

Section IV – NEIGHBORHOODS – GATEWAY NEIGHBORHOOD

Overview

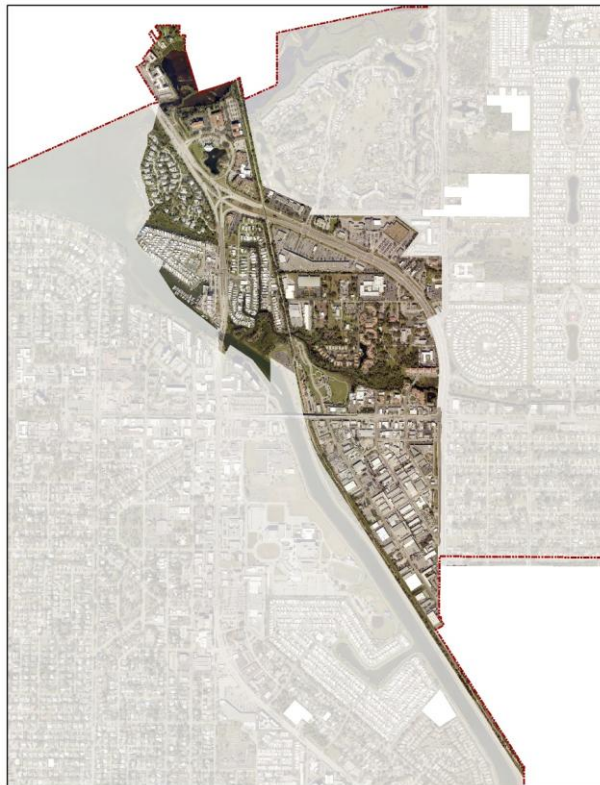
General: The “Gateway/Waterway” Neighborhood (“Gateway”) encompasses the northern portions of the City including the City’s original business and industrial area (Seaboard) and the “split” of US 41 (Business and Bypass). This neighborhood serves as the northern gateway for a number of areas including the Gateway, Pinebrook and also the East Venice Avenue neighborhoods. Although industrial uses are currently located within this Neighborhood, the majority of these types of uses are envisioned to be replaced with increased mixed-use development including commercial and residential uses.

The Gateway is generally bounded by the Intracoastal Waterway to the west and U.S. 41 Bypass to the east. Portions of this neighborhood (i.e., Seaboard) are included within the Nolen Plan (generally south of East Venice Avenue) and reflect a more traditional grid-style roadway network. The Gateway includes a broad mix of commercial, industrial and limited residential uses. Major landmarks include:

- Venetian Waterway Park
- Venice Train Depot
- Legacy Trail and Trailhead
- Fisherman’s Wharf Marina
- Freedom Park
- City Facilities – Fire Station No. 2, Utilities Department, and Public Works

Existing Land Use & Development

The Gateway Neighborhood encompasses approximately 440 acres (gross acreage) or approximately 4.0 percent of the total City size (area) including roads/rights-of-way. Based on information obtained in 2016 from the Sarasota County Property Appraiser’s Office, there are approximately:



- 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	43	0	774	131	0	2.36
INDUSTRIAL	16	1,393,920	0	514	45,128,160	
INSTITUTIONAL PROFESSIONAL	10	217,800	0	157	3,429,043	
LOW DENSITY RESIDENTIAL	0	0	0	962	0	4.81
MEDIUM DENSITY RESIDENTIAL	10	0	130	296	0	3.84
MIXED USE CORRIDOR	13	254,826	127	629	11,402,896	5.30
Areas of Unique Concern				49	0	
MIXED USE DOWNTOWN	0	0	0	84	1,902,701	75
MIXED USE SEABOARD	67	1,970,001	422	67	1,970,001	42
MIXED USE AIRPORT	0	0	0	127	1,936,242	
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	7,016,427	1,952	10,122	82,208,924	45.01
ROW	74			887		
Total City Boundary	440			11,009		

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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 11/1/24	Remaining as of 11/1/24
MUS	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 11/1/24	Remaining as of 11/1/24
MUS	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 11/1/24	Remaining as of 11/1/24
MUC	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 11/1/24	Remaining as of 11/1/24
MUC	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

Strategy LU-GW 1.1.5 - Waterfront

The City recognizes that the Venetian Waterway Park and the Legacy Trail provide a valued community asset. The City encourages the redevelopment of properties adjacent to these assets, including properties owned by Sarasota County to use integrated waterfront development practices including environmental and cultural resource protection, hazard mitigation, economic development, and public access.

Transportation:

Strategy TR-GW 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 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":

Complete Street Elements	Roadway Segments				
	US-41 / Tanager Trail	US-41 Bypass	E. Venice Avenue	Abbe Farm Road	Seaboard Ave.
Bike Lanes / Sharrows	X	X	X	X	
Sidewalks	X	X	X	X	X
Multi-Use Trail	X	X			
Cross Walks	X	X	X	X	X
Pedestrian Safety Treatments	X	X	X		X
Curb Extensions Bulb-outs		X			X
Median Islands	X	X			
Shade Trees and Landscaping	X	X	X	X	X
Linear Park/Greenway					
On-street Parking					X
Transit Improvements (bus shelters) Note: coordinate with transit routes	X	X	X		
Road Diet					
Lighting	X	X	X	X	X

Strategy TR-GW 1.1.7 - Parking

The City will evaluate and update its current parking standards using best management practices such as Transportation Demand Management and availability of parking facilities and transit opportunities. The City will ensure that these areas have adequate parking facilities for existing and new development through the consideration and use of various means, including:

- A. On and off-site parking facilities
- B. On and off-street parking facilities
- C. Public and private parking facilities
- D. Surface and structures parking facilities
- E. Shared use and single use parking facilities
- F. Specific use parking demand analysis
- G. Alternative modes of transportation

Strategy TR-GW 1.1.8 - Pedestrian and Bicycle Connectivity

The City shall facilitate pedestrian and bicycle connectivity from the Neighborhood to the Legacy Trail and trail head.

Open Space:

Strategy OS-GW 1.1.9 - Functional Open Spaces

The City will continue to coordinate with Sarasota County to promote and enhance the Legacy Trail and City's Venetian Waterway Park. The City will investigate development opportunities for those properties located between the Waterway Park and private lands fronting Seaboard Avenue which could further enhance Functional Open Space within this Neighborhood.

Strategy OS-GW 1.1.10 – Open Space Enhancement

The City shall focus first on connectivity to the Legacy Trail and trail head as well as adding new amenities within existing parks and trails.

Infrastructure:

Strategy IN-GW 1.1.11 - Identified Enhancements

The City recognizes the need for increased stormwater controls and measures, parking, and streetscape improvements to maximize the utilization of properties in the Neighborhood.

Areas for Future Consideration:

The following topics have been identified but not included within this planning horizon. However, changing conditions may require their consideration:

- A. Use of City owned property to facilitate change/maximize use for properties in the Neighborhood
- B. Public/private partnerships to facilitate affordable housing

Figure (Map) LU-GW-1: Aerial

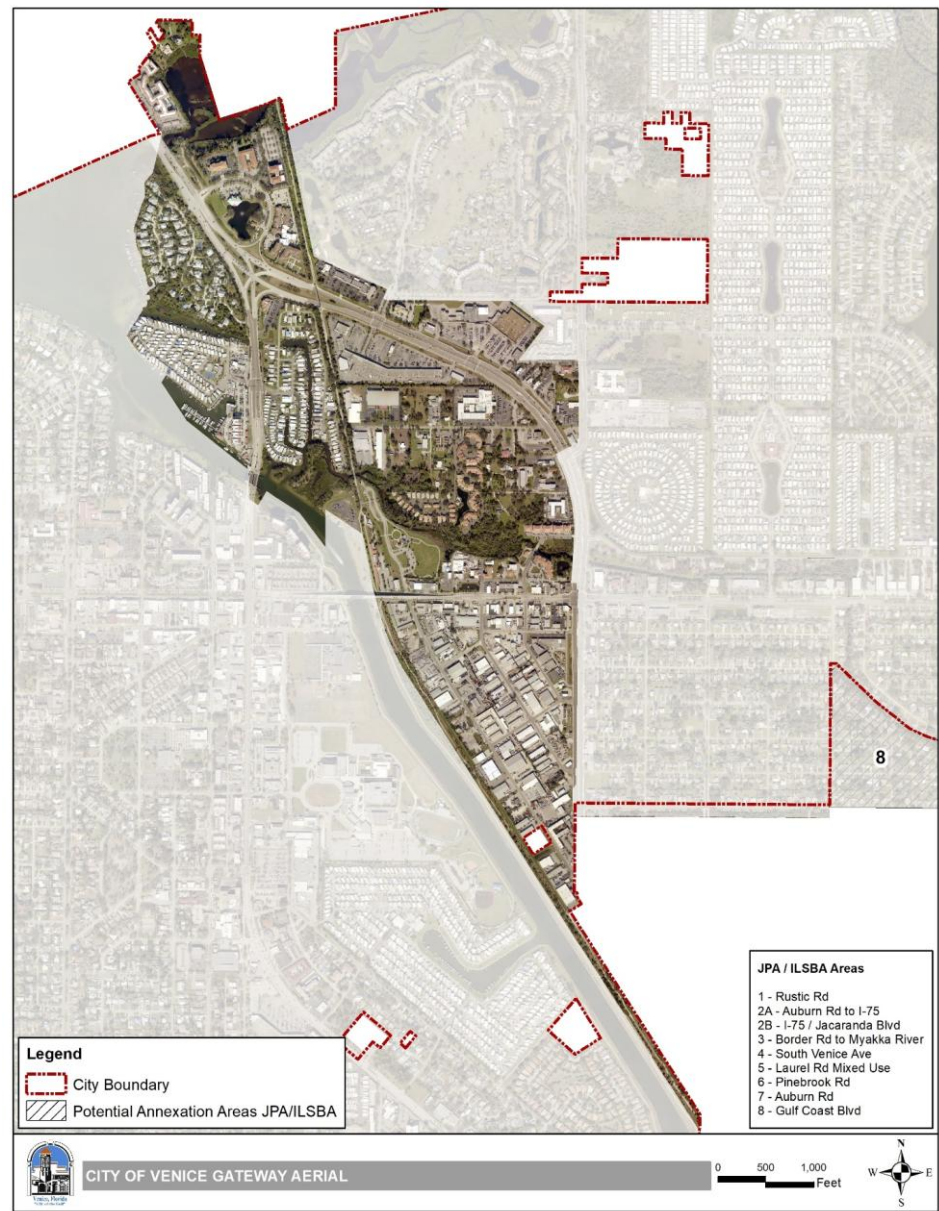


Figure (Map) LU-GW-2: Future Land Use Map

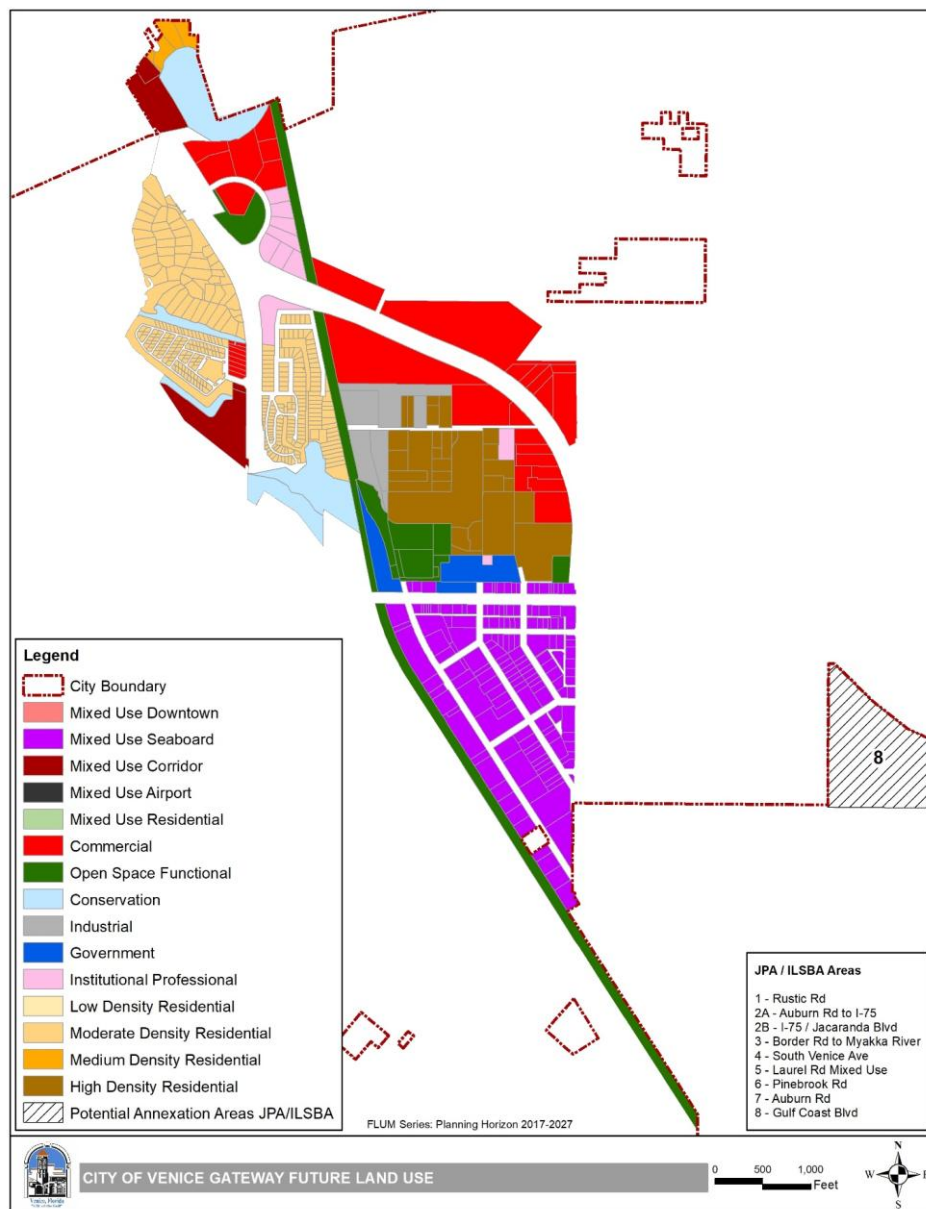


Figure (Map) LU-GW-3: Coastal High Hazard Area Identified

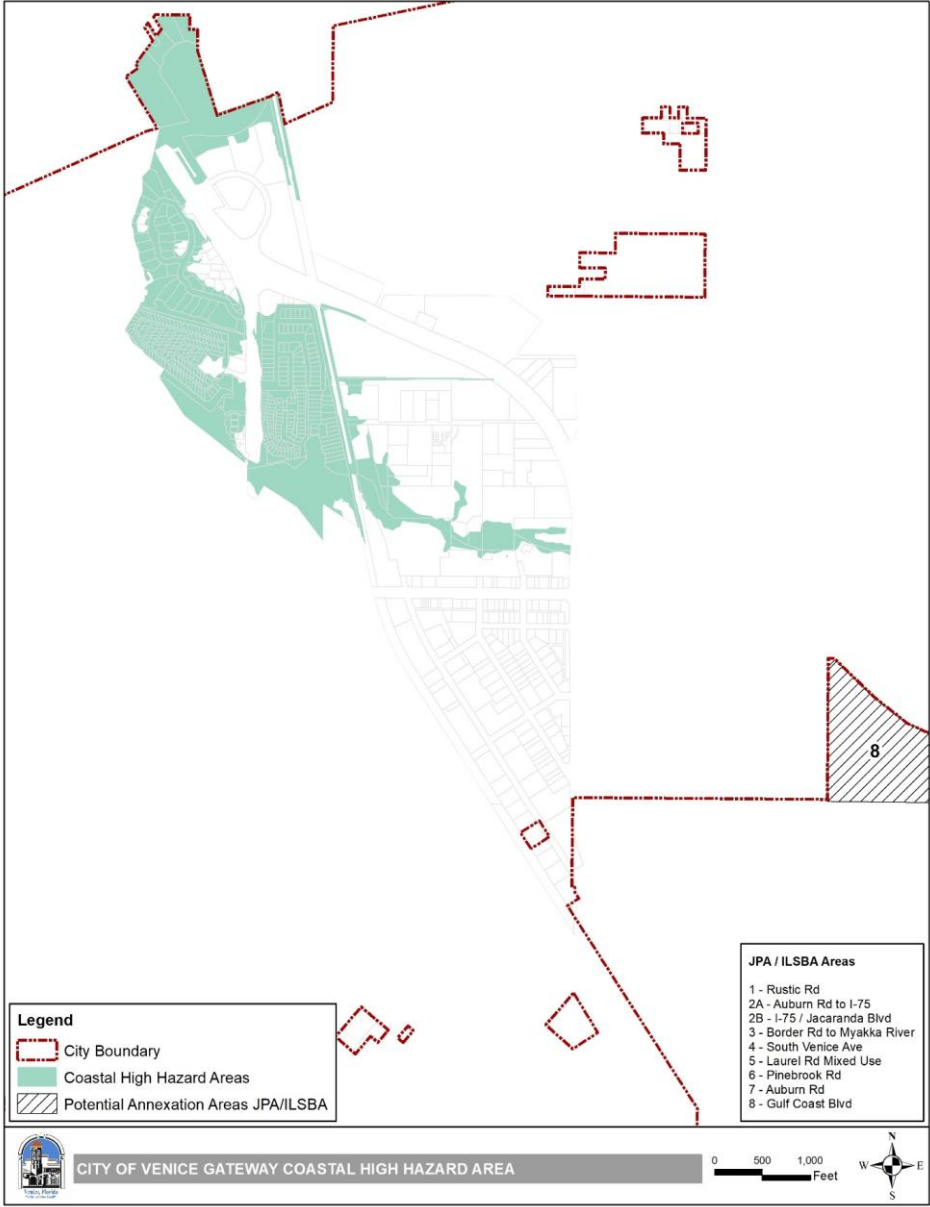


Figure (Map) LU-GW-4: Coastal High Hazard Area identified (w/ FLU)

