

## 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	84	0	1,517	133	0	2,399
INDUSTRIAL	0	0	0	516	44,953,920	0
INSTITUTIONAL PROFESSIONAL	24	520,542	0	157	3,429,043	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	1,989,580	1,357	<u>629</u> <u>564</u>	<u>17,846,974</u> <u>10,128,766</u>	<u>5,302</u> <u>4,880</u>
<i>Planned Public Hospital</i>				<u>65</u>	<u>8,494,200</u>	<u>0</u>
Areas of Unique Concern	49	see LU-IS 1.1.6		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	6,594,223	8,123	10,122	<u>88,448,762</u> <u>89,254,754</u>	<u>45,049</u> <u>44,627</u>
ROW	362			887		
Total City Boundary	2,817			11,009		

## 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

## Unique Neighborhood Strategies

### Land Use:

#### Strategy LU-IS 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 non-residential uses capable of supporting the adjacent residential areas. In support of this Strategy, the City shall utilize the land development regulations to require that redevelopment projects are consistent with the historical character of those portions of the Island Neighborhood specifically regarding:

- A. Historic grid street patterns established by the Nolen Plan
- B. Building massing, form, layout, and setbacks

#### Strategy LU-IS 1.1.2 - Mixed Use Downtown (MUD)

The MUD within the Island Neighborhood comprises 84 acres generally including the historic downtown and a portion of Business 41 (see mixed-use descriptions in the Future Land Use Element). The following shall apply for the MUD designation:

- A. The minimum residential density is 9.1 dwelling units (DUs) per gross acre; the maximum residential density is 18.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUD is:

Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing and Entitled as of 11/1/2-4-5	Remaining as of 11/1/2-4-5	
MUD	84	18	20%	50%	302	756	552 559	204 197

- B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.65 (designation-wide); 3.0 (for individual sites). The range of square footage permitted in the MUD is:

Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Existing and Entitled as of 11/1/2-4-5	Remaining as of 11/1/2-4-5	
MUD	84	0.65	50%	80%	1,189,188	1,902,701	921,854 928,507	980,847 974,194

- C. Development and redevelopment may incorporate a vertical mix of uses within the implementing VA zoning district, typically locating higher activity uses such as retail, restaurant, or similar uses on the ground floor, and lower activity uses such as professional offices, residential, or similar uses above the ground floor.
- D. Development and redevelopment for those properties within the MUD but not zoned VA may be either a vertical or horizontal mix of uses.

#### Strategy LU-IS 1.1.3 - Mixed Use Corridor (MUC)

The MUC within the Island Neighborhood comprises approximately 179 acres (130 acres excluding the Areas of Unique Consideration) generally including Business 41 and Airport Avenue (see mixed use descriptions in the Future Land Use Element). The following shall apply for the MUC designation within the Island Neighborhood. For the calculations below and based on the previously adopted level of entitlements, the areas of unique consideration within the MUC (see Strategy LU-IS 1.1.6) are not included in the total

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 11/1/2-4-5	Remaining as of 11/1/2-4-5	
<b>MUC</b>	130	13	30%	80%	509	1,357	1,148	209

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 11/1/2-4-5	Remaining as of 11/1/2-4-5	
<b>MUC</b>	130	0.5	20%	70%	568,451	1,989,580	1,469,375 1,570,434	520,205 419,146

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 11/1/2-4-5	Remaining as of 11/1/2-4-5
<b>MUA</b>	127	0.35	NA	NA	NA	1,936,242 104,887 144,911	4,831,355 1,791,331

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	0	200	8,711,045	0
CONSERVATION	27	0	0	0	608	0	0
GOVERNMENT	10	0	0	0	649	0	0
HIGH DENSITY RESIDENTIAL	45	0	810	810	133	0	2,399
INDUSTRIAL	14	1,219,680	0	0	516	44,953,920	0
INSTITUTIONAL PROFESSIONAL	10	217,800	0	0	157	3,429,043	0
LOW DENSITY RESIDENTIAL	0	0	0	0	962	0	4,812
MEDIUM DENSITY RESIDENTIAL	10	0	130	130	296	0	3,849
MIXED USE CORRIDOR	13	254,826	127	127	629 564	17,816,974 10,128,766	5,302 4,880
<i>Planned Public Hospital</i>					65	8,494,200	0
Areas of Unique Concern					49	0	0
MIXED USE DOWNTOWN	0	0	0	0	84	1,902,701	756
MIXED USE SEABOARD	67	1,970,001	422	422	67	1,970,001	422
MIXED USE AIRPORT	0	0	0	0	127	1,936,242	0
MIXED USE RESIDENTIAL	0	0	0	0	4,295	3,543,008	21,109
MIXED USE TRANSITIONAL	0	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	56	0	500	500	561	0	5,052
OPEN SPACE FUNCTIONAL	41	0	0	0	573	0	0
	366	6,842,187	1,988	1,988	10,122 887	88,448,762 89,254,754	45,049 44,627
ROW	74						
Total City Boundary	440					11,009	

## 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

## Unique Neighborhood Strategies

### Land Use:

#### Strategy LU-GW 1.1.1 - Redevelopment

The City recognizes this Neighborhood is envisioned to support redevelopment efforts including both traditional and non-traditional (i.e., mixed-use) development. The City shall support redevelopment design in the Gateway Neighborhood to enhance its intrinsic natural, historic, and cultural characteristics. Redevelopment Strategies shall include but not be limited to the following:

- A. Consideration of Coastal High Hazard Area (CHHA)
- B. Strengthen neighborhood connections (multimodal) to the Island Neighborhood
- C. Encourage retail, service, office, limited light industrial, and residential through mixed-use development
- D. Encourage mixed-use development and development designs that support pedestrian-oriented uses; emphasis should be placed on the placement of buildings, construction of pedestrian facilities, placement of parking, and architectural designs that create active, attractive, and functional public spaces
- E. Require the installation of pedestrian realm features including but not limited to: street trees, street furniture/furnishings, and wayfinding signage
- F. Place utilities underground where feasible

#### Strategy LU-GW 1.1.2 - Mixed Use Seaboard (MUS)

The MUS comprises approximately 67 acres generally including the historically industrial Seaboard area along US Bypass 41 and East Venice Ave (see mixed-use descriptions in the Future Land Use Element). The following shall apply for the MUS designation within the Gateway Neighborhood.

- A. The minimum residential density is 9.1 dwelling units (DUs) per gross acre; the maximum residential density is 18.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUS is:

Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing and Entitled as of 11/1/2-4-5	Remaining as of 11/1/2-4-5	
<b>MUS</b>	67	18	10%	35%	121	422	0	422

- B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.75 (designation-wide); 2.0 (for individual sites). The range of square footage permitted in the MUS is:

Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Existing and Entitled as of 11/1/2-4-5	Remaining as of 11/1/2-4-5	
<b>MUS</b>	67	0.75	65%	90%	1,422,779	1,970,001	931,474	1,038,527

- 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. The City shall develop and maintain an inventory of all public facilities and properties to ensure that structures are safe, well maintained, and optimally utilized.
- E. The City shall identify, plan, and provide for the specific infrastructure needs of the Gateway Neighborhood such as stormwater and parking and develop a prioritization system based on project costs and benefit.

#### **Strategy LU-GW 1.1.3 - Mixed Use Corridor (MUC)**

The MUC within the Gateway Neighborhood comprises approximately 13 acres generally including two properties commonly known as Chung Property and Fisherman's Wharf (see mixed use descriptions in the Future Land Use Element). The following shall apply for the MUC designation within the Gateway Neighborhood.

- 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 11/1/2-4-5	Remaining as of 11/1/2-4-5
<b>MUC</b>	13	13	10%	75%	17	127	94	32

- 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 11/1/2-4-5	Remaining as of 11/1/2-4-5
<b>MUC</b>	13	0.5	25%	90%	70,785	254,826	12,061	242,765

- 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.

#### **Strategy LU-GW 1.1.4 - Mixed Use Designations and Form Based Code**

The City has identified that all mixed-use areas shall be implemented through Form Based Code. The implementing Code is intended to focus on the form of buildings rather than the land use; the physical character of buildings and the relationship of buildings to each other and to the street. Specific to the Gateway Neighborhood, characteristics shall include:

- A. Historic design (John Nolen Plan)
- B. Building Height
- C. Architecture
- D. Building form, massing, and setbacks
- E. Parking
- F. Mobility

## 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	133	0	2,399
INDUSTRIAL	0	0	0	516	44,953,920	0
INSTITUTIONAL PROFESSIONAL	37	807,167	0	157	3,429,043	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	629 564	17,816,974 10,128,766	5,302 4,880
<i>Planned Public Hospital</i>				65	8,494,200	0
<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	10,122	88,448,762 89,254,754	45,049 44,627
ROW	61			887		
Total City Boundary	564			11,009		

## 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 non-residential uses capable of supporting the adjacent residential areas. In support of this Strategy, the

City shall utilize the land development regulations to require that redevelopment projects are consistent with the historical character of those portions of the East Venice Neighborhood (i.e., Edgewood, East Gate), specifically regarding:

- A. Historic grid street patterns established by the Nolen Plan,
- B. Building massing, form, layout, and setbacks.

### Strategy LU-EV 1.1.2 - Mixed Use Residential

The MUR within the East Venice Avenue Neighborhood comprises approximately 58 acres generally including a mix of non-residential uses and adjacent, supporting residential uses centered on East Venice Avenue (see mixed use descriptions in the Future Land Use Element). The following shall apply for the MUR designation:

- A. The minimum residential density is 1.0; the maximum residential density is 5.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUR is:

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing and Entitled as of 11/1/2-4-5	Remaining as of 11/1/2-4-5
<b>MUR</b>	58	5	95%	100%	274	289 <sup>*1</sup>	438	-149

<sup>\*1</sup> = See LU 1.2.16.5 specific to those existing PUDs that exceed current MUR and PUD Code standards

- B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.40 (designation-wide); 0.25 (for individual sites). The range of square footage permitted in the MUR is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Existing and Entitled as of 11/1/2-4-5	Remaining as of 11/1/2-4-5
<b>MUR</b>	58	0.40	0%	5%	0	50,328 <sup>*1</sup>	60,597	-10,269

<sup>\*1</sup> = See LU 1.2.16.5 specific to those existing PUDs that exceed current MUR and PUD Code standards

- C. Specific to Open Space, see LU 1.2.16.6.c.

### Transportation:

#### Strategy TR-EV 1.1.3 - Complete Street Elements

Multimodal transportation improvements shall be designed in a context sensitive manner and incorporate appropriate complete street principles based upon the location of the improvement within the neighborhood. Specific complete street elements to be included on a particular street segment shall be subject to evaluation and approval on a segment by segment basis. Potential candidates for complete street principles include but are not limited to items identified by “x”.

## 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	133	0	2,399
INDUSTRIAL	0	0	0	516	44,953,920	0
INSTITUTIONAL PROFESSIONAL	79	1,731,074	0	157	3,429,043	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	629 564	47,816,974 10,128,766	5,302 4,880
<i>Planned Public Hospital</i>				65	<u>8,494,200</u>	0
Areas of Unique Concern				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
	2,194	3,797,051	11,089	10,122	88,448,762 89,254,754	45,049 44,627
ROW	227			887		
Total City Boundary	2,421			11,009		

## 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 development which may negatively affect their use. Reduction and or elimination of open spaces developed consistent with the underlying PUD zoning shall not be supported by the City.

### Strategy LU-PB 1.1.2 - Mixed Use Residential

The MUR within the Pinebrook Neighborhood comprises approximately 1,271 acres generally including residential areas west of I-75 and along Pinebrook Road (see mixed use descriptions in the Future Land Use Element). The following shall apply for the MUR designation:

A. The minimum residential density is 1.0 dwelling units (DU's) per gross acre; maximum residential density is 5.0 DU's per gross acre. The range of dwelling units permitted in the MUR is:

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing and Entitled as of 11/1/2-4-5	Remaining as of 11/1/2-4-5
<b>MUR</b>	1,271	5	95%	100%	<b>6,039</b>	<b>6,357</b>	4,528	1,829

B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.40 (designation-wide); 0.25 (for individual sites). The range of square footage permitted in the MUR is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Existing and Entitled as of 11/1/2-4-5	Remaining as of 11/1/2-4-5
<b>MUR</b>	1,271	0.40	0%	5%	<b>0</b>	<b>1,107,656</b>	82,640	1,025,016

C. Specific to Open Space, see LU 1.2.16.6.c.

### Transportation:

#### Strategy TR-PB 1.1.3 - Complete Street Elements

Multimodal transportation improvements shall be designed in a context sensitive manner and incorporate appropriate complete street principles based upon the location of the improvement within the neighborhood. Specific complete street elements to be included on a particular street segment shall be subject to evaluation and approval on a segment by segment basis. Potential candidates for complete street principles include but are not limited to items identified by "x".

## 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	317 252	42,627,912 4,939,704	2,061 1,638	629 564	17,816,974 10,128,766	5,302 4,880
Planned Public Hospital	65	8,494,200	0	65	8,494,200	0
Areas of Unique Concern				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	42,627,912 13,433,904	2,709	10,122	88,448,762 89,254,754	45,049 44,627
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 11/1/2-4-5	Remaining as of 11/1/2-4-5	
<b>MUC</b>	<b>317 <u>252</u></b>	13	10%	50%	<b>412 <u>328</u></b>	<b>2,061 <u>1,638</u></b>	<b>1,208 <u>943</u></b>	<b>853 <u>695</u></b>

- 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 11/1/2-4-5	Remaining as of 11/1/2-4-5
<b>MUC</b>	252	0.50	50%	2,739,455 <u>2,744,280</u>	4,931,018 <u>4,939,704</u>	706,492 <u>893,716</u>	4,224,526 <u>4,045,988</u>
<b>PPH</b>	65	3.0*	50%	4,276,052	7,696,894 <u>8,494,200</u>	2,850,566	4,846,328 <u>5,643,634</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.

## 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	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	131	0	655	962	0	4,812
MEDIUM DENSITY RESIDENTIAL	23	0	302	296	0	3,849
MIXED USE CORRIDOR	0	0	0	629 564	17,816,974 10,128,766	5,302 4,880
<i>Planned Public Hospital</i>				65	8,494,200	0
Areas of Unique Concern				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	10,122	88,448,762 89,254,754	45,049 44,627
ROW	101			887		
Total City Boundary	2,922			11,009		

## 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.

## ***Unique Neighborhood Strategies***

### **Land Use**

#### **Strategy LU-NE 1.1.1 - Mixed Use Residential**

The MUR within the Northeast Neighborhood comprises approximately 2,648 acres generally including residential areas east of I-75 and along Laurel Rd (see mixed use descriptions in the Future Land Use Element). The following shall apply for the MUR designation:

- A. The minimum residential density is 1.0; the maximum residential density is 5.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUR is:

Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing and Entitled as of 11/1/2-4-5	Remaining as of 11/1/2-4-5	
<b>MUR</b>	2,648	5	95%	100%	<b>12,577</b>	<b>13,239</b>	6,968	6,271

- B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.40 (designation-wide); 0.5 (for individual sites). The range of square footage permitted in the MUR is:

Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Existing and Entitled as of 11/1/2-4-5	Remaining as of 11/1/2-4-5	
<b>MUR</b>	2,648	0.40	0%	5%	0	<b>2,306,763</b>	999,920	1,306,844

- C. Specific to Open Space, see LU 1.2.16.6.c.

#### **Strategy LU-NE 1.1.2 - Co-Location of Uses**

The City shall promote the co-location of parks and community facilities within this Neighborhood to support community interaction, enhance neighborhood identity, and leverage limited resources.

### **Transportation**

#### **Strategy TR-NE 1.1.3 - Complete Street Elements**

Multimodal transportation improvements shall be designed in a context sensitive manner and incorporate appropriate complete street principles based upon the location of the improvement within the neighborhood. Specific complete street elements to be included on a particular street segment shall be subject to evaluation and approval on a segment by segment basis. Potential candidates for complete streets principles include but are not limited to items identified by "x":

## 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	133	0	2,399
INDUSTRIAL	502	43,734,240	0	516	44,953,920	0
INSTITUTIONAL PROFESSIONAL	7	152,460	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	169	2,944,656	1,758	629 564	47,816,974 10,128,766	5,302 4,880
<i>Planned Public Hospital</i>				65	8,494,200	0
Areas of Unique Concern				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	10,122	88,448,762 89,254,754	45,049 44,627
ROW	31			887		
Total City Boundary	1,350			11,009		

## 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:

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 11/1/2-4-5	Remaining as of 11/1/2-4-5
<b>MUC</b>	169	13	20%	80%	439	1,758	1,718	40

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 11/1/2-4-5	Remaining as of 11/1/2-4-5
<b>MUC</b>	169	0.50	20%	80%	736,164	2,944,656	456,685	2,487,971

C. Industrial uses are not permitted within the MUC.

#### **Strategy LU-KT 1.1.2 - Industrial Lands - Existing**

- A. The City shall protect the existing industrial land uses and properties within this Neighborhood to provide the City and region with a diverse economic base.
- B. The City, through the Land Development Code and development review processes shall provide standards to mitigate the potential adverse impacts created by industrial uses through a variety of measures, including buffering, site planning and design, environmental controls, and performance standards.

#### **Strategy LU-KT 1.1.3 - Industrial Lands - Future**

The City shall identify additional lands (which may include Joint Planning Areas), suitable for the development of light industrial and similar uses allowing for the expansion of the City's economic and employment base strengthening Venice's employment opportunities.

#### **Strategy LU-KT 1.1.4 - Non-Industrial Uses**

The City shall discourage retail uses in Industrial land use designations and zoning districts as a principal use to maintain and protect viable industrial areas. This Strategy does not preclude providing supporting retail, office, open space and other non-industrial uses which are determined to be accessory and necessary to support the industrial use (i.e., child care).

#### **Strategy LU-KT 1.1.5 - Housing**

Due to the nature of the Neighborhood and the adjacent residential opportunities in both the Laurel Road and Northeast Venice Neighborhoods, the City does not support the conversion of non-residential lands for residential uses.

#### **Strategy LU-KT 1.1.6 – Mixed Use Residential**

The MUR within the Knights Trail Neighborhood comprises approximately 318 acres generally including residential areas east of I-75 and along Rustic Rd and Ranch Rd (see mixed use descriptions in the Future Land Use Element). The following shall apply for the MUR designation:

A. The minimum residential density is 1.0; the maximum residential density is 3.85 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUR is:

Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing and Entitled as of 11/1/2-4-5	Remaining as of 11/1/2-4-5	
MUR	318	3.85	95%	100%	1,163	1,224	1,003	221

B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.10 (designation-wide); 0.5 (for individual sites). The range of square footage permitted in the MUR is:

Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Existing and Entitled as of 11/1/2-4-5	Remaining as of 11/1/2-4-5	
MUR	318	0.10	0%	5%	0	69,260	13,014	56,246

C. Specific to Open Space, see LU 1.2.16.6.c.

D. The maximum number of PM Peak Hour trips for the Mixed Use Residential within the Knights Trail Area shall not exceed 785 PM Peak Hour trips.

### Strategy LU-KT 1.1.7 – Mixed Use Transitional

The MUT within the Knights Trail Neighborhood comprises approximately 214 acres generally located west of Knights Trail Road and south of Rustic Road (see mixed use descriptions in the Future Land Use Element). The following shall apply for the MUT designation:

A. The minimum residential density is 5.1; the maximum residential density is 9.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUT is:

Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing and Entitled as of 11/1/2-4-5	Remaining as of 11/1/2-4-5	
MUT	214	9.0	10%	70%	193	1,348	1	1,347

B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.10 (designation-wide); 0.5 (for individual sites). The range of square footage permitted in the MUR is:

Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Existing and Entitled as of 11/1/2-4-5	Remaining as of 11/1/2-4-5	
MUT	214	0.50	30%	90%	1,398,276	4,194,828	0	4,194,828

### Transportation

#### Strategy TR-KT 1.1.6 - Complete Street Elements

Multimodal transportation improvements shall be designed in a context sensitive manner and incorporate appropriate complete street principles based upon the location of the improvement within the neighborhood. Specific complete streets elements to be included on a particular street segment shall be subject to evaluation and approval on a segment by segment basis. Potential candidates for complete streets principles include but are not limited to items identified by “X”: