

**ORDINANCE NO. 2025-04**

**AN ORDINANCE OF THE CITY OF VENICE, FLORIDA, AMENDING THE 2017-2027 CITY OF VENICE COMPREHENSIVE PLAN FUTURE LAND USE MAP AND ASSOCIATED PAGES PURSUANT TO PETITION NO. 24-04CP BY CHANGING THE FUTURE LAND USE DESIGNATION ON A PORTION OF THE PROPERTY LOCATED AT 705 SOUTH TAMIAMI TRAIL FROM HIGH DENSITY RESIDENTIAL (HDR) TO MIXED USE CORRIDOR (MUC); 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**, Barsuk Florida Properties LLC, submitted Petition No. 24-04CP requesting that the Future Land Use Map of the 2017-2027 City of Venice Comprehensive Plan be amended by changing the future land use designation on a portion of the property located at 705 South Tamiami Trail (Parcel Identification No. 0429-15-0031) from High Density Residential (HDR) to Mixed Use Corridor (MUC); and

**WHEREAS**, the Petition qualifies as a small-scale amendment pursuant to Section 163.3187(1), Florida Statutes; 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 December 3, 2024, to review the proposed comprehensive plan amendment, and recommended that city council approve Petition No. 24-04CP; and

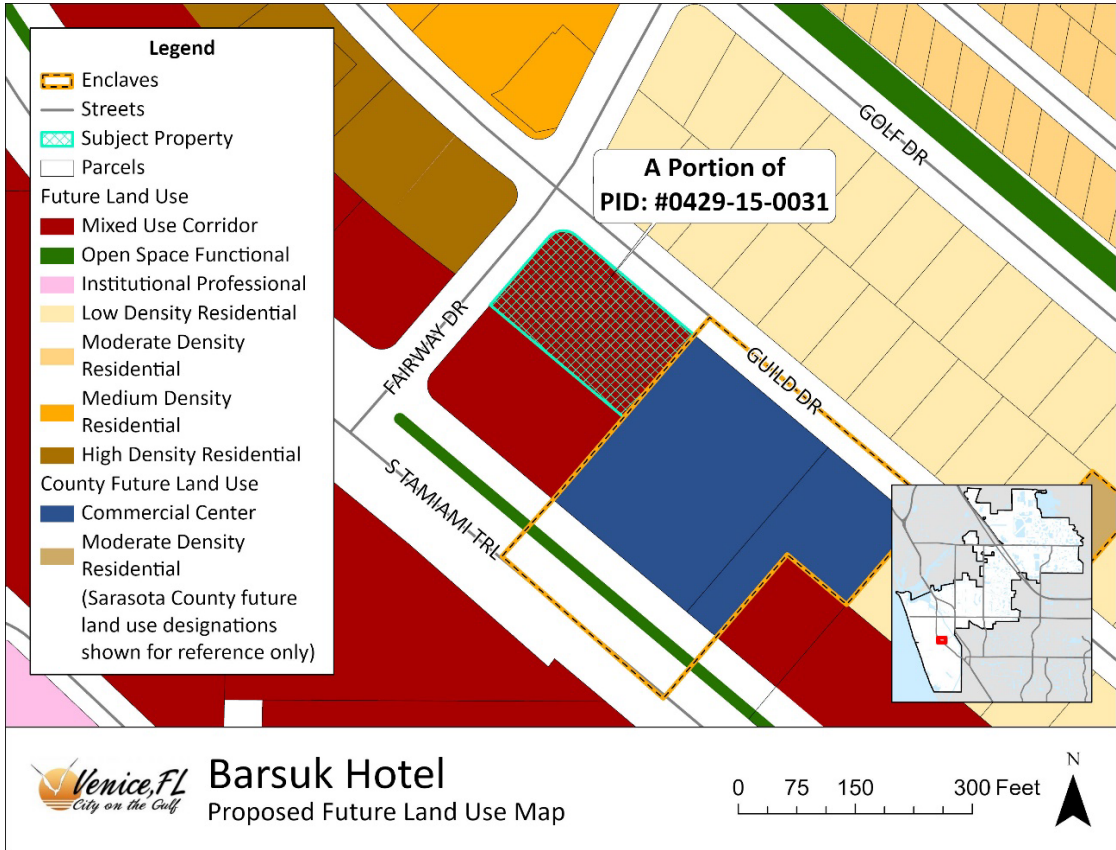
**WHEREAS**, this Ordinance has been properly read and advertised as provided by Florida law and the required meetings and hearings have been conducted on its adoption; and

**WHEREAS**, the City Council hereby finds approval of Petition No. 24-04CP is in the best interest of the City.

**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 Future Land Use Map of the City of Venice Comprehensive Plan is hereby amended by changing the future land use designation on a portion of the property located at 705 South Tamiami Trail (Parcel Identification No. 0429-15-0031) from High Density Residential (HDR) to Mixed Use Corridor (MUC) as shown below. The revised Future Land Use Map (Figure LU-2) and other associated revised pages of the Comprehensive Plan are 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 11<sup>TH</sup> DAY OF FEBRUARY 2025.**

First Reading: January 14, 2025  
Second Reading: February 11, 2025

Adoption: February 11, 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 11<sup>th</sup> day of February 2025, a quorum being present.

**WITNESS** my hand and the official seal of said City this 11<sup>th</sup> day of February 2025.

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

Approved as to form:

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

# Exhibit "A"

Figure (Map) LU-2: Future Land Use Map (see full size map for additional detail and information)

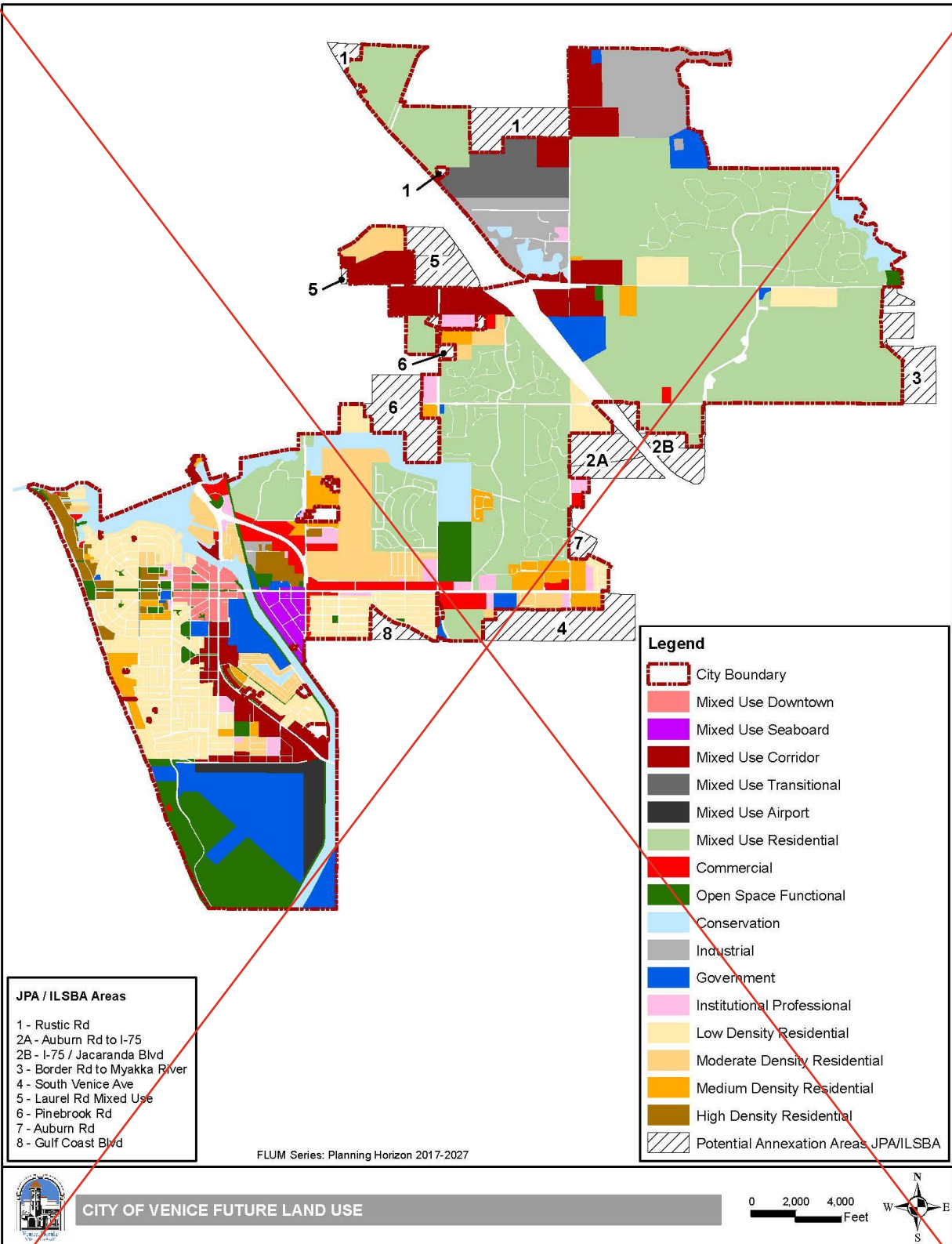
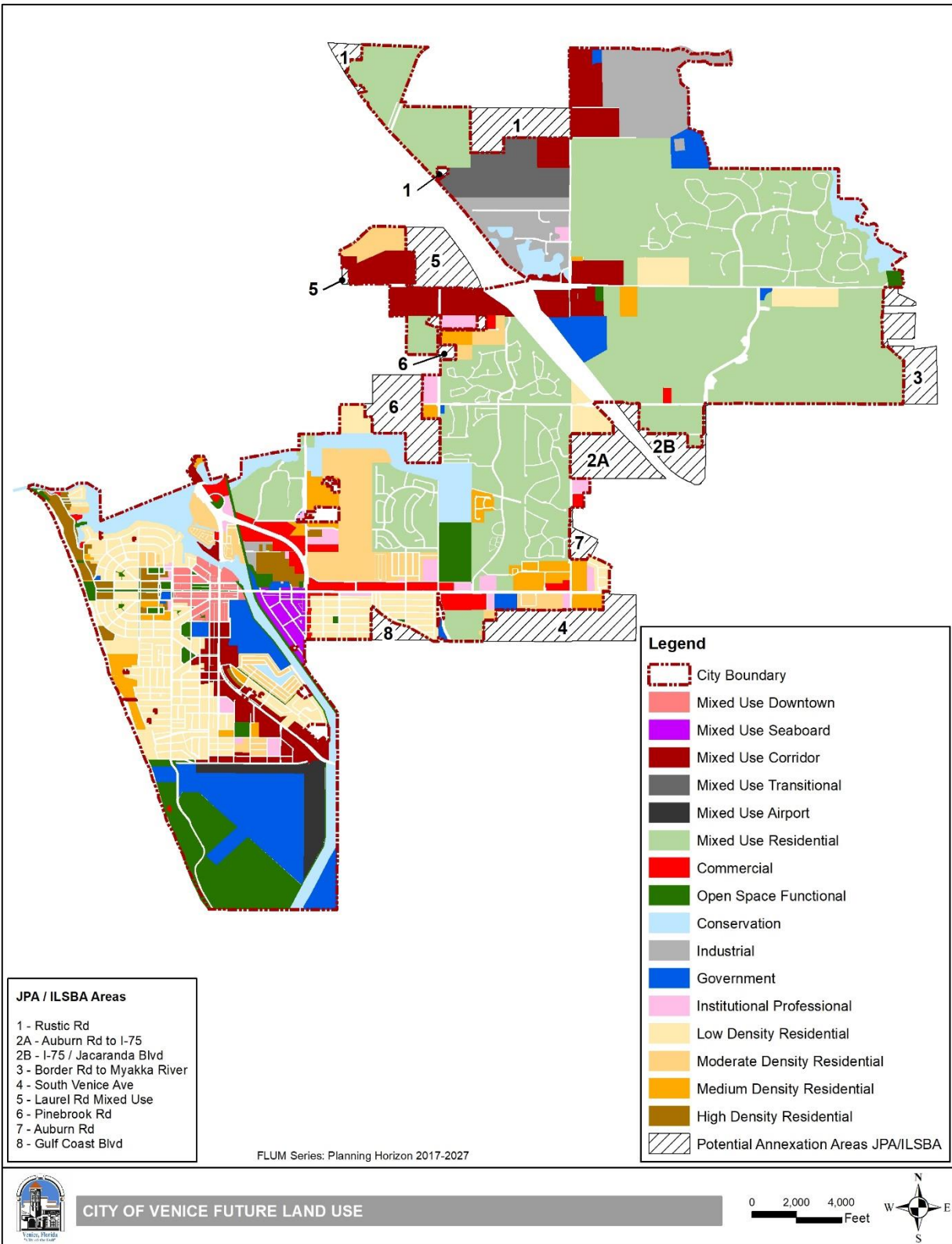


Figure (Map) LU-2: Future Land Use Map (see full size map for additional detail and information)



## 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       | <del>85</del> 84 | 0                                 | <del>1,530</del><br>1,517 | <del>134</del><br>133 | 0                                   | <del>2,412</del><br>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              | <del>1,978,603</del><br>1,989,580 | <del>1,181</del><br>1,188 | 629                   | <del>11,391,919</del><br>11,402,896 | <del>5,126</del><br>5,132   |
| <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            | <del>6,583,246</del><br>6,594,223 | <del>7,960</del><br>7,953 | 10,122                | <del>82,023,707</del><br>82,034,684 | <del>44,886</del><br>44,880 |
| 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

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%                   | 70%                   | <del>506</del> <b>509</b> | <del>1,184</del> <b>88</b> | 1,148                               | 33                      |

- 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           | 30%                   | 70%                   | <del>847,973</del><br><b>852,677</b> | <del>1,978,603</del><br><b>1,989,580</b> | 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.

#### 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                  | <b>1,936,242</b>    | 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.

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

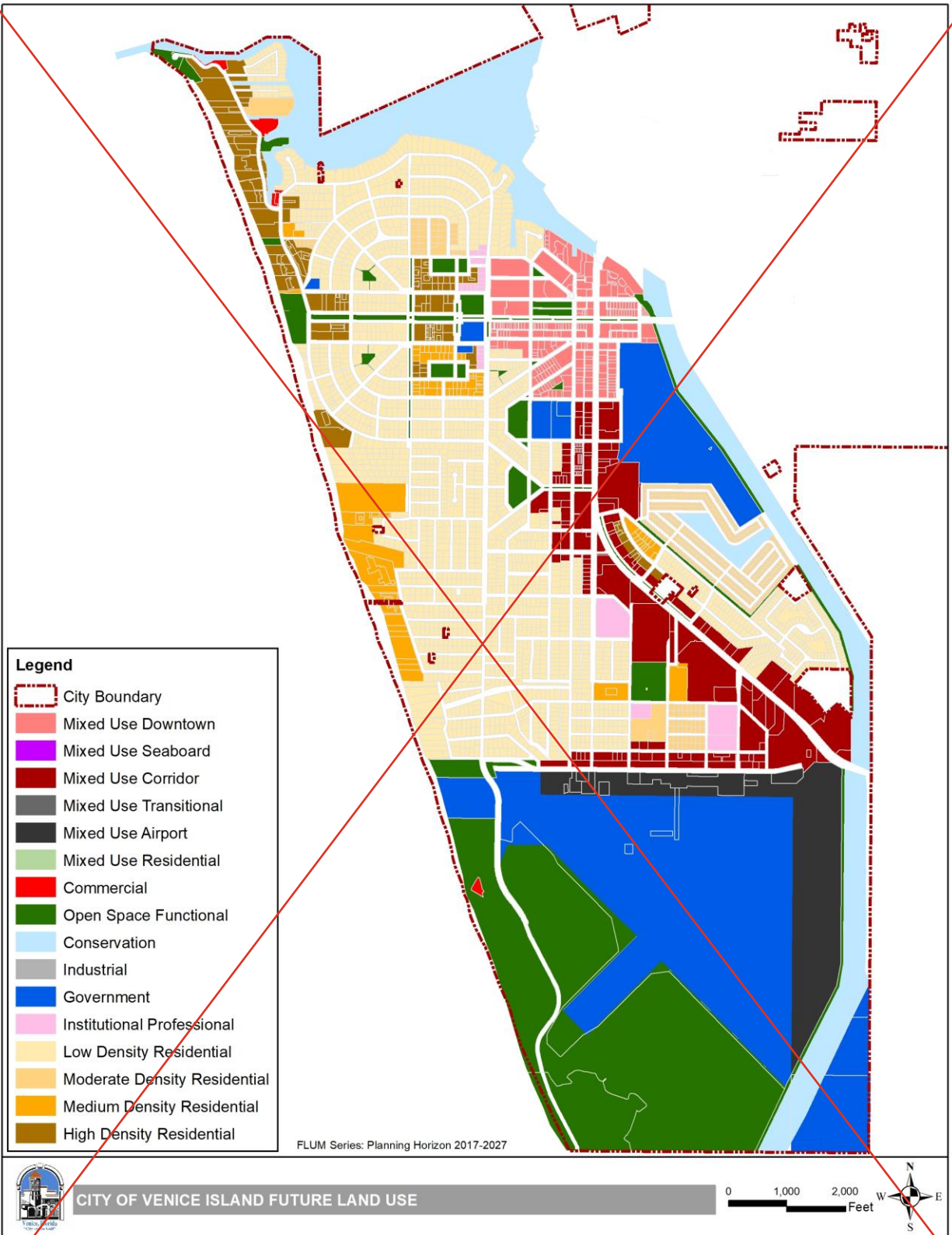
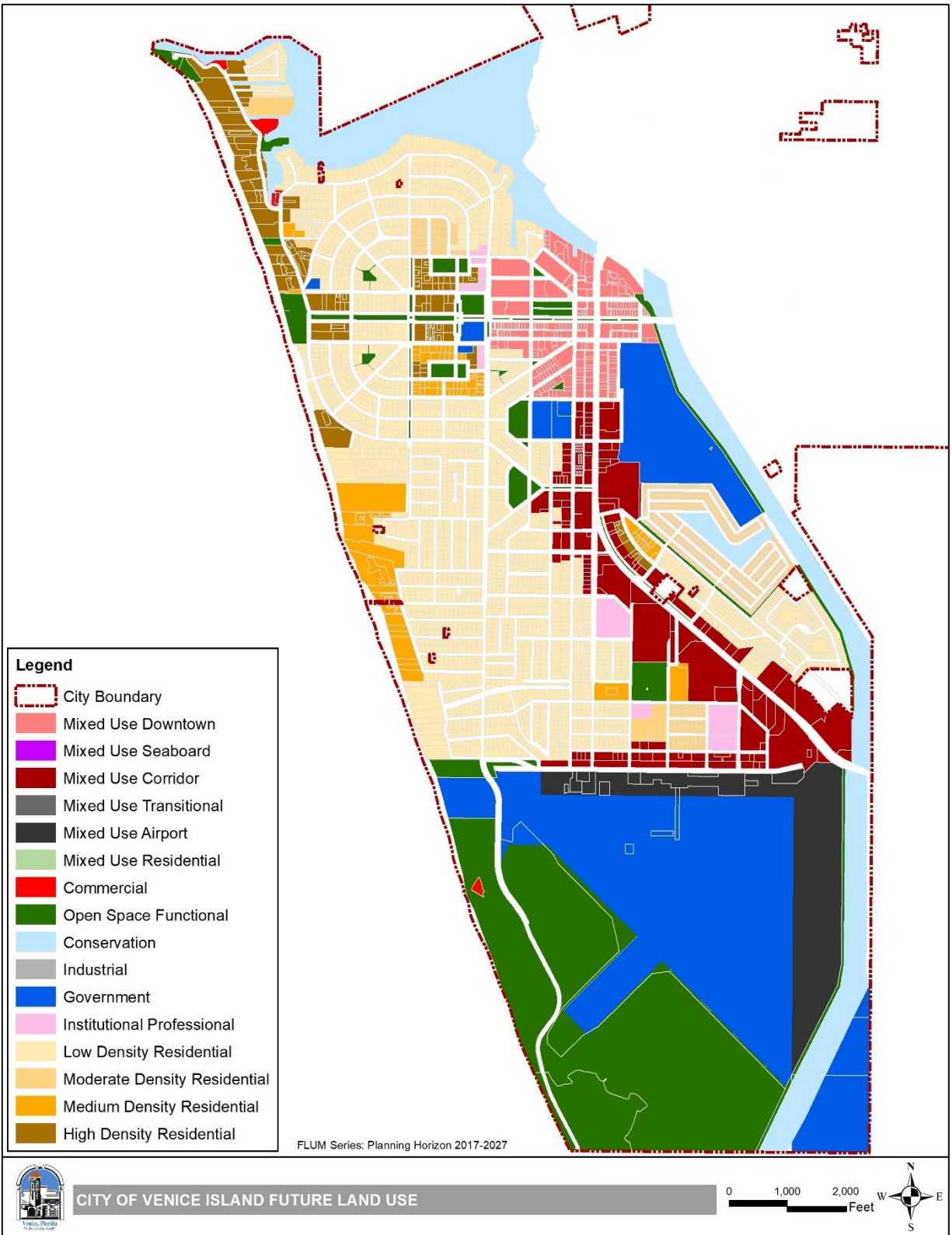




Figure (Map) LU-IS-2: Future Land Use Map



- 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     | <del>134</del><br>133 | 0                                   | <del>2,412</del><br>2,399   |
| INDUSTRIAL                     | 14       | 1,219,680 | 0       | 516                   | 44,953,920                          | 0                           |
| INSTITUTIONAL PROFESSIONAL     | 10       | 217,800   | 0       | 157                   | 3,429,043                           | 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                   | <del>11,391,919</del><br>11,402,896 | <del>5,126</del><br>5,132   |
| <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   | 10,122                | <del>82,023,707</del><br>82,034,684 | <del>44,886</del><br>44,880 |
| ROW                            | 74       |           |         | 887                   |                                     |                             |
| 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

## 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<br>133 | 0                        | 2,412<br>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        | 11,391,919<br>11,402,896 | 5,126<br>5,132   |
| <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     | 82,023,707<br>82,034,684 | 44,886<br>44,880 |
| 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

## 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      | <del>134</del><br>133 | 0                                   | <del>2,412</del><br>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                   | <del>11,391,919</del><br>11,402,896 | <del>5,126</del><br>5,132   |
| <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                           |
|                                | 2,194    | 3,797,051 | 11,089  | 10,122                | <del>82,023,707</del><br>82,034,684 | <del>44,886</del><br>44,880 |
| 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

## 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<br>133 | 0                        | 2,412<br>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 | 2,061   | 629        | 11,391,919<br>11,402,896 | 5,126<br>5,132   |
| <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   | 10,122     | 82,023,707<br>82,034,684 | 44,886<br>44,880 |
| 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

## 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<br>133 | 0                        | 2,412<br>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        | 11,391,919<br>11,402,896 | 5,126<br>5,132   |
| <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  | 10,122     | 82,023,707<br>82,034,684 | 44,886<br>44,880 |
| 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.

## 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       | <del>134</del><br>133 | 0                                   | <del>2,412</del><br>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                   | <del>11,391,919</del><br>11,402,896 | <del>5,126</del><br>5,132   |
| <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   | 10,122                | <del>82,023,707</del><br>82,034,684 | <del>44,886</del><br>44,880 |
| 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: