



Community Linkages & Design Element

GOAL PROVIDE A MULTI-MODAL TRANSPORTATION SYSTEM THAT LINKS ACTIVITY CENTERS AND NEIGHBORHOODS AND IMPROVES THE CITY'S QUALITY OF LIFE

Objective 1 Community Connectivity. In coordination with the implementation of Policy 1.2 and Policy 1.4 of the Parks and Public Spaces Element, the City shall establish a comprehensive community connectivity system that provides for the needs of pedestrians, bikers, transit riders, and motorists.

- Policy 1.1 Transportation Circulation and System Connectivity. Coordinate with Sarasota County and Sarasota/Manatee Metropolitan Planning Organization (MPO) in the development of a multi-modal transportation system that provides connectivity throughout the Venice and Sarasota County. The system shall address:
- A. Roadways.
 - B. Pedestrian and biking trails and facilities.
 - C. Transit operations and facilities.
 - D. Parking availability.
 - E. Financial feasibility.
- Policy 1.2 Transportation Alternatives. Establish a multi-modal transportation system that provides users access to a variety of options including walking, biking, ground and water transit, and driving by addressing the connectivity between:
- A. Planning areas, including all designated sectors, corridors and neighborhoods.
 - B. Civic buildings and facilities.
 - C. Schools.
 - D. Parks and recreational areas.
 - E. Conservation areas.
- Policy 1.3 Regional Urban Trail Corridor. Enable walkers and bikers to access planning areas throughout Venice and Sarasota County by developing an interconnected regional urban trail system. The trail system should be developed in partnership with other regional transportation planning entities including Sarasota County and the MPO.



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Objective 2 Transportation Land Use and Development Standards. Ensure that future land use practices are coordinated with the expansion and improvement of a comprehensive transportation system.

- Policy 2.1 Coordinated Land Use Practices and Transportation Systems. Utilize the City's long-range planning practices and development review to coordinate land use practices and transportation system expansions. The coordination of land use and transportation policies is necessary to:
- Foster compact urban development patterns.
 - Protect open space and environmental lands.
 - Promote community character and design.
 - Provide transportation options.
- Policy 2.2 Multi-Modal Development Practices. Utilize City's long-range planning practices and development review to ensure that multi-modal transportation is considered within proposed developments by implementing the following practices where appropriate:
- Mixed commercial and residential land uses.
 - Pedestrian-oriented streets.
 - Compact building forms.
 - Short block sizes with shade trees.
 - Street-oriented building placements.
 - Prominent civic buildings and building entrances.
 - Well distributed public and private spaces.
 - Integration with regional trail systems and transit facilities.
- Policy 2.3 Multi-Modal Development Criteria. Utilize the following criteria to identify what specific multi-modal development practices should be applied to a development site:
- Transportation modes servicing the site (bike, walking, transit, and/or vehicle).
 - Local and regional market demands.
 - Existing land use patterns, densities, and intensities.
 - Public infrastructure.
 - Neighboring uses and site design.
 - Bus shelters and benches.
- Policy 2.4 Street Planning Standards. Utilize City's long-range planning practices and development review to promote the development of pedestrian friendly streets by implementing neighborhood street design standards for:
- Roads, bike lanes, and sidewalks/crosswalks.
 - Urban trail and roadway linkages



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- C. Landscaping and street trees.
- D. Street furniture (i.e. lighting, benches, tables, trash receptacles).
- E. Context sensitive signage.
- F. Stormwater systems.
- G. Utility right-of-ways.
- H. Parking location ingresses, egresses, and capacity.

- Policy 2.5 Street Landscaping and Buffering. Utilize the City’s long-range planning practices and development review to ensure streets are appropriately landscaped and buffered by implementing standards for:
- A. Use of native, low maintenance, and drought-tolerant species.
 - B. Shaded sidewalks, trails and sitting areas.
 - C. Incompatible uses and structures.
 - D. Traffic noise.
 - E. Water conservation and use of reclaimed water systems.
 - F. Suitability of landscaping materials based on the future health and maintenance of plants, streetscape, and other structures.
- Policy 2.6 Pedestrian/Biking Environment. The City shall strive to become a recognized Bicycle Friendly Community and support a continuous and seamless urban trail system and enhance the pedestrian/biking environment by ensuring that roadway projects consider:
- A. Wide, well-defined shaded sidewalks.
 - B. Bike lanes and racks.
 - C. Pedestrian crossings and “yield to pedestrian” signage.
 - D. Reduced street crossing widths.
 - E. Shade trees and rest areas.
 - F. Streetscaping and lighting.
- Policy 2.7 Traffic Calming Practices. Improve neighborhood roadway safety for all users by implementing traffic calming practices based upon the demands of the roadway and needs of the surrounding area. Traffic calming practices include:
- A. Reduced street widths.
 - B. Minimized building setbacks.
 - C. Raised / painted crosswalks and medians.
 - D. Speed control devices and concepts.
 - E. Landscaping and street trees.
 - F. On street parking.



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- Policy 2.8 Neighborhood Traffic Management. Improve transportation circulation and reduce automobile accidents by implementing site appropriate neighborhood traffic management practices such as:
- A. Interconnected streets and neighborhoods.
 - B. Roundabouts, traffic circles, and dedicated turn lanes.
 - C. Intersection improvements.
 - D. Access management techniques.
 - E. Coordination of signalization.
 - F. Traffic management technologies.
- Policy 2.9 Accessible Parking Areas. The City shall utilize the site and development process to ensure all developments provide parking areas designated for the physically disabled.
- Policy 2.10 Parking Needs. Changes to existing parking standards shall consider:
- A. Parking demands and desired capacity.
 - B. Concerns of surrounding neighborhoods.
 - C. Use of multi-modal transportation system.
 - D. Need for economic development.
 - E. Bicycle parking.
- Policy 2.11 Safety Considerations. Ensure that Project Development and Environment studies for roadway improvements address: the safety concerns of all users: pedestrians, bicyclists, ground and water transit riders, and motorists.

Objective 3 Regional Interconnectivity. Ensure the Venice community is connected together through a coordinated multi-modal transportation system.

- Policy 3.1 Multi-Modal System Coordination. Coordinate with regional transportation planning partners including Sarasota County, MPO, and Florida Department of Transportation (FDOT) to develop a multi-modal transportation system that provides options to pedestrians, bicyclists, ground and water transit riders, and motorists.
- Policy 3.2 Regional Urban Trail System. Coordinate the development of a regional urban trail system with Sarasota County, MPO, and other regional transportation planning partners.
- Policy 3.3 Transit Coordination. Coordinate transit needs between the City and Sarasota County Area Transit.



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Policy 3.4 Scenic Highway Coordination. Participate with the MPO Scenic Highway Committee to promote the Scenic Highway program throughout Sarasota and Manatee Counties.



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