocks, Soils of Depressions and Sloughs, and Soils of the Floodplains and shown in Map 1-2 of the Future Land Use Map Series, that would adversely affect the function of the floodplains or that would degrade the water quality of water bodies associated with said floodplains in violation of any local, State, or federal regulation, including water quality regulations.
- **Water Policy 1.2.1** – The county shall implement its Watershed Management Plan consistent with the National Pollutant Discharge Elimination System (NPDES) permit issued by FDEP.
- **Water Policy 1.2.2** – The County shall require that the treatment of stormwater discharge meet standards which will ensure that there will not be adverse impacts on the quality of natural surface waters.
- **Water Policy 1.3.2** - No discharge from any stormwater facility shall cause or contribute to a violation of water quality standards in waters of the State as provided for in County Ordinances, Federal Laws and State Statutes.

Recommended Stipulation(s):

None

Findings of Fact:

Staff of Sarasota County's Environmental Protection/Air and Water Quality program finds the subject petition consistent with relevant elements of Volume 1, Chapters 1, 7, and 12 of the Comprehensive Plan. Final determination of Environmental Protection/Air and Water Quality concurrency is deferred to the time of Site Development Plan / Construction Plan Approval.

STORMWATER

Stipulations

None.

Stormwater and Drainage

The site is located within the Lower Myakka River Basin – Charlotte Harbor Watershed. Based on the Lower Myakka River Basin Master Plan (Charlotte Harbor Watershed) and the Southwest Florida Water Management District (SWFWMD) topographic aerials, runoff from the site generally sheet flows to the south into Myakka Canal 29-406. This runoff flows to the east under North River Road and discharges into the Myakka River. The Myakka River flows to the south for several miles and into Charlotte County where it discharges into Charlotte Harbor and ultimately the Gulf of Mexico.

Soils

The soil information is based on data obtained from the United States Department of Agriculture (USDA) Soil Conservation Service. It should be noted that this information pertains to ‘natural’ conditions and that the presence of adjacent man-made drainage works can affect wet season water table depth and duration.

Drainage Classification	Soil	Percent of Soil on Site (±)	Depth of WSWT ¹ Below Existing Ground Surface (feet)	Months for Wet Season Water Table
Poorly Drained	EauGallie and Myakka (10) – fine sands	94	0.5 to 1.5 0.5 to 1.5	June to October June to October
Very Poorly Drained	Holopaw (22) – fine sand, depressional	6	+2.0 ² to 1.0	June to February

1. WSWT – Wet Season Water Table
2. The (+) indicates that the water is above the ground surface and these soils are generally located in depressional areas and poorly defined drainageways.

Floodplain Information

The table below describes floodplain information for the subject property:

Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panels 12115C0351F & 12115C0355F	Percent (%) of Property (±)
Zone X (shaded) or areas within the 0.2 percent annual chance (500-year) floodplain.	100

Lower Myakka River Basin Master Plan (Charlotte Harbor Watershed) and SWFWMD Aerial Topography	Percent (%) of Property
Flood Zone AE or areas within the one percent annual chance (100-year) floodplain; base flood elevations determined. (Elevation 9.1 feet NAVD88)	41

Future Land Use Policy 1.2.5 from the Sarasota County Comprehensive Plan allows development within the 100-year floodplain as long as the function of the floodplain is protected through floodplain compensation. Any floodplain encroachment and compensation will be addressed at the time of site development.

Flooding History for the Area

A review of the Public Works Business Center Neighborhood Response Team (NRT) database and Staff reports did not indicate any reports of flooding within the 750-foot buffer area surrounding the subject site that were addressed by Sarasota County Operations and Maintenance crews. This statement is not intended to indicate that the subject site is not susceptible to flooding, only that none has been reported to the County.

It is noted that there were a few requests for general maintenance not related to flooding (i.e., potholes, repairs in pavement, mowing, sidewalk repair, traffic sign repair, etc.) within the 750-foot buffer area surrounding the subject site that were addressed by Sarasota County Operations and Maintenance crews.

Site Stormwater Management Plan

The applicant has submitted a Binding Development Concept Plan (DCP) dated November 2022 which shows the project site and the proposed multi-family and commercial areas. Four proposed stormwater facilities are shown in the DCP.

Along with a Binding DCP, the applicant also included a Drainage Report dated August 2022 within the North River Marketplace Critical Area Plan Resubmittal Package dated September 21, 2022. The following stormwater information was included in the Drainage Report:

“4. Proposed Drainage Patterns

The proposed drainage outfall is to remain unchanged from pre-development. With the proposed improvements, runoff will be collected and managed in the associated wet detention ponds before being discharged towards outfall locations modeled in the Lower Myakka River Watershed model. This will be done via model incorporation of the project.

During construction, appropriate BMPs will be provided to manage disturbed soil and protect water quality offsite.

5. Drainage Design Criteria

Drainage design criteria are based on the District Basis of Review (BOR) requirements. Design criteria are summarized below:

Runoff Methods: Runoff is generated using Soil Conservation Service (SCS) methods outlined in TR-55, 1996

*Design Storm: Florida Modified Type II Rainfall Distribution-Zone 6
Hydrograph peaking factor = 256
25-yr/24-hr and 100-yr/24-hr return frequencies
Pre and Post as modeled in the Sarasota County Lower Myakka River Watershed model*

Quantity Attenuation: The project's pond will provide stormwater management for the associated drainage basin by retaining the resulting 25-yr/24-hr and 100- yr/24-hr post-development volumes. The pos-development discharge rates for each storm event will be designed with the model incorporation to have no adverse offsite stage increases. Appropriate volume recovery will be provided. Above the control elevation, recovery is provided within 36 hours.

Quality Treatment: Wet detention with permanent pool.

Floodplain Compensation: For the resulting fill between the existing elevations of the site and the modeled 100-yr/24- hr DHWL, floodplain compensation is provided. This will be represented by providing compensation storage. This will be designed to show no adverse offsite stage increases.

Level of Service: A hydraulic analysis will be done for the proposed stormwater collection pipes to show compliance with the Sarasota County UDC in future site and development plan submittal.

6. Basin Hydrology

Runoff hydrographs for all basins will be generated with the Advanced Interconnected Channel and Pipe Routing Version 4 (AdICPR) computer model using the design criteria described above.

7. Proposed Drainage Patterns

The proposed drainage pattern will be illustrated in the future Proposed Conditions Model (PCM). The current Sarasota County Lower Myakka River Watershed model will be utilized to represent existing conditions which will be modified to reflect the proposed conditions. Additionally, storage will be added by way of the onsite ponds and modeled floodplain compensation. The stormwater is treated, attenuated and finally released via control structures to the Pre- Development discharge point in the adjacent ditch."

Stormwater Concurrency Analysis

Final concurrency is deferred until the time of site development, when the applicant must demonstrate consistency with the following stormwater policies in the comprehensive plan.

- **Future Land Use Policy 1.2.5** – No development order shall be issued which would permit unmitigated development in 100-year floodplains, as designated on Federal Emergency Management Agency Flood Insurance Rate Maps or adopted County flood studies, or on floodplain associated soils, defined as Soils of Coastal Islands, Soils of the Hammocks, Soils of Depressions and Sloughs, and Soils of the Floodplains and shown in Map 1-2 of the Future Land Use Map Series, that would adversely affect the function of the

floodplains or that would degrade the water quality of water bodies associated with said floodplains in violation of any local, State, or federal regulation, including water quality regulations.

- **Water Policy 1.2.2** - The county shall require that the treatment of stormwater discharge meet standards which will ensure that there will not be adverse impacts on the quality of natural surface waters.
- **Water Policy 1.3.1** - No permit shall be issued for new development which will result in an increase in demand upon deficient stormwater facilities prior to the completion of improvements needed to bring the facility up to adopted level of service standards.
- **Water Policy 1.3.2 – Stormwater Level of Service:**
 1. Stormwater Quality: no discharge from any stormwater facility shall cause or contribute to a violation of water quality standards in waters of the State as provided for in County Ordinances, Federal Laws and State Statutes. Water quality levels of service shall be set consistent with the protection of public health, safety, and welfare and natural resources functions and values.

To protect water quality and maintain stormwater quality level of service standards:

- a. The county shall implement Watershed Management Plans consistent with the deferral NPDES requirements.
- b. New and existing industrial activities (as defined in the National Pollutant Discharge Elimination System regulations for stormwater) shall develop and implement a Storm Water Pollution Prevention Plan (SW3P) for such activity.
- c. No discharge from any stormwater facility shall cause or contribute to a violation of water quality standards in waters of the State as provided for in County Ordinances, Federal Laws and State Statutes. To meet this requirement:
 - i. All stormwater management systems for new development and re-development shall include features to minimize pollution from oil, suspended solids, and other objectionable materials. Such features shall be designed to treat the runoff resulting from the first one (1") inch of rainfall. Stormwater systems shall include additional measures designed to reduce floating and suspended solids to a minimum. Higher design criteria for water treatment shall apply if such criteria are necessary to meet and maintain the level of service or to protect water bodies (such as potable surface waters or Outstanding Florida Waters) which require higher levels of protection. The higher design criteria shall be based on a treatment system that treats 1.5 times the volume required for the selected treatment system or equivalent.
 - ii. New development and re-development shall provide mitigation measures and best management practices to control pollutants specific to the pollutant characteristics of the proposed land use consisting of Best Management Practices shown to be effective in controlling the specific pollutants characteristic of the type of new development.
 - iii. All development shall meet and be consistent with requirements in the Basin Master Plan.
 - iv. Mitigation measures and best management practices relating to drainage shall be used during construction activities to ensure that water quality is not degraded during the land clearing and construction of development. No cutting, clearing, grading, or filling shall be accomplished on any site under development unless appropriate devices have been installed to minimize pollution from objectionable materials, to control erosion, and to remove sediment from surface water runoff. Appropriate techniques shall also be utilized to stabilize and revegetate disturbed areas as soon as possible.
- d. Best management practices shall be encouraged for intense agricultural land use practices that negatively impact water quality.

- e. The county's Basin Master Plans shall include an evaluation of pollutant loading.

2. Stormwater Quantity: Stormwater management systems shall provide for adequate control of stormwater runoff. The Stormwater Quantity Level of Service shall be:

STORMWATER LEVEL OF SERVICE AND DESIGN CRITERIA

Florida Reference (buildings, roads, and sites)	Level of Service (flood interval in years)
---	--

I. Buildings

A. Emergency shelters and essential services	>100
B. Habitable	100
C. Employment/Service Centers	100

II. Road Access: roads shall be passable during flooding. Roadway flooding <6" depth at the outside edge of pavement is considered passable.

A. Evacuation	>100
B. Arterials	100
C. Collectors	25
D. Neighborhood	10

III. Sites: flooding refers to standing water in agricultural land, developed open or green space (yards and parking lots, etc.) and undeveloped lands designated for future development. This does not include areas incorporated into the stormwater or Basin Master Plans as flow ways, floodplain, or flood storage areas.

A. Urban (>1 unit/acre)	5
B. Rural	2

IV. The water quantity level of service can be adjusted to allow for greater amounts of flooding of roads and sites if the flooding is provided for in a Basin Master Plan or as part of a stormwater management system design and does not adversely impact public health and safety, natural resources, or property. The level of service for existing development and for improvements to existing roadways may be adjusted based on existing conditions such as adjacent topography, and economic and social impacts.

- 2. The requirements to maintain stormwater quantity level of service standards are stated below:
 - a. New developments shall be designed to maintain the water quantity level of service standard and to minimize adverse stormwater impacts. Stormwater runoff shall not be diverted or discharged in such a way as to cause an adverse increase in off-site flood stages or have an adverse impact upon natural system values and functions. Stormwater management plan designs shall provide for the attenuation/retention of stormwater from the site. Water released from the site shall be in such a manner as to ensure that no adverse increases in off-site flood stages will result for up to and including a 100-year, 24-hour storm. The County shall pursue opportunities for off-

site public or private regional stormwater attenuation/retention facilities to be used to accomplish stormwater attenuation requirements.

b. Until drainage improvements are made to upgrade the level of service, developments in basins identified through Basin Master Plans as not meeting the Level of Service shall limit the rate of runoff after development to the drainage system capacity by limiting the 100-Year, 24-Hour post-development runoff rates to the apportioned downstream flow capacities which do not cause flooding of residential structures.

c. Best management practices shall be encouraged for intensive agricultural land use practices which substantially increase runoff rates.

d. All new development and stormwater management systems shall meet and be consistent with the requirements in the Basin Master Plans, and Watershed Management Plans.

e. Sarasota County shall provide design standards for Low impact development (LID) measures to mitigate the effect of impervious surfaces and stormwater pollutants on increased runoff volumes, LID design measures may include, but are not limited to, bio-retention, detention with biofiltration, pervious pavement systems, green roofs, rainwater/stormwater harvesting, etc.

Water Policy 1.3.5 - Development shall provide for easy maintenance of outfalls for discharge of drainage.

TRANSPORTATION

OVERVIEW

The subject of this rezoning petition is a ±51.52 acres parcel located in the southwest quadrant of Venice Avenue and River Road. The subject parcel is currently zoned Open Use Estate (OUE). The Applicant is requesting to rezone the parcel to Commercial General (CG) to allow for a mixed-use development. The rezone is associated with Critical Area Plan (CAP) 2021-01-SP and Comprehensive Plan Amendment (CPA) 2022-E.

SUBJECT AREA ROADWAY CONDITIONS

The subject parcel has frontage to Venice Avenue, River Road, and Morgan Road. Venice Avenue is a designated four-lane major arterial in the Future Thoroughfare Plan from Jacaranda Boulevard to River Road. River Road is designated as a six (6) lane major arterial from Interstate 75 to Tamiami Trail (US 41) in the Thoroughfare Plan. Morgan Road is a local road with no Future Thoroughfare Plan designation.

ROADWAY	SEGMENT	Right-of-Way (feet)	Surface Type	Pavement Width (feet)	# Lanes	Lane Width (feet)	Condition	Last Resurfaced	Drainage (open/closed)	Posted Speed Limit
Venice Avenue	Jacaranda Boulevard to River Road	90-140	Asphalt	24	2	12	Marginal	2000	Open	45
River Road*	Venice Avenue to Center Road	166-288	Asphalt	24	2	12	Very Good	2017	Open	45
Morgan Road	Venice Avenue to end of right-of-way	00-66	Unsurfaced	N/A	1	N/A	N/A	N/A	Open	30

SOURCE: Sarasota County Roadway Inventory, aerial photos with half-section overlays, and/or site visit.

* River Road from Interstate 75 to Tamiami Trail is currently under construction.

Venice Avenue from Jacaranda Boulevard to River Road was resurfaced in 2000. The current Overall Condition Index (OCI) is 44.14, which is marginal. As the OCI for roadways reaches 60 or below, Sarasota County seeks to schedule the roadways on the Sarasota County Resurfacing Schedule. Venice Avenue is tentatively scheduled for resurfacing in January 2023.

ACCESS TO SUBJECT PARCEL

Roadway	Access Type	Comment
Two (2) access locations along Venice Avenue	Unrestricted	This access is located at the Venice Avenue at Morgan Road intersection.
	Restricted (Right-in/Right-out Only)	This is the easternmost access along Venice Avenue.
Two (2) access locations along River Road	Restricted (Right-in/Right-out)	This is the northernmost access to River Road located approximately 1,260 feet south of Venice Avenue. Per the existing River Road construction plans the access is restricted to right-in/right-out. Access is subject to FDOT approval.
	Restricted (Right-in/Right-out/Left-In only)	This is the proposed southernmost access to River Road located approximately 2,330 feet south of Venice Avenue. Per the existing River Road construction plans the access is restricted to right-in/right-out/left-in only. Access is subject to FDOT approval.

RIGHT-OF-WAY NEEDS

The Unified Development Code (UDC) requires a minimum of 120 feet of right-of-way for four-lane arterials with closed drainage. According to Sarasota County records there is 100-110 feet of right-of-way along Venice Avenue along the frontage of the parcel frontage. Sarasota County is currently conducting an alignment study to establish the right-of-way alignment in preparation to acquire property to preserve the Venice Avenue corridor (Work Assignment No. 220335) in accordance with Comprehensive Plan TRAN Objective 1.2 and TRAN Policy 1.2.1. The definitive amount of right-of-way needed will be established after the conclusion of the study.

TRIP GENERATION

Zoning	Reference Key	Trip Generation Scenario	Land Use	ITE LUC	Number of Units	Unit Type	Gross Trips		Primary Trips		
							Daily	PM Peak	Percent Primary	Daily	PM Peak
Existing OUE-1	Line 1	Current Use	Vacant	0	0	sf	0	0	100%	0	0
	Line 2	Current Zoning	Residential	210	10	du	121	11	100%	121	11
Proposed CG	Line 3	Proposed Use	Residential	220	500	du	3,280	236	60%	1,975	142
			Retail	820	82,500	sq. ft.	377	57	72%	271	41
			Office	710	27,200	sq. ft.	8,018	491	52%	4,191	257
	Line 4	Proposed Use	Residential	220	500	du	3,280	236	60%	1,975	142
			Retail	820	82,500	sq. ft.	377	57	72%	271	41
			Office	710	27,200	sq. ft.	8,018	491	52%	4,191	257
	Line 5	Zoning Impact (Line 4 minus Line 2)								6,316	429
	Line 6	Concurrency Impact (Line 4 minus Line 1)								6,437	440
	Line 7	Impact of Proposed Use (Line 3 minus Line 1)								6,437	440

Based on the

Institute of Transportation Engineers (ITE), Trip Generation, 11th Ed.

RECOMMENDED STIPULATIONS

1. The easternmost access along Venice Avenue to/from the subject parcel shall be restricted to right-in/right-out turning movements.

Justification: The proposed parcel is located within the Venice Avenue Corridor Plan and access is governed by the Median Access Plan for East Venice Avenue. The corridor plan identifies the allowable location of all full median openings along Venice Avenue from Jacaranda Boulevard to River Road. The nearest allowable full median opening to the subject parcel per the corridor plan is to be located at Morgan Road. Other access to Venice Avenue along the subject parcel's boundary is restricted to right-in/right-out per the corridor Plan. In order to promote safe, convenient, and efficient traffic circulation, and in conformance with the Median Access Plan for East Venice Avenue access along the western boundary shall be limited to right-in/right-out only turning movements. Therefore, the proposed access shall be restricted to right-in/right-out turning movements only.

2. Prior to or concurrent with the development of the subject parcel, the Owner shall construct an eastbound to southbound right-turn lane on Venice Avenue at the easternmost access. The right-turn lane shall be designed in accordance with Exhibit 212 of the Florida Department of Transportation's Design Manual. The improvement shall be included in the construction plans for the subject development.

Justification: The development has proposed an eastbound to southbound right-turn lane on Venice Avenue at the development's easternmost driveway access to improve safety and operations. The proposed

access is expected to receive a significant number of right-turn vehicles. Therefore, in order to mitigate the impacts of the proposed development on Venice Avenue eastbound to southbound right turn lanes should be constructed [UDC, Article 13, Section 124-253, (c).2. j].

3. Prior to or concurrent with the development of the subject parcel, the Owner shall improve Morgan Road from Venice Avenue to the subject parcel's southern boundary to Sarasota County roadway standards. The improvements shall be included in the construction plans for the development.

Justification: The Unified Development Code (UDC) requires that roadways providing access to developments be adequate to accommodate the type and volume of traffic using the roadway. Deficiencies that may warrant denial of approval include the unsafe condition of the road surface, inadequate pavement width, lack of sidewalks where traffic may create safety hazards for pedestrians, etc. Furthermore, the development is within the East Venice Avenue Overlay District. The Overlay District requires applicants to upgrade all platted roads adjacent to their parcel. (UDC, Article 7, Section 124-102, b.7.e.1.iii) Therefore, prior to or concurrent with the development of the subject parcel, Morgan Road should be improved to the county standard [UDC, Article 13, Section 124-253, (c).3. j].

4. Prior to the development of the subject parcel, the Owner shall construct the identified east-west roadway along the subject parcel's southern boundary Road from Morgan Road to River Road.

Justification: In accordance with transportation-related provisions of the East Venice Avenue Overlay (EVA), the subject parcel shall provide a cross-access from the nearest north/south platted roads to abutting properties via a Laneway. Laneways shall be constructed concurrently with the proposed development. The subject property abuts platted road Morgan Road. Therefore, the laneway shall be provided to allow access to the platted road to/from River Road. (UDC, Article 7, Section 124-102, (b)(7)(e)(3)(ii))

5. The northernmost access to River Road shall be restricted to Right-In and Right-Out turning movements unless otherwise permitted by FDOT.
6. The southernmost access to River Road shall be restricted to Right-In and Right-Out turning movements unless otherwise permitted by FDOT.

Justification: Florida Department of Transportation (FDOT) is in the process of widening River Road from Interstate 75 to Center Road from two (2) lanes to four (4) lanes and Center Road to Tamiami Trail from two (2) lanes to six (6) lanes. The recommended access along River Road is consistent with the planned access design for the River Road improvements. Access is subject to FDOT approval.

7. Prior to or concurrent with the development of the subject parcel, the Owner shall construct a southbound to westbound right-turn lane on River Road at the northernmost access. The right-turn lane shall be designed in accordance with Exhibit 212 of the Florida Department of Transportation's Design Manual. The improvement shall be included in the construction plans for the subject development.

Justification: The proposed development meets warrants for a right-turn lane on River Road at the development's proposed northmost driveway access. Therefore, in order to mitigate the impacts of the proposed development a southbound to westbound right-turn lanes should be constructed [UDC, Article 13, Section 124-253, (c).2. j].

For Informational Purposes Only

LEVEL OF SERVICE ANALYSIS

Per the 2011 Community Planning Act (HB 7207) developments are not responsible for correcting existing roadway deficiencies. Per Transportation Policy 1.3.12, The County will review the proposed rezoning for safety, adequate ingress and egress, computability, and operational issues at impacted intersections and circulation, but will not apply traffic concurrency standards to rezoning.

Roadway	Segment	Existing		Vested Trips ²	Existing + Vested		Project Trips ³	Existing+Vested+ Project		A D O L P O T S E D
		PM Peak Trips	LOS ¹		PM Peak Trips	LOS ¹		PM Peak Trips	LOS ¹	
Venice Avenue	Jackson Road to River Road	503	C	63	566	C	202	768	C	D
River Road	Venice Avenue to Center Road	1,635	D	204	1,839	D	238	2,077	D	D

1. Based on a detailed LOS analysis.
2. Based on a 4% growth rate for 3 years.
3. Based on the distribution of Line 7: PM Peak trips, from the Trip Generation Table above.

UTILITIES

Stipulations

None.

Utilities Planning:

Development is required to connect to Sarasota County Public Utilities water and wastewater systems in accordance with current County rules and regulations. Reclaimed water is not currently available to the site. The developer is responsible for the installation of these central services. DEP water and wastewater permits are required, as are Right-of-Way Use and Sarasota County Utilities Construction permits. The development is responsible for providing all additional on-site and off-site infrastructure that will be needed to serve the project.

Utilities	Franchise or Utility
Potable Water	Sarasota County
Wastewater Disposal	Sarasota County
Reclaimed Water	Not Available

Zoning Use	Number of EDUs**	Water Flows (GPD)	Wastewater Flows (GPD)
Current Use	0	0	0
Proposed Use	467.7	116,925	93,540

All flows are shown in Gallons per Day (GPD) / Water = 250 GPD per Unit / Sewer = 200 GPD per Unit

**Equivalent Dwelling Unit – The utilization of capacity that represents the potential of creating a system demand equal to that of a single-family residence.

Potable Water

Potable water service will be provided by Sarasota County Public Utilities which has adequate capacity to serve the proposed development. The potable water system shall be extended and improved in accordance with Sarasota County's Water Supply Master Plan, and Land Development Code. Each phase of development will be responsible for providing the on-site and off-site infrastructure required to serve the phase. The water distribution system shall be extended in a manner that minimizes dead ends by providing a looped system to minimize the need for the flushing of water lines. Each phase will need to accommodate service to adjoining areas so that water mains and neighborhoods are interconnected to form a water supply network. The County may require the oversize of certain potable water infrastructure improvements using existing adopted Capital Improvement Project funds in support of system wide improvements that will be installed by the developer during one or more phase of development.

Wastewater

The wastewater collection system shall be extended and improved in accordance with Sarasota County's Wastewater Management Plan, as well as its Land Development Code. Wastewater collection will be accomplished through the extension(s) of existing gravity service in a manner that accommodates the further extension of wastewater service to adjoining areas. Where the proposed development has or will have adverse impacts upon existing facilities, the developer will be required to mitigate those impacts. Each phase of development will need to be evaluated in order to determine when improvement is required. The developer is responsible to maintain and improve the existing wastewater system to serve the development.

Non-Potable Irrigation

Reclaimed water is not available to this parcel. Irrigation infrastructure shall be designed to accept reclaimed water when it becomes available to the area. Non-potable irrigation demands shall be met through a hierarchy of (1) demand management strategies, (2) reclaimed water, (3) rain water or stormwater. Only after a Development demonstrates to Sarasota County that these measures are insufficient can community ground water wells be considered as a supplement to these other strategies.

FIRE MARSHALL

Analysis

Fire & EMS has no objection to Rezone. Additional access from MF residential areas will be required.

NFPA 1-18.2.3.3 - More than one fire department access road shall be provided when it is determined by the AHJ that access by a single road could be impaired by vehicle congestion, condition of terrain, climate conditions or other factors that could limit access.

NFPA 1141: 5.1.4 - Number of Means of Access

5.1.4.1* - A land development shall have one or more means of access in accordance with Table 5.1.4.1(a), Table 5.1.4.1(b), or 5.1.4.2, whichever produces the greater number.

Stipulations: None.

HEALTH

No comments.

Stipulations: None.

SCAT

Stipulations: None.

HISTORICAL RESOURCES

1. SC Historical Resources has no comments on the CPA and CAP applications at this time. All areas will be subject to review under Chapter 66, Sec. 66-73 and evaluated for the need for a Cultural Resource Assessment Survey under Sec. 66-75(b) during future submittals.

LANDSCAPE

No comments.

Stipulations: None.

SARASOTA COUNTY SCHOOLS

Overview

The Applicant submitted a School Capacity Determination Application for preliminary review of a Rezone with 285 proposed multi-family (MF) dwelling units (DU).

A School Concurrence Determination will be required prior to submittal of a final site plan/final plat/final subdivision plat or functional equivalent and the final analysis may differ from this preliminary analysis. **This School Capacity Determination does not reserve school capacity.**

Preliminary School Capacity Determination

The property is located within the following 2022-23 School Attendance Zones. These zones are subject to change by the School Board. The following preliminary review includes October 2022 Permanent School Capacity (does not include portables), 10/05/22 Student Enrollment, Available School Capacity, the Level-of-Service (LOS) and the Projected Number of Students from the proposed development using the MF student generation rate for 285 DU.

School Name	Permanent Capacity	10/05/22 Enrollment	Available Capacity	LOS	Projected Students
Taylor Ranch Elementary	781	898	(117)	115%	8
Venice Middle	1,024	759	265	74%	4
Venice High School	2,156	2,581	(425)	120%	6

Total: 18

At this time, there is little available capacity at the elementary and high school, which have portables in place to accommodate the current enrollment. There are no student capacity related construction projects scheduled for these schools during the next five years. Taylor Ranch Elementary School has plans for expansion of the parent loop drive due the current deficiency in queuing.

Transportation/Parent Loop/Sidewalks/Bus Stops

The project is not located within the 2-mile walking radius of an existing traditional public school. The School District suggests a complete sidewalk along both sides of the entrance drive to provide students with a safe route to area bus stops and suggests bicycle racks, lighting, shelter, garbage can and a parking area near bus stops due to the trend of vehicles parking near bus stops to drop off and pick up students.

FINDINGS OF FACT FOR RZ NO. 22-35

Approval Criteria	Demonstrating Consistency	Demonstrating Inconsistency
1. The proposed change would/would not be consistent with the intent, goals, objectives, policies, guiding principles and programs of the Comprehensive Plan;	With the following: FLU Policy 1.2.2 FLU Policy 1.2.11 FLU Policy 1.2.12 FLU Policy 1.2.17 FLU Policy 2.3.6 FLU Obj 3.1 FLU Policy 4.1.5(b) HOU Policy 1.1.1 HOU Policy 1.1.2 HOU Policy 1.1.3 HOU Policy 1.1.14 HOU Obj 1.2 ECON Policy 2.2.1	With the following: HOU Policy 1.1.8
2. The proposed change would/would not be compatible with the existing land use pattern and designated future land uses;	Distance to other Commercial Centers. Site layout and design will keep residential uses separated from commercial. Proposed mixed-use will implement the intent of the proposed FLU designation.	Project is requiring a change to the FLU Map and the establishment of a new CAP.
3. The proposed change would/would not have an impact on the availability of adequate public facilities consistent with the level of service standards adopted in the Comprehensive Plan, and as defined and implemented through the Sarasota County Concurrency Management System Regulations, Chapter 94, Article	Site will be served by County potable water and wastewater service.	Capacity at the elementary and high school has been exceeded. Both utilize portables to accommodate the current enrollment. There are no student capacity related construction projects scheduled for these schools during the next five years.

VII of Exhibit A of the Sarasota County Code, as amended;		
4. The existing district boundaries are/are not logically drawn in relation to existing conditions on the property proposed for change;	Proposed site fits within the intersection of E. Venice Ave and River Road.	Staff found none to be applicable.
5. The proposed change will/will not adversely influence living conditions in the neighborhood;	Buffering between the neighboring areas is proposed. Block structure may keep traffic away from E. Venice Ave.	The proposed Rezone will increase traffic to the property when compared to current uses.
6. The proposed change will/will not create a drainage or flooding problem;	The proposed Rezone and future development will implement Best Management Practices for Floodplain management.	Floodplain management requirements due to changes to the impervious area and potential proposed development issues, are to be determined during the future development review process.
7. There are/are not substantial reasons why the property cannot be used in accord with existing zoning;	Current Zone District does not allow for a mixed-use development.	Portions of the property are currently being utilized under OUE-1 zoning for a plant nursery.
8. It is/is not impossible to find other adequate sites in the County for the proposed use in districts already permitting such use;	The location of the subject site to River Road lends itself to develop as a mixed-use property.	There are other Commercial Center FLU designated areas that contain CG zoning.
9. The gradual and ordered growth contemplated in the Comprehensive Plan can/cannot be best accomplished through the approval of a land use which is less intense than the intensity designated on the Future Land Use Map of the Comprehensive Plan;	Proposed rezone and mixed-use development will implement the intent of the proposed FLU designation in the CPA.	Staff found none to be applicable.
10. The proposed change would/would not create adverse impacts in the adjacent area or the County in general;	The proposed Rezone will provide required mitigation and buffering between the neighboring properties. Proposed mixed-use will implement the intent of the proposed FLU designation.	Staff found none to be applicable.

11. The subject parcel is/is not of adequate shape and size to accommodate the proposed change;	Proposed Rezone acreage is within the suggested size for Village II Commercial Center FLU.	Staff found none to be applicable.
12. Ingress and egress to the subject parcel and internal circulation would/would not adversely affect traffic flow, safety or control, or create types of traffic deemed incompatible with surrounding land uses;	<p>The proposed Rezone and future development will implement required County standards for the necessary number of ingress and egress points.</p> <p>Proposed future development will include access points along River Rd. and E. Venice Ave.</p>	Proposed multi-family dwellings and non-residential uses will increase the current trip generation for the site.
13. The proposed change has/has not been reviewed in accordance with the Interlocal Agreement with the School Board of Sarasota County and whether school capacity has been adequately addressed, including on- and off-site improvements;	A School Concurrency Determination will be required prior to submittal of a final site plan/plat or subdivision.	<p>Capacity at the elementary and high school has been exceeded. Both utilize portables to accommodate the current enrollment.</p> <p>There are no student capacity related construction projects scheduled for these schools during the next five years.</p>