

ORDINANCE NO. 2025-27

AN ORDINANCE OF THE CITY OF VENICE, FLORIDA, AMENDING THE 2017-2027 CITY OF VENICE COMPREHENSIVE PLAN PURSUANT TO PETITION NO. 25-27CP, BY AMENDING STRATEGIES LU 1.2.9 MIXED USE CATEGORY, LU 1.2.9.C, CORRIDOR (MUC) AND LU-LR 1.1.1, MIXED USED CORRIDOR (MUC), TO RECOGNIZE THE PLANNED PUBLIC HOSPITAL (PPH) ZONING DISTRICT AND MODIFY THE INTENSITY STANDARDS OF THE MUC FOR THE NEW ZONING DISTRICT; 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, the Sarasota County Public Hospital District submitted Petition No. 25-27CP requesting to amend Strategies LU 1.2.9, LU 1.2.9.c, and LU-LR 1.1.1 to recognize the Planned Public Hospital (PPH) zoning district and modify the intensity standards of the MUC for the new zoning district; 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 June 17, 2025, to review the proposed comprehensive plan amendments, and recommended that City Council approve Petition No. 25-27CP; and

WHEREAS, the City Council received and considered the report of the Planning Commission concerning Petition No. 25-27CP; and

WHEREAS, on July 8, 2025, the City Council, after due public notice, held a public hearing on Petition No. 25-27CP 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. 25-27CP 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. Petition No. 25-27CP is hereby approved and 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, if the amendment is not timely challenged, shall be 31 days after adoption. If timely challenged, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance.

PASSED BY THE CITY COUNCIL OF THE CITY OF VENICE, FLORIDA, THIS __ DAY OF _____ 2025.

First Reading: July 8, 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

Strategy LU 1.2.9 - Mixed Use Category. The City has developed Mixed Use future land use categories and provided the minimum and maximum targeted land uses, densities, and intensities identified below.

Mixed Use Land Use	Intensity (Floor Area Ratio)	Residential Density	Implementing Zoning Districts
Downtown	See Strategies below for the respective Intensity and Density Standards including Maximum Levels of Development. Residential densities below are per parcel and not an average across the Mixed Use Designation.		VA, DE, ST1, GOV
Seaboard			SBI, VA, GOV
Corridor			KT, NTG, ST2, LE, LW, AA, GOV, <u>PPH</u>
Airport			GOV
Transitional			KTT, GOV
Residential			PUD, GOV

Any redevelopment of property with a Mixed Use Future Land Use designation with a traditional zoning district designation as defined in the Land Development Regulations Section 2.2, with the exception of PUD and GOV, will require rezoning of the property to an implementing zoning district.

Strategy LU 1.2.9.a - Downtown (MUD)



- Limited to the Island Neighborhood, generally centered on Venice Avenue and Tamiami Trail (Business 41).
- Supports mixed use (horizontal and vertical)
- Medium and High Residential uses are permitted
- Commercial/Office are envisioned on the ground floor
- Low Density and Moderate Density Residential and Industrial uses are not permitted
- Typically walkable in nature
- Designation Total Development (Min/Max Percentages) as follows:
 - Non-Residential: 50% / 80%
 - Residential: 20% / 50%
- Intensity/Density:
 - Non-Residential Intensity (FAR): 0.65 (average) Designation-Wide; 3.0 maximum per individual property
 - Residential Density (Du/Ac): 9.1 - 18.0
 - Where vertical mixed use is proposed, the minimum residential density may be reduced to 5.1 Du/Ac (gross)

Strategy LU 1.2.9.b - Seaboard (MUS)



- Limited to the Gateway/Waterway Neighborhood, bounded by Venice Avenue (generally south side of Venice Avenue) Tamiami Trail (Bypass 41) (west side of Tamiami Trail).
- Supports mixed use (horizontal and vertical)
- All Non-Residential Uses are envisioned; however, new Industrial Uses are prohibited
- Medium and High Residential uses are permitted; Low and Moderate Density Residential uses are prohibited except where legally non-



conforming.

5. Supports redevelopment and adaptive reuse of existing buildings
6. Designation Total Development (Min/Max Percentages) as follows:
 - a) Non-Residential: 65% / 90%
 - b) Residential: 10% / 35%
7. Intensity/Density:
 - a) Non-Residential Intensity (FAR): 0.75 (average) Designation-Wide; 2.0 maximum per individual property
 - b) Residential Density: 9.1 - 18.0
 1. Where vertical mixed use is proposed, the minimum residential density may be reduced to 5.1 Du/Ac (gross)

Strategy LU 1.2.9.c - Corridor (MUC)

1. Envisioned to be located in and support the Island Neighborhood, Laurel Road Corridor, Gateway and Knights Trail Neighborhood.
2. Supports mixed use (horizontal and vertical).
3. Moderate to Medium Density Residential uses are permitted; low density/single family uses are not permitted.
4. Non-Residential uses are limited to Commercial and Institutional-Professional.
5. Industrial Uses are not permitted except as noted below.
6. Designation Total Development (Min/Max Percentages) as follows:
 - a) Non-Residential: See Specific Neighborhood for Min/Max Percentages
 - b) Residential: See Specific Neighborhood for Min/Max Percentages
7. Intensity/Density:
 - a) Non-Residential Intensity (FAR): 0.5 (average) Designation-Wide; 1.0 maximum per individual property, except for PPH zoned properties which shall be limited to a FAR of 3.0.
 - b) Residential Density: 5.1 - 13.0
8. Typically developed utilizing form based code concepts and standards for building placement, design, and parking; "campus-style" design may be used.
9. Except for MUC located within the Laurel Road Corridor, Large-scale, single use commercial buildings and uses including those requiring outdoor display of goods are not permitted within this Designation.

Strategy LU 1.2.9.d - Airport (MUA)

1. Primarily encompasses the non-aeronautical areas of the Venice Municipal Airport (i.e., not runways and taxiways).
2. Uses shall be consistent with the adopted Airport Master Plan
3. Intensity/Density:
 - a) Non-Residential Intensity (FAR): 0.35 (average) Designation-Wide; 1.0 maximum per individual property
 - b) Residential: not permitted



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	133	0	2,399
INDUSTRIAL	0	0	0	516	44,953,920	0
INSTITUTIONAL PROFESSIONAL	0	0	0	157	3,429,043	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 12,627,912	2,061	629	11,402,896 17,816,974	5,302
<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 12,627,912	2,709	10,122	82,034,684 88,448,762	45,049
ROW	31			887		
Total City Boundary	496			11,009		

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

Unique Neighborhood Strategies

Land Use:

Strategy LU-LR 1.1.1 - Mixed Use Corridor (MUC)

The MUC within the Laurel Road Neighborhood comprises approximately 317 acres generally including property along Laurel Road at the I-75 interchange (see mixed-use descriptions in the Future Land Use Element). The following shall apply for the MUC designation:

- A. The minimum residential density is 5.1; 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 11/1/24	Remaining as of 11/1/24
MUC	317	13	10%	50%	412	2,061	1,208	853

- 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), except for properties zoned Planned Public Hospital (PPH) which shall be 3.0. 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 11/1/24	Remaining as of 11/1/24
MUC	317	0.50	50%	90%	3,452,130	6,213,834	3,557,058	2,656,776
	252				2,739,455	4,931,018	706,492	4,224,526
PPH	65	3.0*	50%	90%	<u>4,276,052</u>	<u>7,696,894</u>	<u>2,850,566</u>	<u>4,846,328</u>
Total	317				<u>7,015,507</u>	<u>12,627,912</u>	<u>3,557,058</u>	<u>9,070,854</u>

- C. For properties zoned ILW or PID with existing industrial uses prior to the adoption of the new Land Development Regulations through Ordinance No. 2022-15, such uses may be maintained and expanded. No new industrial uses may occur on these properties.

Strategy LU-LR 1.1.2 - Horizontal Mixed-Use

Horizontal and vertical mixed-use developments shall be encouraged in the Laurel Road Neighborhood. Due to the nature of the Neighborhood, the City supports primarily horizontal mixed-use as an alternative form of development; conventional, suburban-style development with increased building setbacks.

Strategy LU-LR 1.1.3 - Multifamily Focus

The City shall promote mixed-use to provide a variety of housing within this Neighborhood based on existing and proposed employment opportunities, existing and proposed transportation resources including transit and the availability of public infrastructure.