

**ORDINANCE NO. 2025-07**

**AN ORDINANCE OF THE CITY OF VENICE, FLORIDA, AMENDING THE 2017-2027 CITY OF VENICE COMPREHENSIVE PLAN AND ASSOCIATED PAGES PURSUANT TO PETITION NO. 24-31CP BY AMENDING STRATEGY LU-IS 1.1.3 MIXED USE CORRIDOR (MUC), AND RELATED FUTURE LAND USE TABLES, TO ALLOW ADDITIONAL RESIDENTIAL CAPACITY IN THE MUC AND TO ALLOW THE CONVERSION OF NONRESIDENTIAL TO RESIDENTIAL FOR PROPERTIES LOCATED EAST OF AVENIDA DEL CIRCO, SOUTH AND WEST OF RINGLING DRIVE, AND NORTH OF BASE AVENUE; PROVIDING FOR REPEAL OF ALL ORDINANCES IN CONFLICT HERewith; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE**

**WHEREAS**, the Community Planning Act, Sections 163.3161 through 163.32466, Florida Statutes, (“Act”) authorizes and requires the City of Venice to adopt and amend a comprehensive plan in accordance with the Act; and

**WHEREAS**, the City of Venice adopted the 2017-2027 Comprehensive Plan on November 28, 2017, in accordance with said Act; and

**WHEREAS**, Surf Road, LLC, submitted Petition No. 24-31CP requesting to amend Strategy LU-IS 1.1.3 to allow for additional residential capacity in the Mixed Use Corridor (MUC) and to allow the conversion of nonresidential to residential for a defined area of the MUC; and

**WHEREAS**, Chapter 87 of the City Code of Ordinances designates the City of Venice Planning Commission as the local planning agency; and

**WHEREAS**, the City of Venice Planning Commission held a duly noticed public hearing on August 20, 2024, to review the proposed comprehensive plan amendment, and recommended that city council approve Petition No. 24-31CP with revised language; and

**WHEREAS**, the City Council has received and considered the report of the Planning Commission concerning Petition No. 24-31CP; and

**WHEREAS**, on February 11, 2025, the City Council, after due public notice, held a public hearing on Petition No. 24-31CP and approved, on first reading, the transmittal of the comprehensive plan amendments to the Department of Commerce, as the state land planning agency for review; and

**WHEREAS**, no reviewing agency has identified any adverse impacts to important state resources and facilities within their authorized scope of review if the comprehensive plan amendments are adopted; and

**WHEREAS**, on \_\_\_\_\_, 2025, the City Council, after due public notice, held a second public hearing on Petition No. 24-31CP and determined it complies with the requirements of the Act.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF VENICE, FLORIDA, as follows:

**SECTION 1.** The above whereas clauses are ratified and confirmed as true and correct.

**SECTION 2.** The City of Venice 2017-2027 Comprehensive Plan is hereby amended as shown on the revised pages of the Comprehensive Plan attached hereto as Exhibit “A” and incorporated herein by reference.

**SECTION 3.** All ordinances or parts of ordinances in conflict herewith shall be and the same are hereby repealed to the extent of the conflict.

**SECTION 4.** If any part, section, subsection, or other portion of this ordinance or any application thereof to any person or circumstance is declared void, unconstitutional, or invalid for any reason, such part, section, subsection, or other portion, or the prescribed application thereof, shall be severable, and the remaining provisions of this ordinance, and all applications thereof not having been declared void, unconstitutional, or invalid, shall remain in full force and effect.

**SECTION 5.** The effective date of this plan amendment shall be 31 days after the state land planning agency notifies the City that the plan amendment package is complete. If timely challenged, the amendment does not become effective until the state land planning agency or the Administration Commission enters a final order determining the adopted amendment to be in compliance.

**PASSED BY THE CITY COUNCIL OF THE CITY OF VENICE, FLORIDA THIS \_\_ DAY OF \_\_\_\_\_ 2024.**

First Reading: February 11, 2025

Second Reading: \_\_\_\_\_, 2025

Adoption: \_\_\_\_\_, 2025

\_\_\_\_\_  
Nick Pachota, Mayor

ATTEST:

\_\_\_\_\_  
Kelly Michaels, MMC, City Clerk

I, Kelly Michaels, MMC, City Clerk of the City of Venice, Florida, a municipal corporation in Sarasota County, Florida, do hereby certify that the foregoing is a full and complete, true and correct copy of an Ordinance duly adopted by the City of Venice Council, a meeting thereof duly convened and held on the \_\_ day of \_\_\_\_\_ 2025, a quorum being present.

**WITNESS** my hand and the official seal of said City this \_\_ day of \_\_\_\_\_ 2025.

\_\_\_\_\_  
Kelly Michaels, MMC, City Clerk

Approved as to form:

\_\_\_\_\_  
Kelly Fernandez, City Attorney

**Future Land Use**

The Island				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	6	245,159	0	200	8,711,045	0
CONSERVATION	304	0	0	608	0	0
GOVERNMENT	486	0	0	649	0	0
HIGH DENSITY RESIDENTIAL	85	0	1,530	134	0	2,412
INDUSTRIAL	0	0	0	516	44,953,920	0
INSTITUTIONAL PROFESSIONAL	24	520,542	0	152	3,320,143	0
LOW DENSITY RESIDENTIAL	579	0	2,895	962	0	4,812
MEDIUM DENSITY RESIDENTIAL	73	0	949	296	0	3,849
MIXED USE CORRIDOR	130	1,978,603	<del>1,181</del> 1,350	629	11,391,919	<del>5,126</del> 5,295
<i>Areas of Unique Concern</i>	49	<i>see LU-IS 1.1.6</i>		49	0	0
MIXED USE DOWNTOWN	84	1,902,701	756	84	1,902,701	756
MIXED USE SEABOARD	0	0	0	67	1,970,001	422
MIXED USE AIRPORT	127	1,936,242	0	127	1,936,242	0
MIXED USE RESIDENTIAL	0	0	0	4,295	3,543,008	21,109
MIXED USE TRANSITIONAL	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	72	0	649	561	0	5,052
OPEN SPACE FUNCTIONAL	436	0	0	573	0	0
	2,455	6,583,246	<del>7,960</del> 8,129	10,117	81,914,807	<del>44,886</del> 45,055
ROW	362			887		
Total City Boundary	2,817			11,004		

**Key Thoroughfares**

The Island is developed around a highly connected ("grid-style") roadway network linking the Neighborhood's "downtown" and commercial corridors, parks, community services, public facilities, and residential neighborhoods. The primary roadways (thoroughfares) include:

- Tamiami Trail
- W. Venice Avenue
- Harbor Drive
- Park Boulevard
- Nokomis Avenue
- Palermo Place
- Airport Avenue

square feet and residential units. As a result, the acreage to be utilized for determining buildout potential is 130 acres:

- A. The minimum residential density is 5.1 dwelling units (DUs) per gross acre; the maximum residential density is 13.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUC is:

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing and Entitled as of 11/1/23	Remaining as of 11/1/23
<b>MUC</b>	130	13	30%	<del>70%</del> 80%	506	<del>4,484</del> 1,350	1,148	<del>33</del> 202

- B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.50 (designation-wide); 1.0 (for individual sites). The range of square footage permitted in the MUC is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Existing and Entitled as of 11/1/23	Remaining as of 11/1/23
<b>MUC</b>	130	0.5	<del>30%</del> 20%	70%	<del>847,973</del> 565,315	1,978,603	1,469,375	509,228

- C. Development and redevelopment may incorporate either a horizontal or vertical mix of uses, typically locating higher activity uses such as retail, restaurant, or similar on the ground floor, and lower intensity uses such as professional office, residential, or similar above the ground floor.
- D. To encourage redevelopment of properties located east of Avenida Del Circo, south and west of Ringling Drive and north of Base Avenue, a conversion from non-residential land uses to residential use may be made on an equivalent dwelling unit basis of one (1) additional dwelling unit per 2,000 non-residential square feet resulting in a density greater than the current maximum of 13 units per acre, but a density that cannot exceed 32 units per acre.

#### Strategy LU-IS 1.1.4 - Mixed Use Airport (MUA)

The MUA within the Island Neighborhood comprises approximately 127 acres generally defined as including 400 feet along the south side of Airport Avenue, its western boundary aligned with the eastern right-of-way line of Shore Road, proceeding east to Approach Trail Venice Airport, and including approximately 860 feet along the eastern edge of the airport property, and as shown on the Future Land Use Map (see mixed use descriptions in the Future Land Use Element). The MUA recognizes the Venice Municipal Airport, Airport Master Plan and its proposed uses. The following shall apply when within the MUA designation:

- A. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.35 (designation-wide); 1.0 (for individual sites). The range of square footage permitted in the MUA is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Existing and Entitled as of 11/1/22	Remaining as of 11/1/22
<b>MUA</b>	127	0.35	NA	NA	NA	1,936,242	104,887	1,831,355

- B. Within the MUA designation, development and redevelopment shall be limited to those uses designated and defined within the Airport Master Plan as may be amended, including aeronautical, aeronautical support services, non-retail commercial, office, and limited light industrial; residential uses shall not be permitted.
- C. Uses within the MUA are subject to the adopted Airport Master Plan, Chapter 333, F.S., and the implementing Airport Zoning and Land Use Compatibility Standards.

- 857 residential units (single family detached, single family attached, multifamily/ condominium), and
- 1,718,203 square feet of non-residential uses (commercial, office, civic, professional).

### Future Land Use

Gateway				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	73	3,179,880	0	200	8,711,045	0
CONSERVATION	27	0	0	608	0	0
GOVERNMENT	10	0	0	649	0	0
HIGH DENSITY RESIDENTIAL	45	0	810	134	0	2,412
INDUSTRIAL	14	1,219,680	0	516	44,953,920	0
INSTITUTIONAL PROFESSIONAL	10	217,800	0	152	3,320,143	0
LOW DENSITY RESIDENTIAL	0	0	0	962	0	4,812
MEDIUM DENSITY RESIDENTIAL	10	0	130	296	0	3,849
MIXED USE CORRIDOR	13	254,826	127	629	11,391,919	5,126 5,295
<i>Areas of Unique Concern</i>				49	0	0
MIXED USE DOWNTOWN	0	0	0	84	1,902,701	756
MIXED USE SEABOARD	67	1,970,001	422	67	1,970,001	422
MIXED USE AIRPORT	0	0	0	127	1,936,242	0
MIXED USE RESIDENTIAL	0	0	0	4,295	3,543,008	21,109
MIXED USE TRANSITIONAL	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	56	0	500	561	0	5,052
OPEN SPACE FUNCTIONAL	41	0	0	573	0	0
	366	6,842,187	1,988	10,117	81,914,807	44,886 45,055
ROW	74			887		
Total City Boundary	440			11,004		

### Key Thoroughfares

The Gateway is developed around the historic railroad and waterways. Key roadways link the Neighborhood's commercial corridors, parks, community services, public facilities, and residential neighborhoods. These roadways include:

- Venice Bypass 41
- Business 41/Tamiami Trail
- E Venice Ave
- Albee Farm Road
- Seaboard Avenue

## Future Land Use

East Venice Ave				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	94	4,094,640	0	200	8,711,045	0
CONSERVATION	0	0	0	608	0	0
GOVERNMENT	20	0	0	649	0	0
HIGH DENSITY RESIDENTIAL	0	0	0	134	0	2,412
INDUSTRIAL	0	0	0	516	44,953,920	0
INSTITUTIONAL PROFESSIONAL	37	807,167	0	152	3,320,143	0
LOW DENSITY RESIDENTIAL	167	0	835	962	0	4,812
MEDIUM DENSITY RESIDENTIAL	92	0	1,196	296	0	3,849
MIXED USE CORRIDOR	0	0	0	629	11,391,919	<del>5,126</del> 5,295
<i>Areas of Unique Concern</i>				49	0	0
MIXED USE DOWNTOWN	0	0	0	84	1,902,701	756
MIXED USE SEABOARD	0	0	0	67	1,970,001	422
MIXED USE AIRPORT	0	0	0	127	1,936,242	0
MIXED USE RESIDENTIAL	58	50,328	289	4,295	3,543,008	21,109
MIXED USE TRANSITIONAL	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	33	0	295	561	0	5,052
OPEN SPACE FUNCTIONAL	2	0	0	573	0	0
	503	4,952,135	2,615	10,117	81,914,807	<del>44,886</del> 45,055
ROW	61			887		
Total City Boundary	564			11,004		

## Key Thoroughfares

The East Venice Avenue Neighborhood is generally developed along East Venice Avenue; however, it is also accessed by:

- US 41 Bypass
- Pinebrook Road
- Auburn Road

## Unique Neighborhood Strategies

### Land Use:

#### Strategy LU-EV 1.1.1 - Redevelopment

The City recognizes this Neighborhood is primarily developed with minimal opportunities for new development. The City supports the redevelopment of underutilized properties to encourage a diversity of

## Future Land Use

Pinebrook				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	22	958,320	0	200	8,711,045	0
CONSERVATION	224	0	0	608	0	0
GOVERNMENT	2	0	0	649	0	0
HIGH DENSITY RESIDENTIAL	4	0	72	134	0	2,412
INDUSTRIAL	0	0	0	516	44,953,920	0
INSTITUTIONAL PROFESSIONAL	74	1,622,174	0	152	3,320,143	0
LOW DENSITY RESIDENTIAL	85	0	427	962	0	4,812
MEDIUM DENSITY RESIDENTIAL	98	0	1,272	296	0	3,849
MIXED USE CORRIDOR	0	0	0	629	11,391,919	<del>5,126</del> 5,295
<i>Areas of Unique Concern</i>				49	0	0
MIXED USE DOWNTOWN	0	0	0	84	1,902,701	756
MIXED USE SEABOARD	0	0	0	67	1,970,001	422
MIXED USE AIRPORT	0	0	0	127	1,936,242	0
MIXED USE RESIDENTIAL	1,271	1,107,656	6,357	4,295	3,543,008	21,109
MIXED USE TRANSITIONAL	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	329	0	2,961	561	0	5,052
OPEN SPACE FUNCTIONAL	79	0	0	573	0	0
	2,189	3,688,151	11,089	10,117	81,914,807	<del>44,886</del> 45,055
ROW	227			887		
Total City Boundary	2,416			11,004		

## Key Thoroughfares

The Pinebrook Neighborhood is generally developed along Pinebrook Road running in a north/south direction and includes other major thoroughfares:

- Albee Farm Road
- Auburn Road
- Edmondson Road

## Unique Neighborhood Strategies

### Land Use:

#### Strategy LU-PB 1.1.1 - Neighborhood Open Space Protection

The City shall require that functional and conservation open spaces within existing residential developments including those zoned Planned Unit Development (PUD) be protected from redevelopment and infill

## Future Land Use

Laurel Rd Corridor				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	0	0	0	200	8,711,045	0
CONSERVATION	0	0	0	608	0	0
GOVERNMENT	71	0	0	649	0	0
HIGH DENSITY RESIDENTIAL	0	0	0	134	0	2,412
INDUSTRIAL	0	0	0	516	44,953,920	0
INSTITUTIONAL PROFESSIONAL	0	0	0	152	3,320,143	0
LOW DENSITY RESIDENTIAL	0	0	0	962	0	4,812
MEDIUM DENSITY RESIDENTIAL	0	0	0	296	0	3,849
MIXED USE CORRIDOR	317	6,213,834	2,061	629	11,391,919	<del>5,126</del> 5,295
<i>Areas of Unique Concern</i>				49	0	0
MIXED USE DOWNTOWN	0	0	0	84	1,902,701	756
MIXED USE SEABOARD	0	0	0	67	1,970,001	422
MIXED USE AIRPORT	0	0	0	127	1,936,242	0
MIXED USE RESIDENTIAL	0	0	0	4,295	3,543,008	21,109
MIXED USE TRANSITIONAL	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	72	0	648	561	0	5,052
OPEN SPACE FUNCTIONAL	5	0	0	573	0	0
	465	6,213,834	2,709	10,117	81,914,807	<del>44,886</del> 45,055
ROW	31			887		
Total City Boundary	496			11,004		

## Key Thoroughfares

The roadway network is generally limited due to the I-75 interchange and overall lack of development at this time. The primary roadways (thoroughfares) include:

- Pinebrook Road
- Honore Avenue
- Laurel Road
- I-75
- Knights Trail Road

## Future Land Use

Northeast Venice				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	5	233,046	0	200	8,711,045	0
CONSERVATION	0	0	0	608	0	0
GOVERNMENT	4	0	0	649	0	0
HIGH DENSITY RESIDENTIAL	0	0	0	134	0	2,412
INDUSTRIAL	0	0	0	516	44,953,920	0
INSTITUTIONAL PROFESSIONAL	0	0	0	152	3,320,143	0
LOW DENSITY RESIDENTIAL	131	0	655	962	0	4,812
MEDIUM DENSITY RESIDENTIAL	23	0	302	296	0	3,849
MIXED USE CORRIDOR	0	0	0	629	11,391,919	<del>5,126</del> 5,295
<i>Areas of Unique Concern</i>				49	0	0
MIXED USE DOWNTOWN	0	0	0	84	1,902,701	756
MIXED USE SEABOARD	0	0	0	67	1,970,001	422
MIXED USE AIRPORT	0	0	0	127	1,936,242	0
MIXED USE RESIDENTIAL	2,648	2,306,763	13,239	4,295	3,543,008	21,109
MIXED USE TRANSITIONAL	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	0	0	0	561	0	5,052
OPEN SPACE FUNCTIONAL	10	0	0	573	0	0
	2,821	2,539,809	14,196	10,117	81,914,807	<del>44,886</del> 45,055
ROW	101			887		
Total City Boundary	2,922			11,004		

## Key Thoroughfares

The Northeast Neighborhood is generally developed along three main thoroughfares as follows:

- Laurel Road
- Border Road
- Jacaranda Boulevard

Both Laurel Road and Jacaranda Boulevard provide access to I-75.

## Future Land Use

Knights Trail				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	0	0	0	200	8,711,045	0
CONSERVATION	53	0	0	608	0	0
GOVERNMENT	56	0	0	649	0	0
HIGH DENSITY RESIDENTIAL	0	0	0	134	0	2,412
INDUSTRIAL	502	43,734,240	0	516	44,953,920	0
INSTITUTIONAL PROFESSIONAL	7	152,460	0	152	3,320,143	0
LOW DENSITY RESIDENTIAL	0	0	0	962	0	4,812
MEDIUM DENSITY RESIDENTIAL	0	0	0	296	0	3,849
MIXED USE CORRIDOR	169	2,944,656	1,758	629	11,391,919	<del>5,126</del> 5,295
<i>Areas of Unique Concern</i>				49	0	0
MIXED USE DOWNTOWN	0	0	0	84	1,902,701	756
MIXED USE SEABOARD	0	0	0	67	1,970,001	422
MIXED USE AIRPORT	0	0	0	127	1,936,242	0
MIXED USE RESIDENTIAL	318	69,260	1,224	4,295	3,543,008	21,109
MIXED USE TRANSITIONAL	214	4,194,828	1,348	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	0	0	0	561	0	5,052
OPEN SPACE FUNCTIONAL	0	0	0	573	0	0
	1,319	51,095,444	4,330	10,117	81,914,807	<del>44,886</del> 45,055
ROW	31			887		
Total City Boundary	1,350			11,004		

## Key thoroughfares

The Knights Trail is generally developed along these thoroughfares:

- Knights Trail Road
- Laurel Road East of I-75

Note: Laurel Road provides access to Interstate 75 for this Neighborhood. Sarasota County has identified an extension of Knights Trail Road to the north providing a future, additional access to this area.

## Unique Neighborhood Strategies

### Land Use

#### Strategy LU-KT 1.1.1 - Mixed Use Corridor

The MUC within the Knights Trail Neighborhood comprises approximately 169 acres generally including property along Knights Trail Road (see mixed use descriptions in the Future Land Use Element). The following shall apply for the MUC designation within the Knights Trail Neighborhood: