

ORDINANCE NO. 2022-40

AN ORDINANCE OF THE CITY OF VENICE, FLORIDA, AMENDING THE 2017-2027 CITY OF VENICE COMPREHENSIVE PLAN FUTURE LAND USE MAP PURSUANT TO PETITION NO. 22-45CP TO CHANGE THE FUTURE LAND USE DESIGNATION OF SPECIFIC REAL PROPERTIES LOCATED AT 1651 LAUREL ROAD EAST AND 1881 LAUREL ROAD EAST (12.02± ACRES), FROM SARASOTA COUNTY MEDIUM DENSITY RESIDENTIAL TO CITY OF VENICE MIXED USE CORRIDOR (MUC), AND 1101 TWIN LAUREL BOULEVARD, 1099 TWIN LAUREL BOULEVARD, AND 2399 LAUREL ROAD EAST (10.95± ACRES), FROM SARASOTA COUNTY MODERATE DENSITY RESIDENTIAL AND OFFICE/MULTI-FAMILY RESIDENTIAL TO CITY OF VENICE 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, Petition 22-45CP, filed by 2001 Laurel LLC, requests that the Future Land Use Map of the 2017-2027 City of Venice Comprehensive Plan be amended by changing the future land use designation for the properties located at 1651 Laurel Road East and 1881 Laurel Road East (Parcel Identification Nos. 0380-11-0002 and 0380-14-0002) from Sarasota County Medium Density Residential to City of Venice Mixed-Use Corridor (MUC), and 1101 Twin Laurel Boulevard, 1099 Twin Laurel Boulevard, and 2399 Laurel Road East (Parcel Identification Nos. 0380-09-0001, 0380-16-0001, and 0380-16-0003) from Sarasota County Moderate Density Residential and Office/Multi-Family Residential to City of Venice 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 6, 2022 to review the proposed comprehensive plan amendment, and recommended that city council approve Petition No. 22-45CP; and

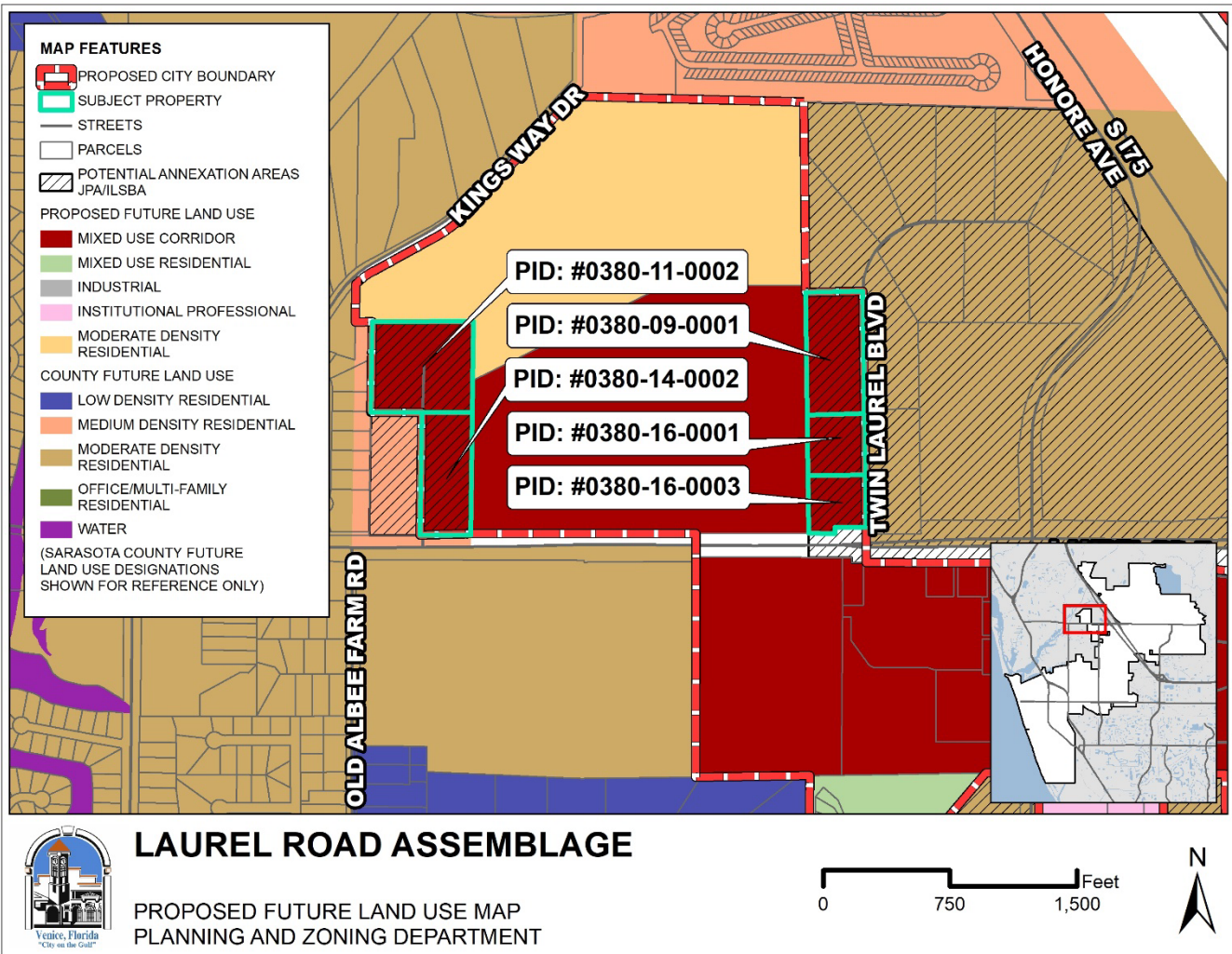
WHEREAS, this Ordinance has been properly read and advertised as provided by Florida law and the required meetings and hearings have been conducted on its adoption; and

WHEREAS, the city council hereby finds approval of Petition No. 22-45CP 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 for the properties located at 1651 Laurel Road East and 1881 Laurel Road East (Parcel Identification Nos. 0380-11-0002 and 0380-14-0002) from Sarasota County Medium Density Residential City of Venice Mixed-Use Corridor (MUC), and 1101 Twin Laurel Boulevard, 1099 Twin Laurel Boulevard, and 2399 Laurel Road East (Parcel Identification Nos. 0380-09-0001, 0380-16-0001, and 0380-16-0003) from Sarasota County Moderate Density Residential and Office/Multi-Family Residential to City of Venice 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 24th DAY OF JANUARY 2023.

First Reading: January 10, 2023

Second Reading: January 24, 2023

Adoption: January 24, 2023

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 24th day of January 2023, a quorum being present.

WITNESS my hand and the official seal of said City this 24th day of January 2023.

Kelly Michaels, MMC, City Clerk

Approved as to form:

Kelly Fernandez, City Attorney

Exhibit "A"

Figure (Map) LU-1: Neighborhoods

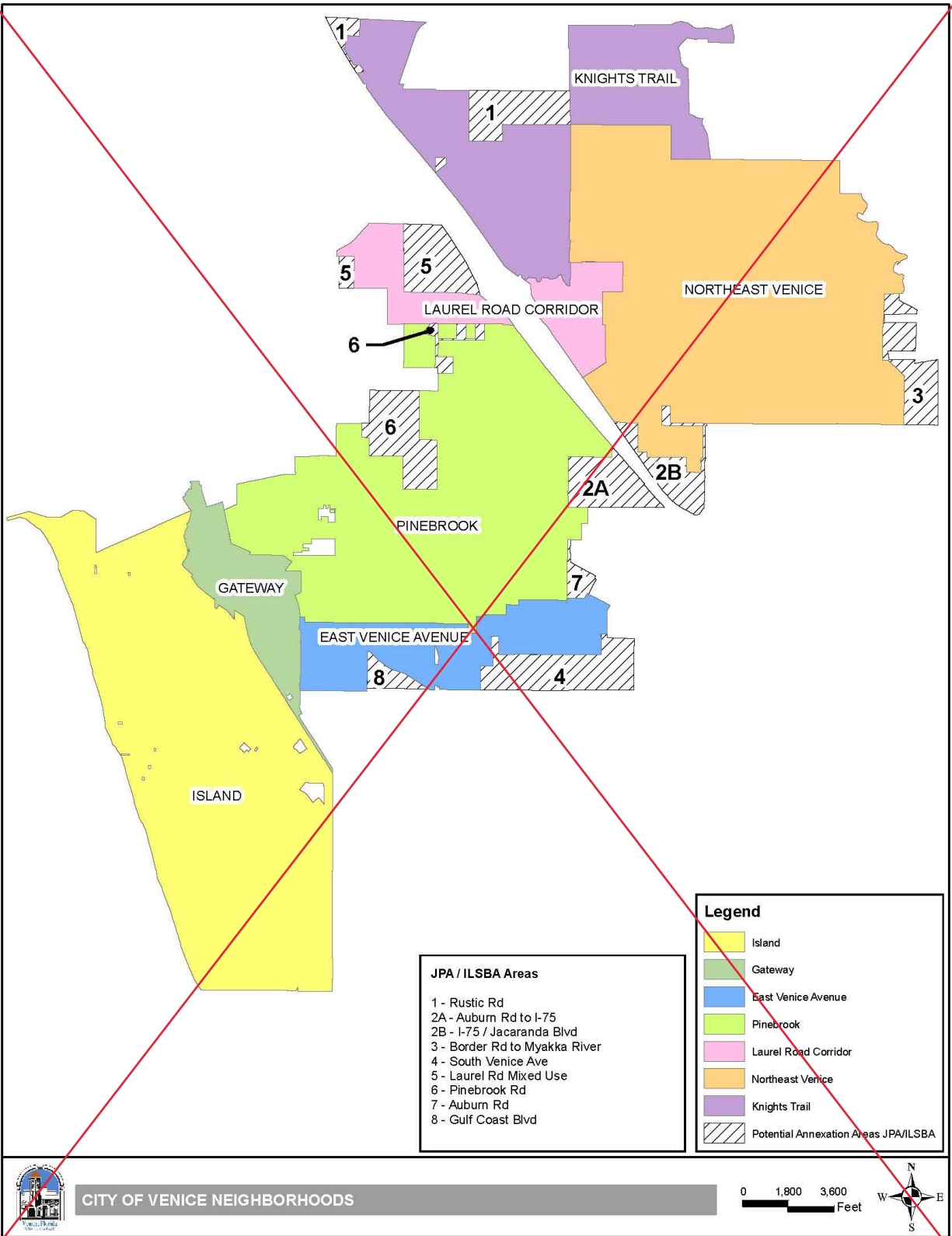


Figure (Map) LU-1: Neighborhoods

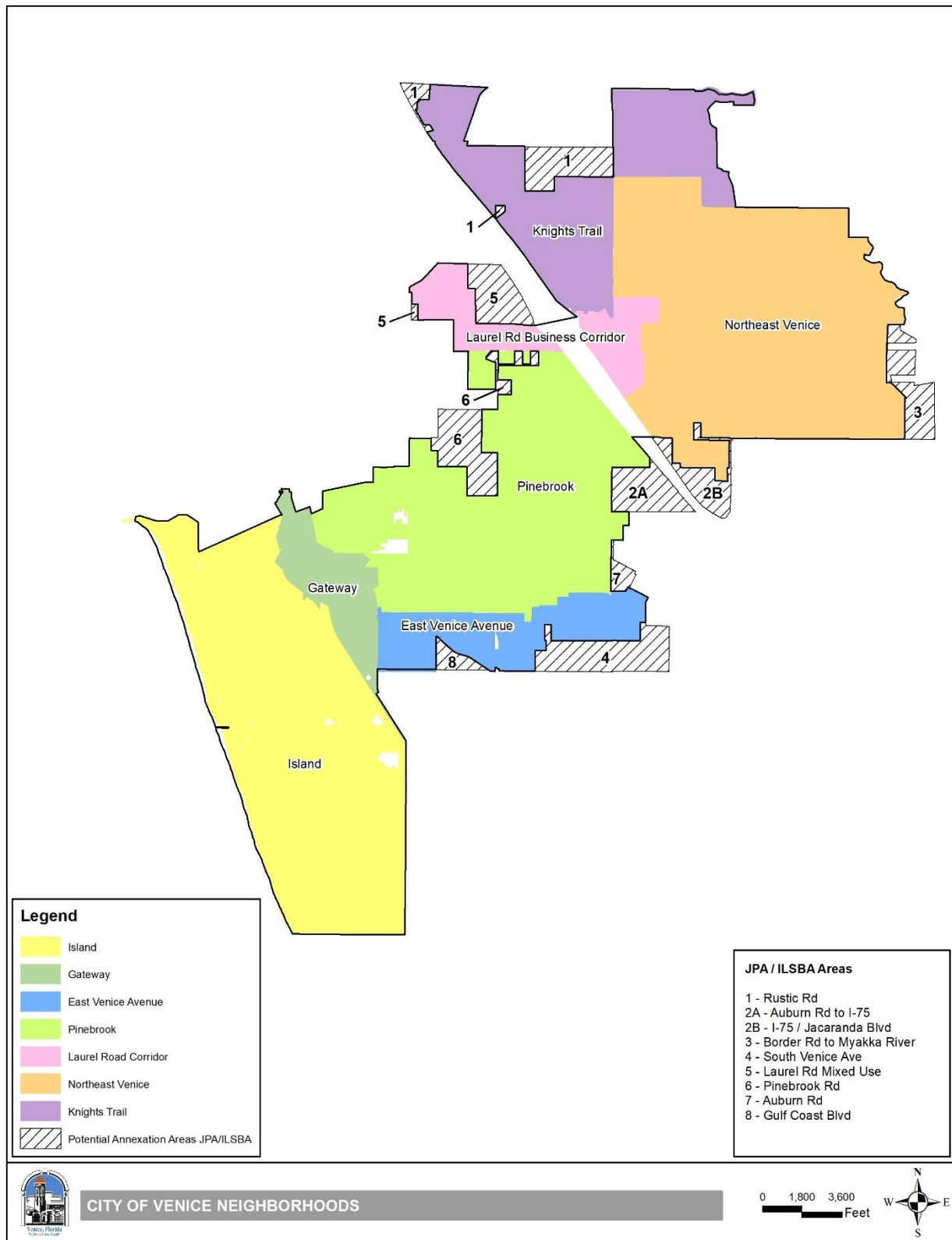


Figure (Map) LU-2: Future Land Use Map (see full size map for additional detail and information)

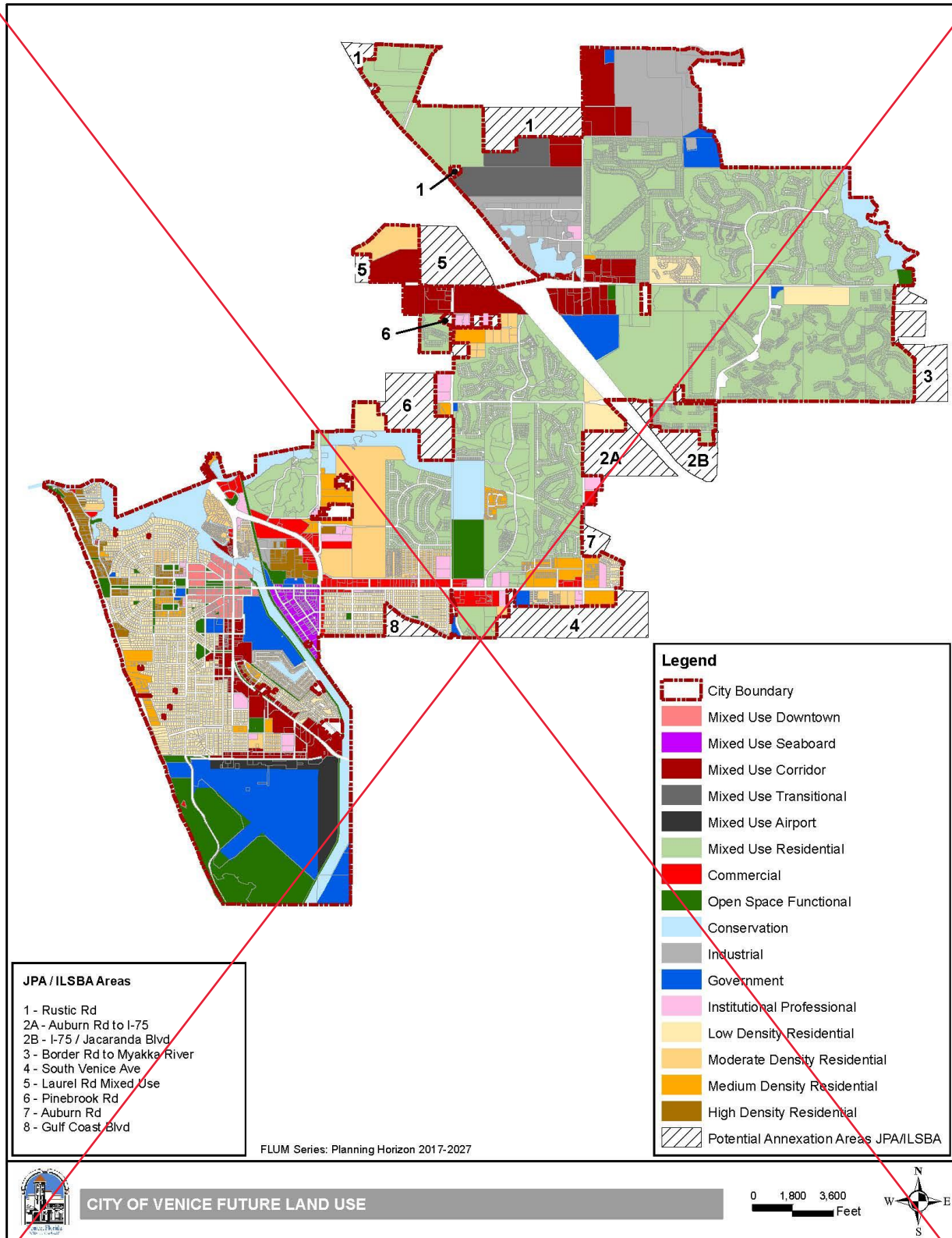


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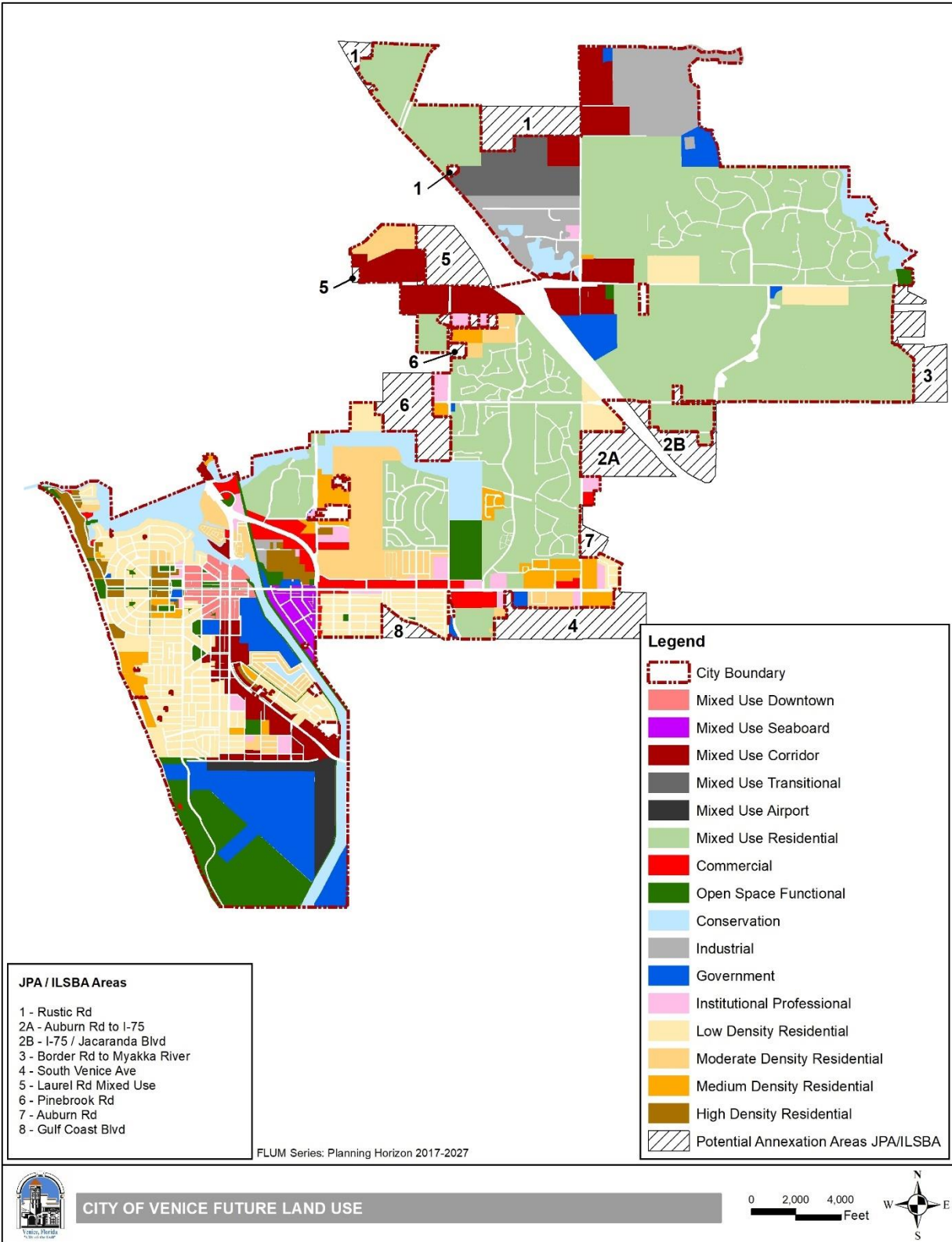


Figure (Map) LU-11: Coastal High Hazard Area Identified

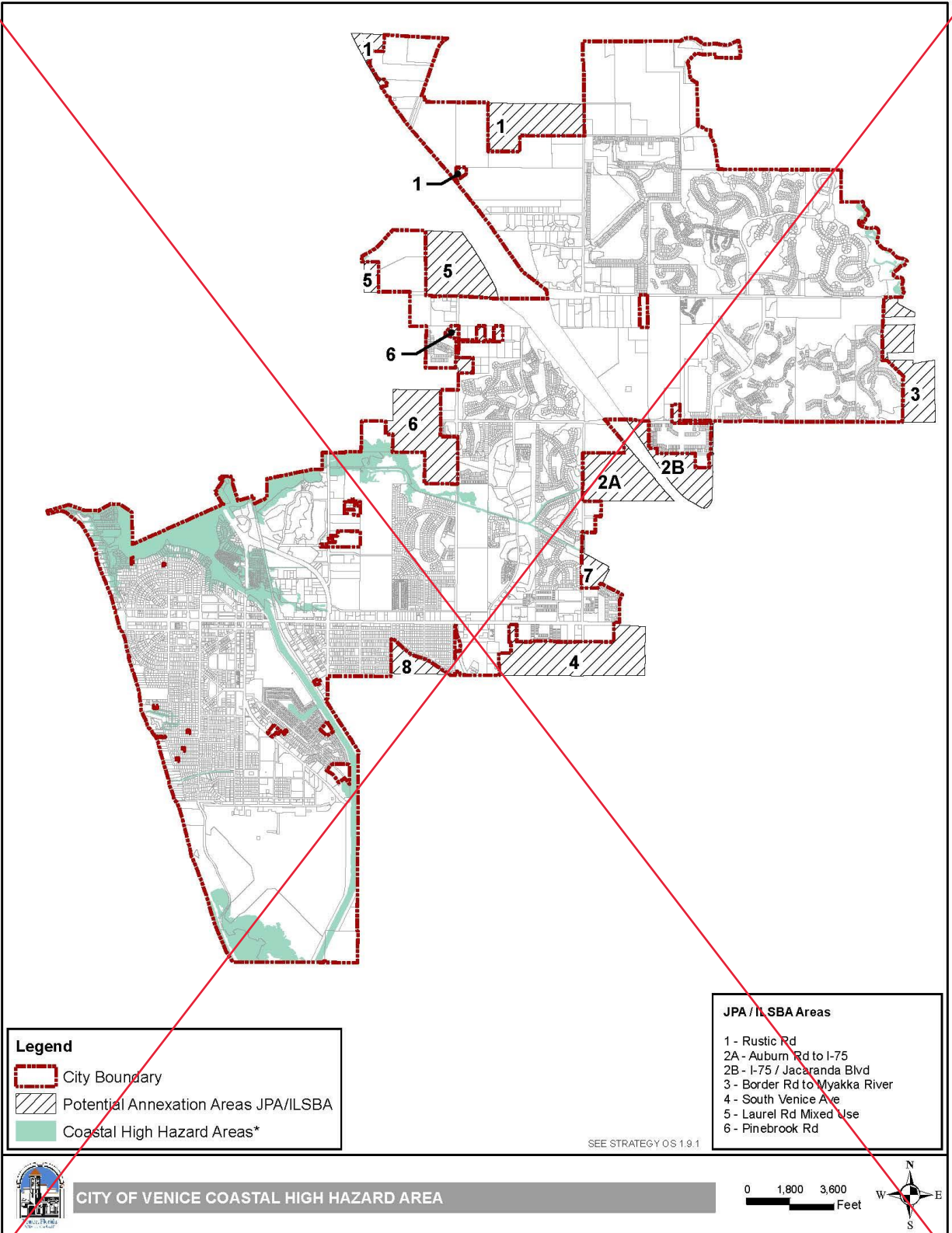


Figure (Map) LU-11: Coastal High Hazard Area Identified

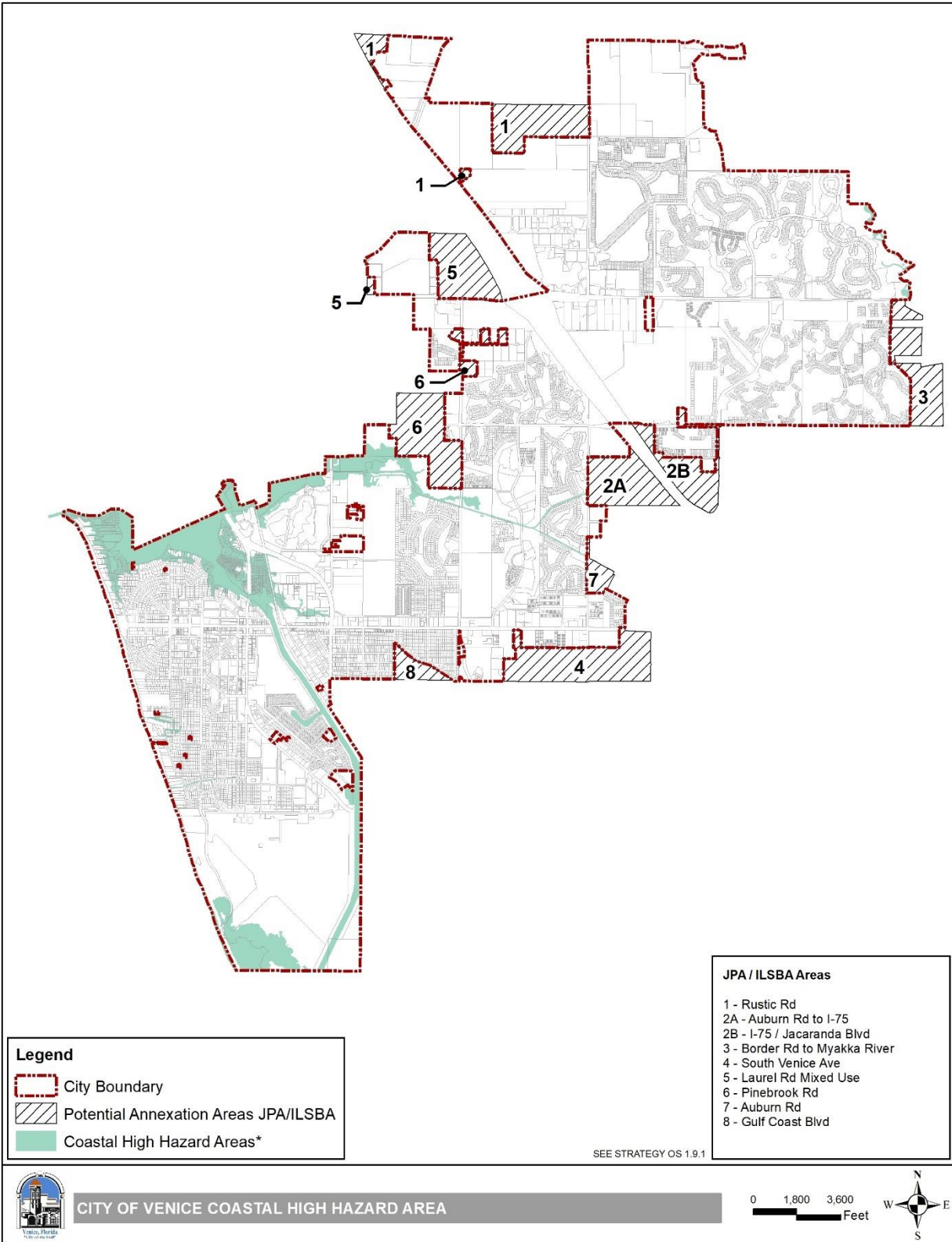


Figure (Map) LU-12: Coastal High Hazard Area FLU

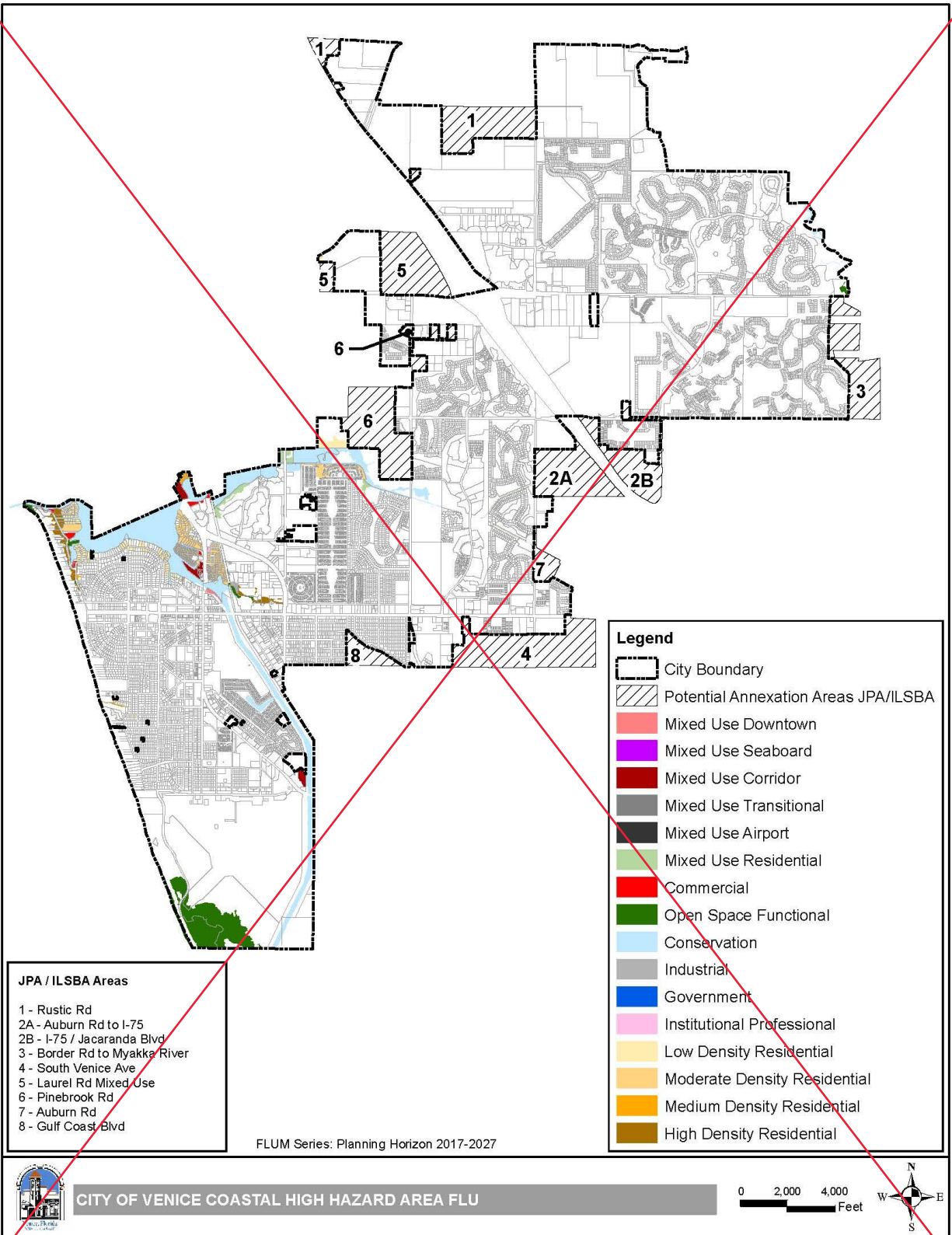


Figure (Map) LU-12: Coastal High Hazard Area FLU

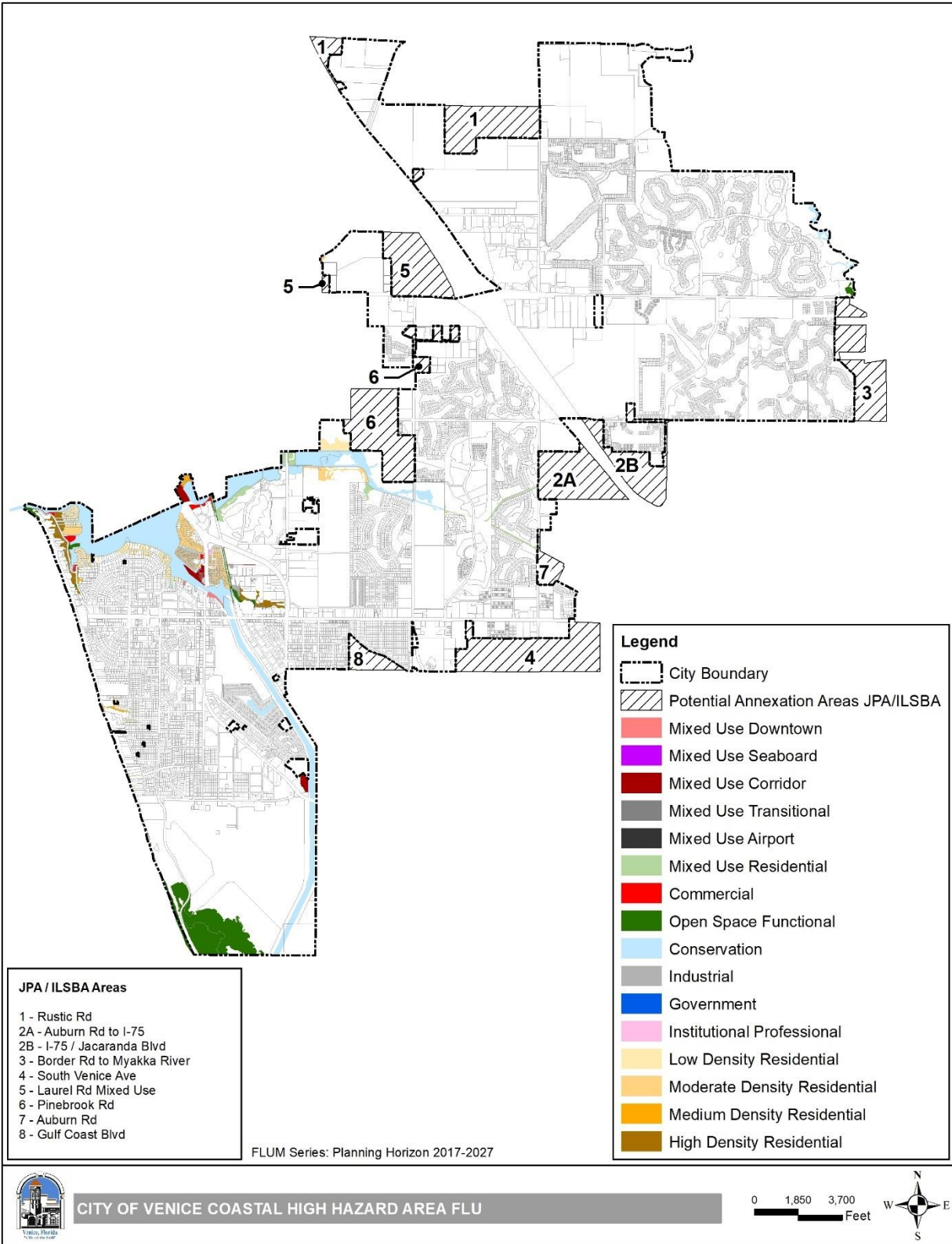


Figure (Map) TR-1: Functional Classification

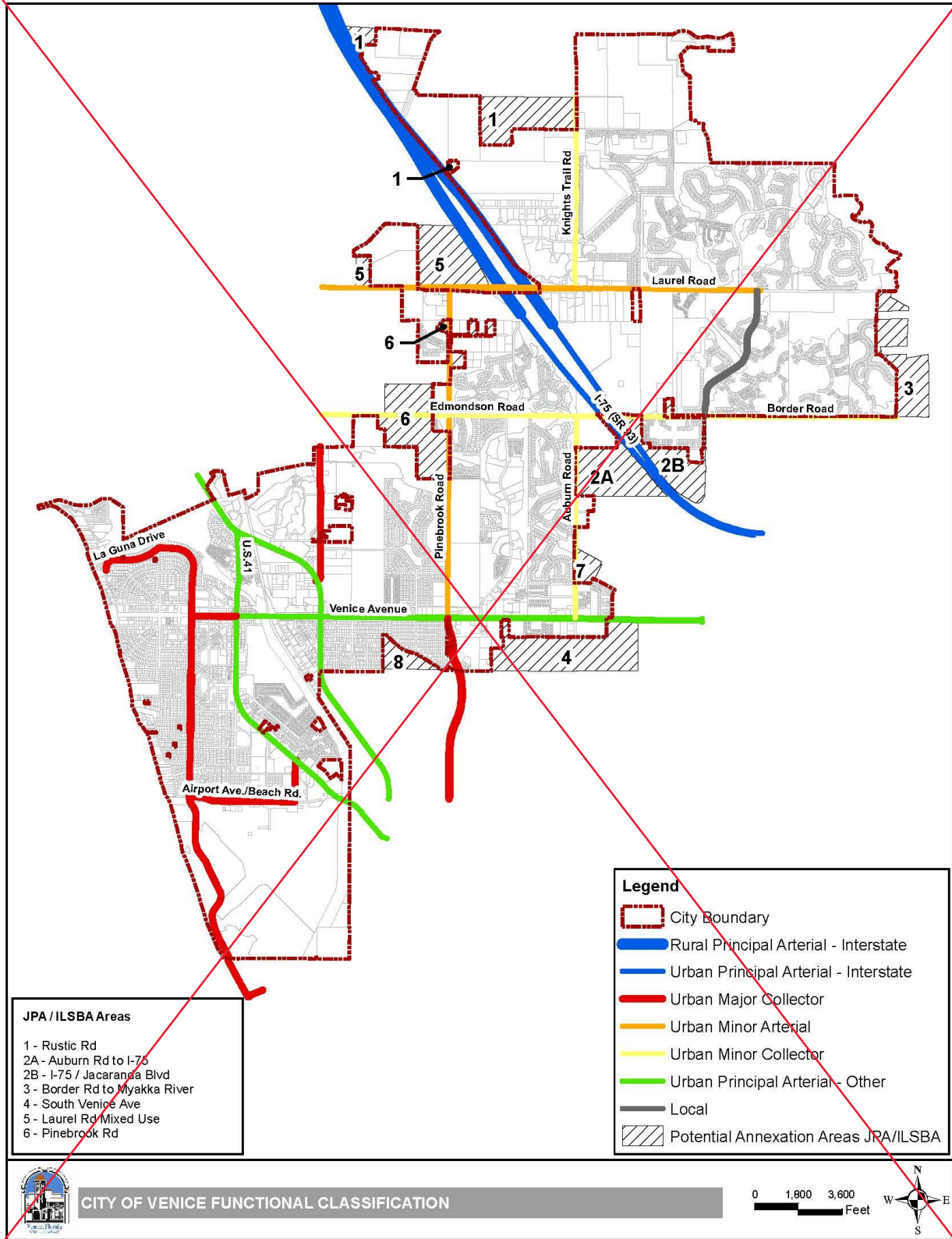


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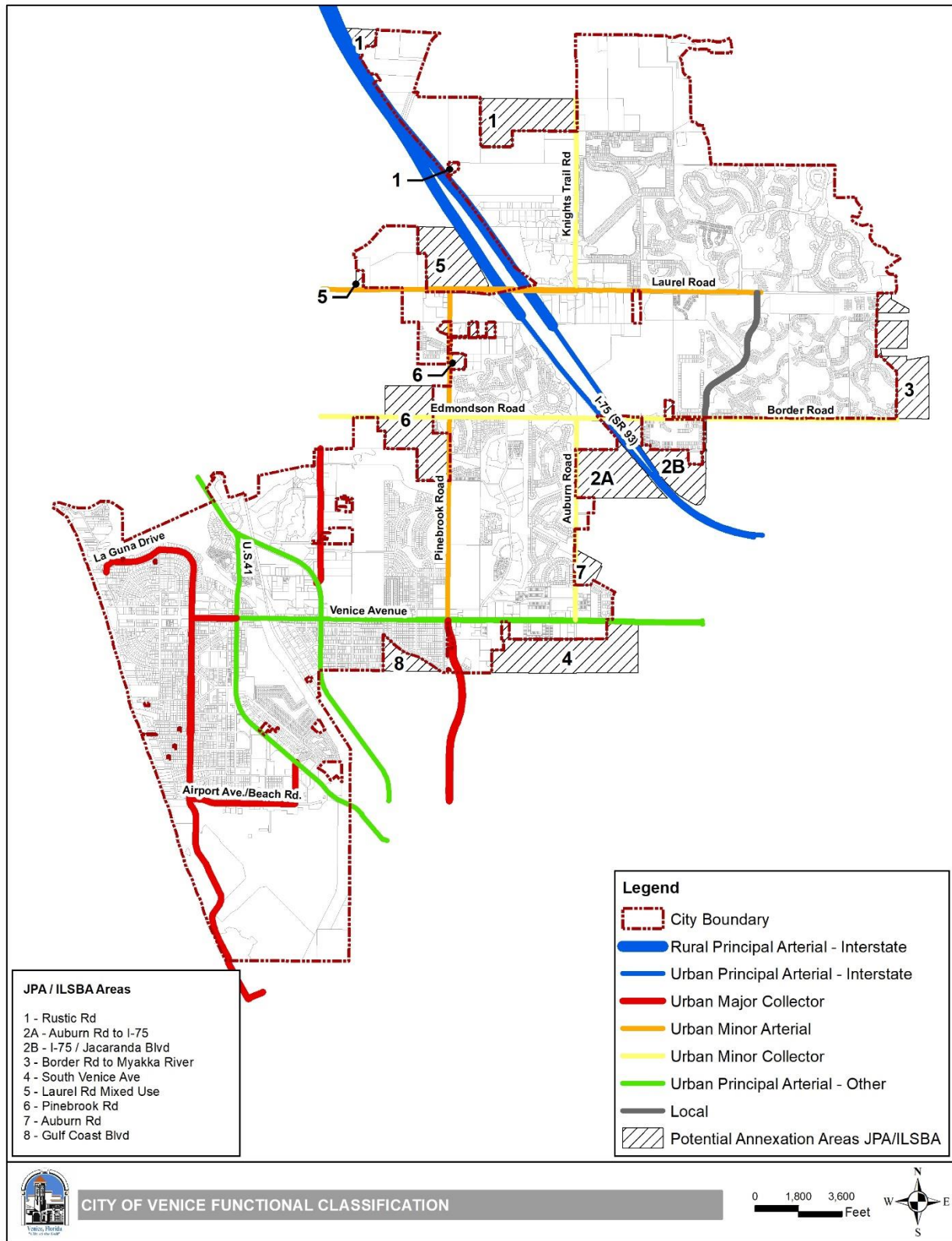


Figure (Map) TR-2: Existing (2015) Roadway Level of Service

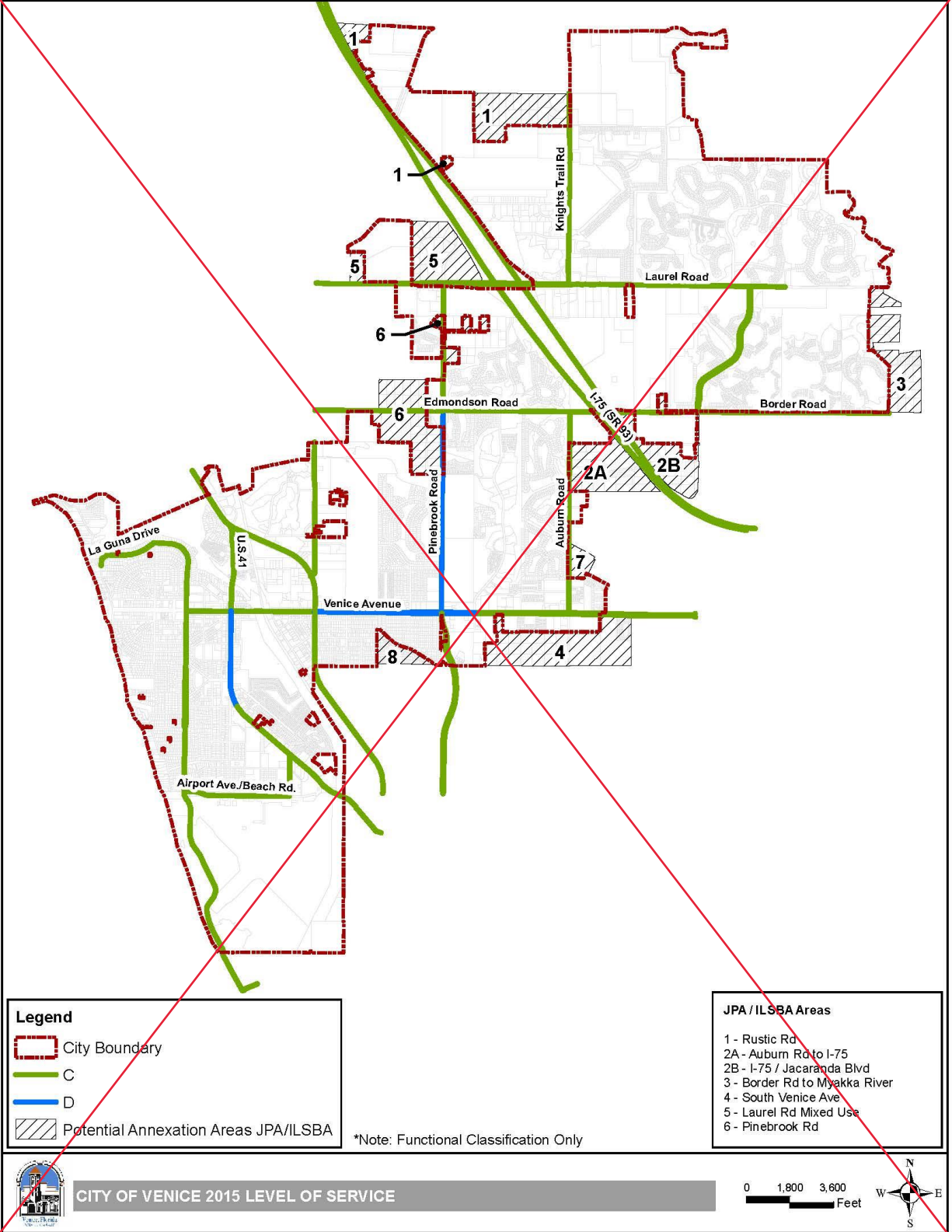


Figure (Map) TR-2: Existing (2015) Roadway Level of Service

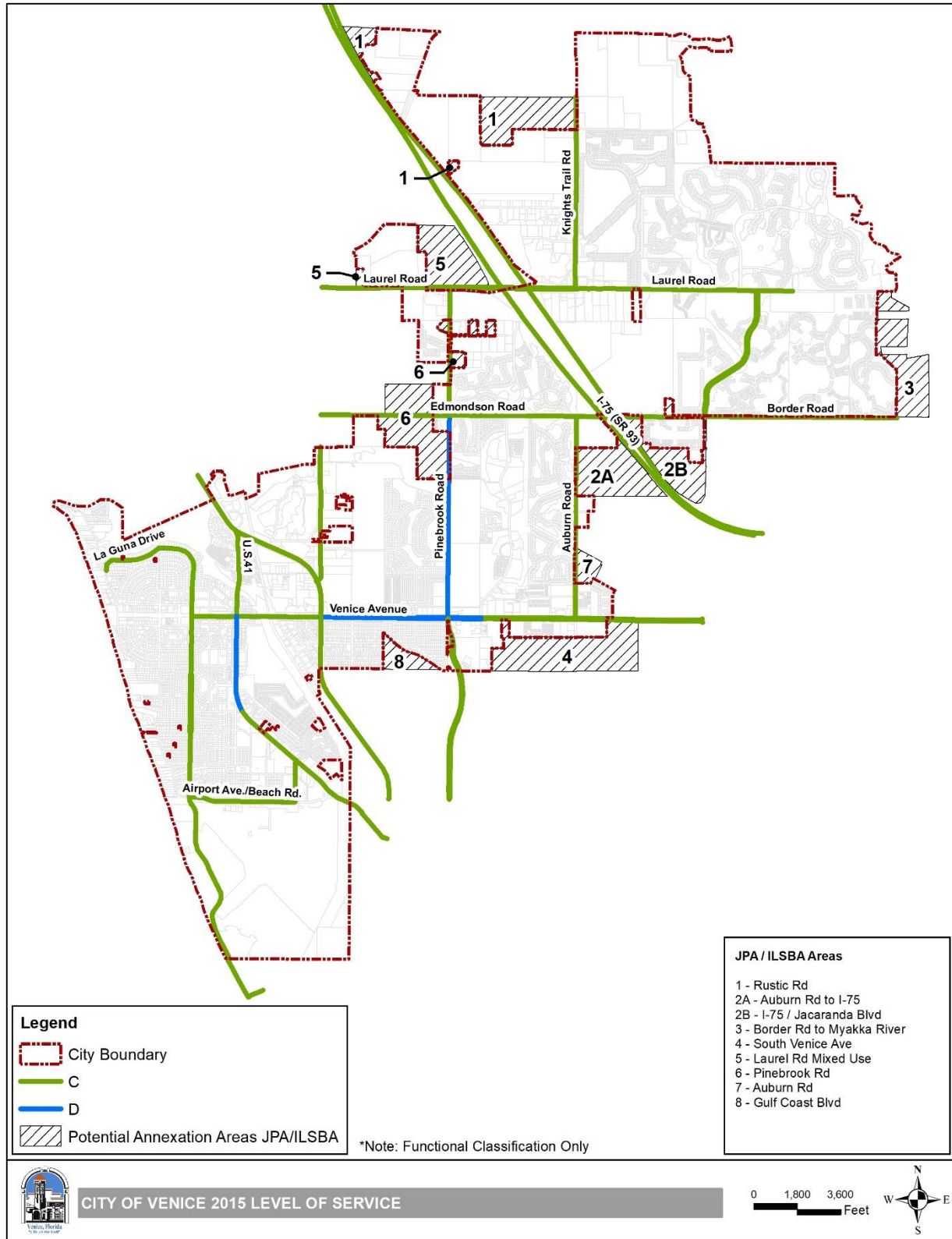


Figure (Map) TR-3: Existing Pedestrian Level of Service

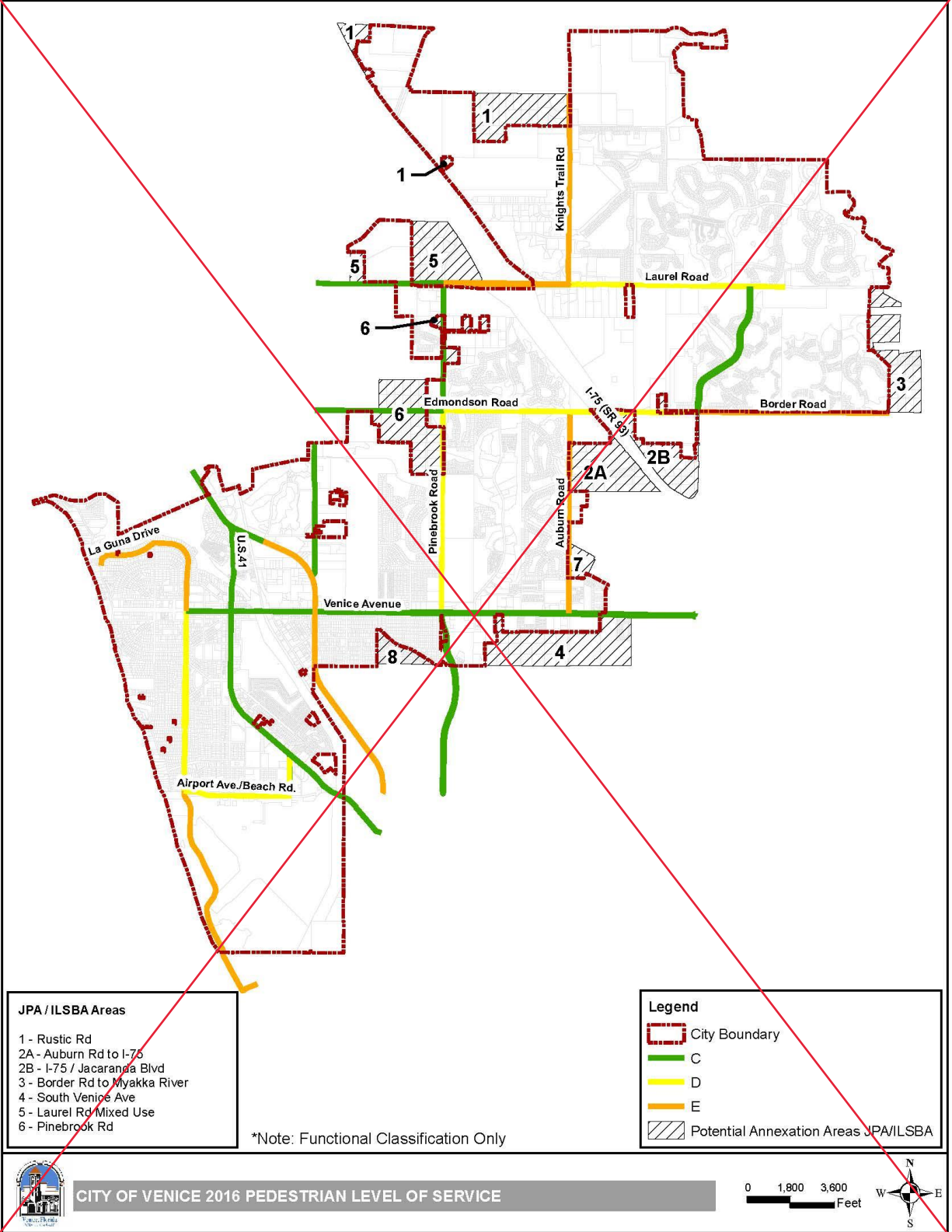


Figure (Map) TR-3: Existing Pedestrian Level of Service

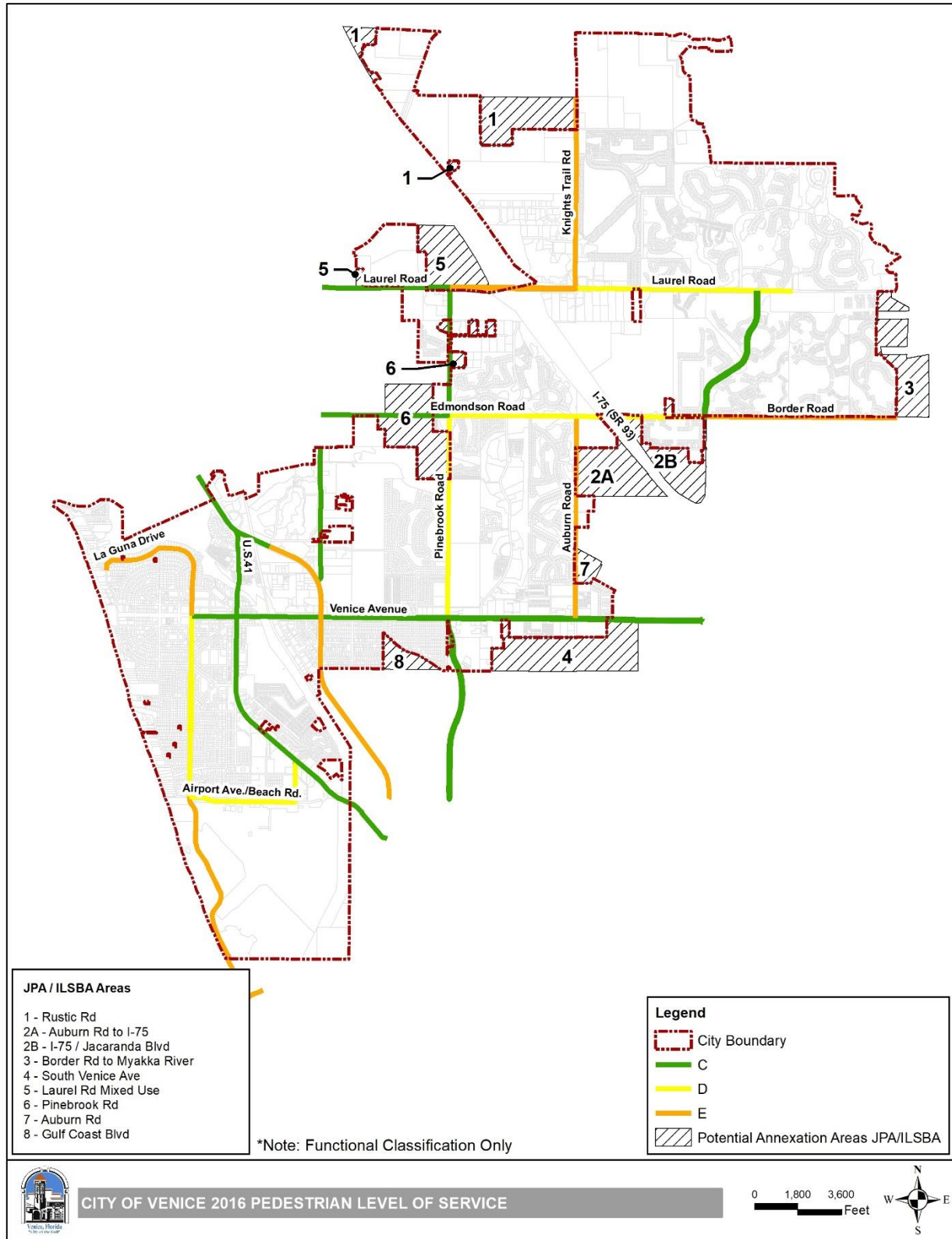


Figure (Map) TR-4: Existing Bicycle Level of Service

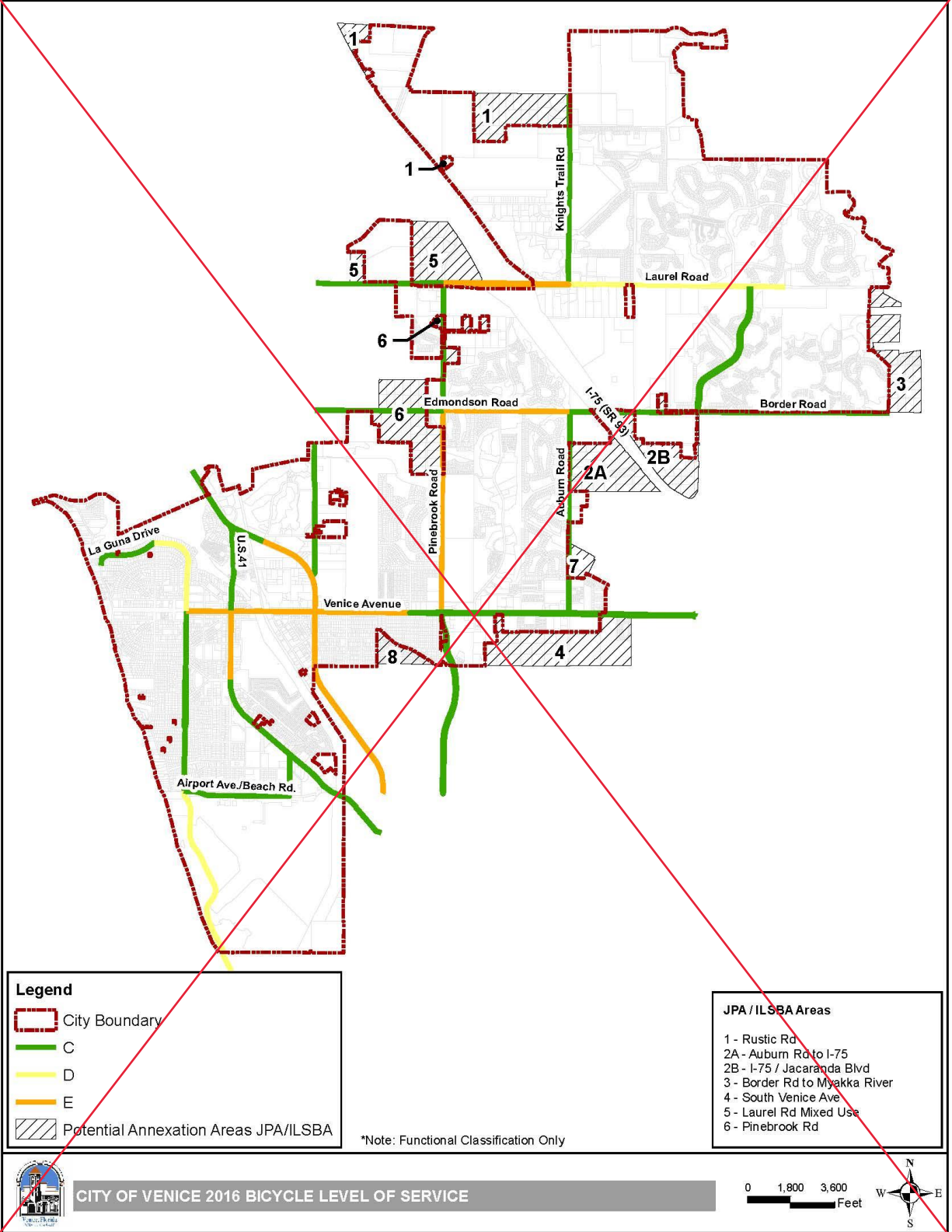


Figure (Map) TR-4: Existing Bicycle Level of Service

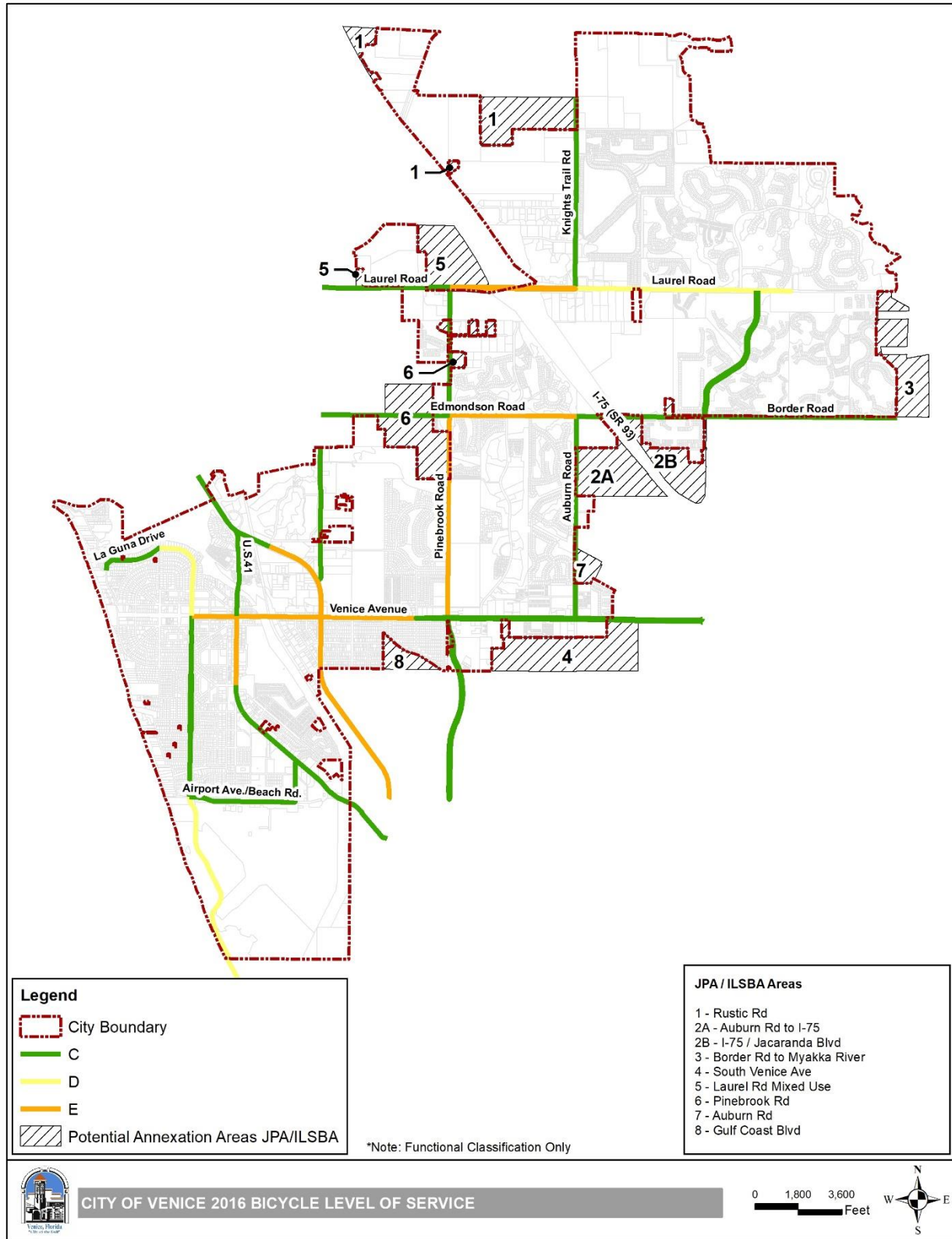


Figure (Map) TR-5: Existing Transit Level of Service

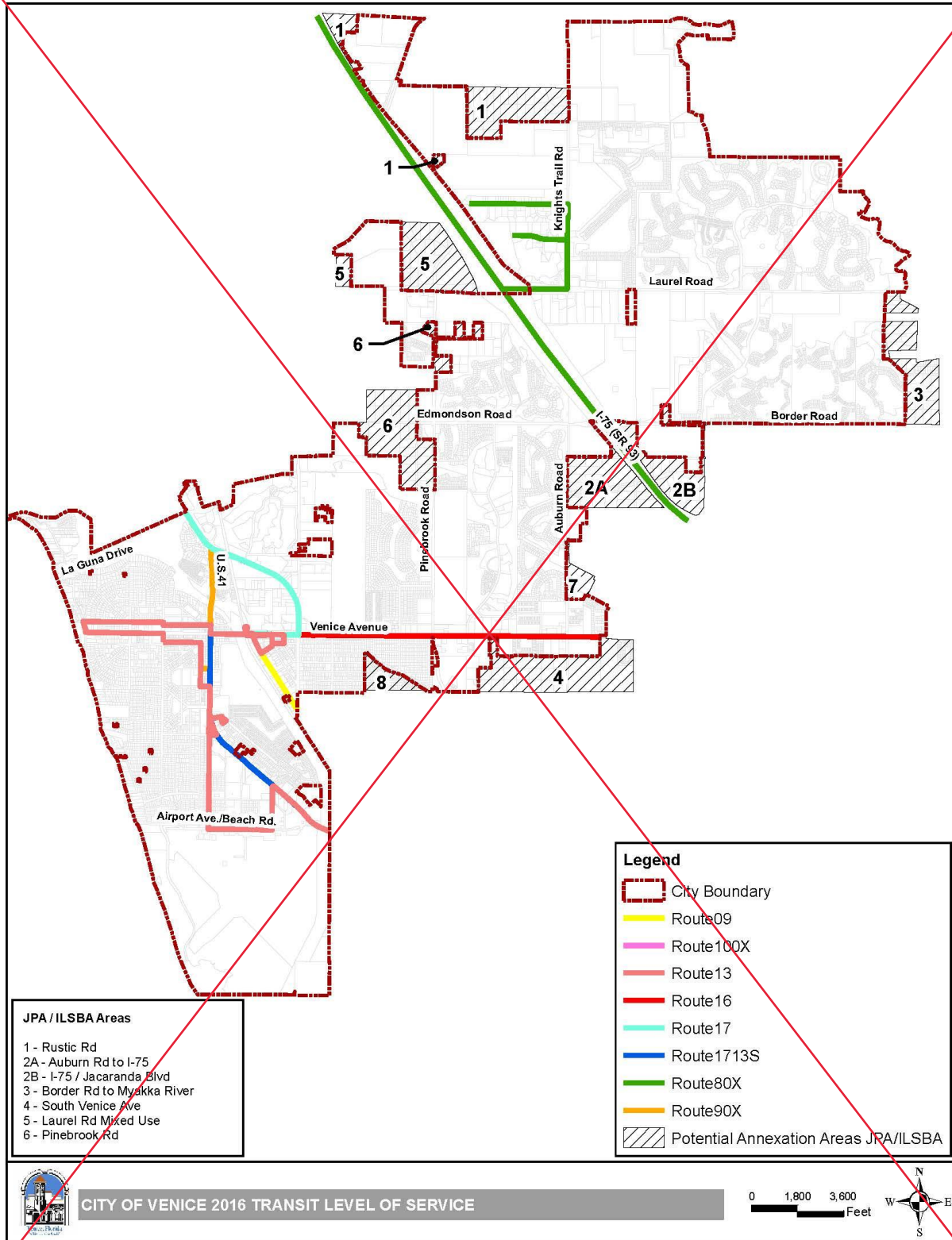


Figure (Map) TR-5: Existing Transit Level of Service

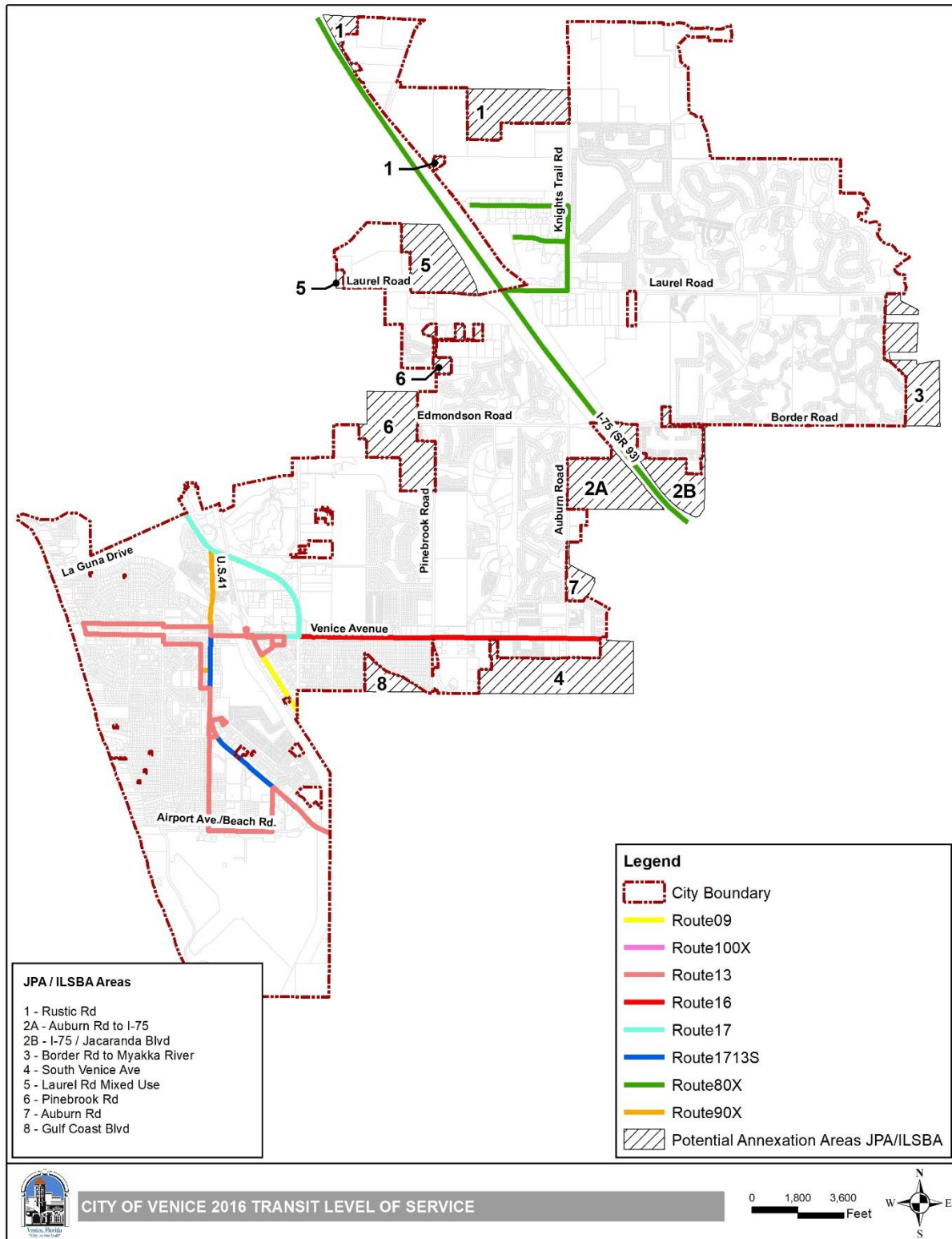


Figure (Map) TR-8: Possible Complete Street Map

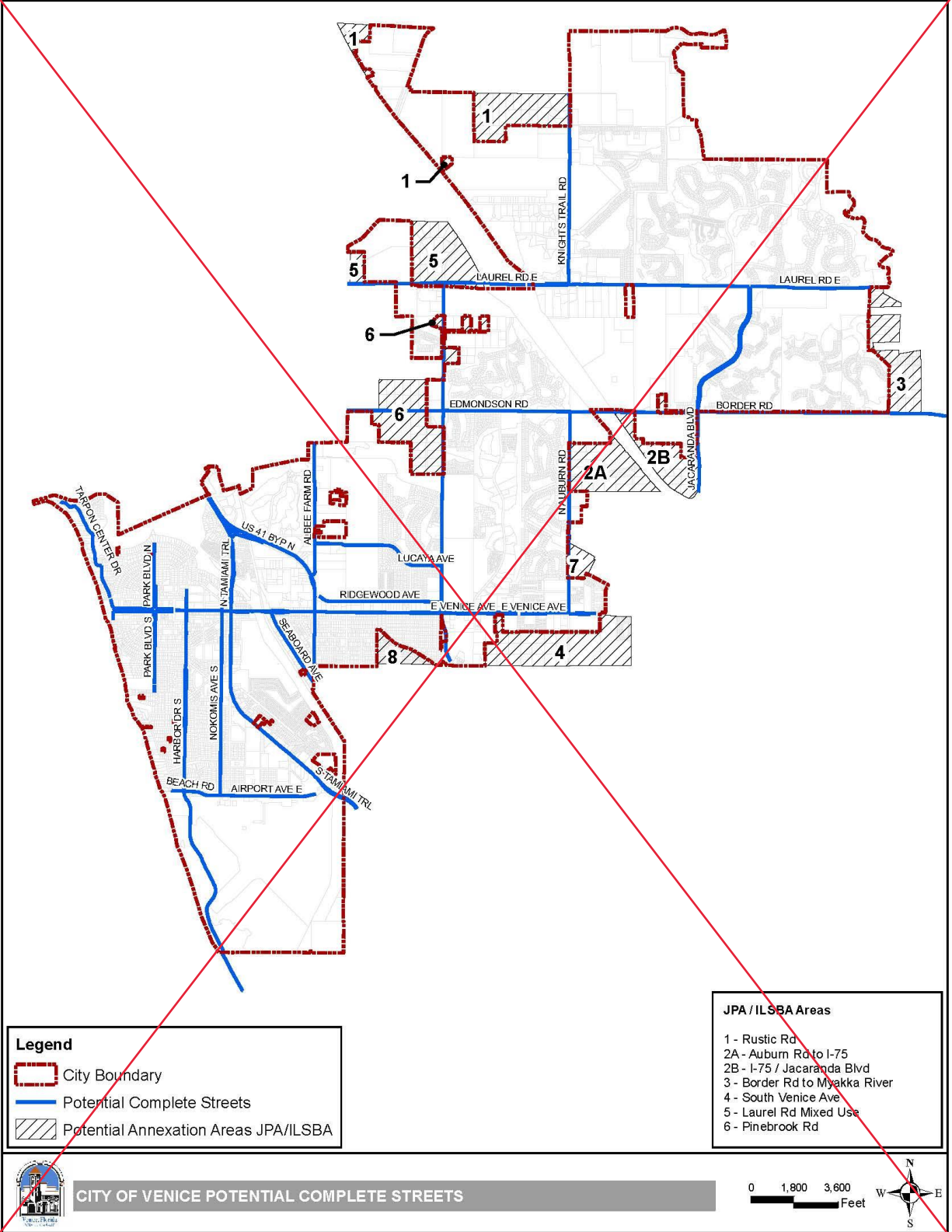


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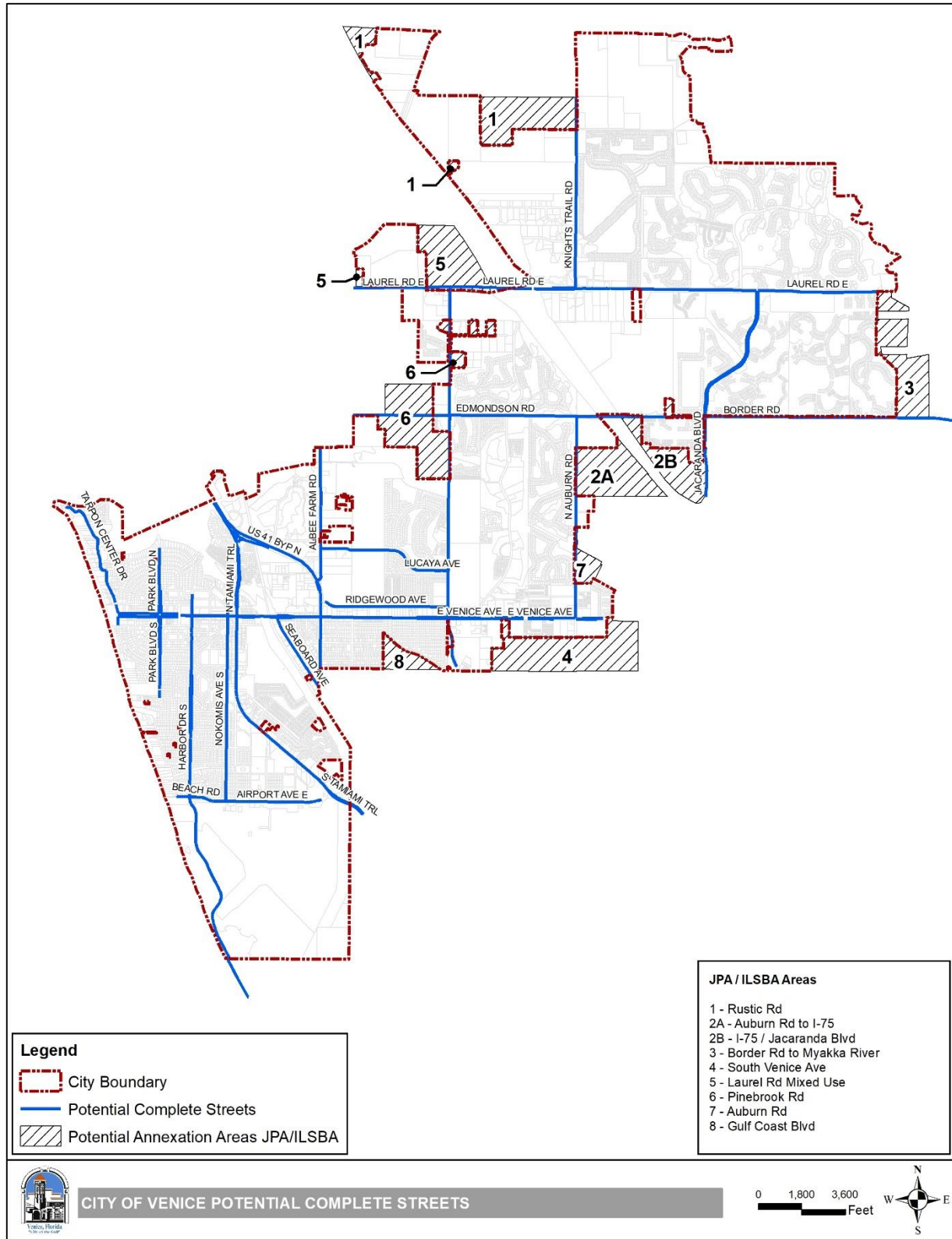


Figure (Map) OS-1: Coastal High Hazard Area (CHHA)

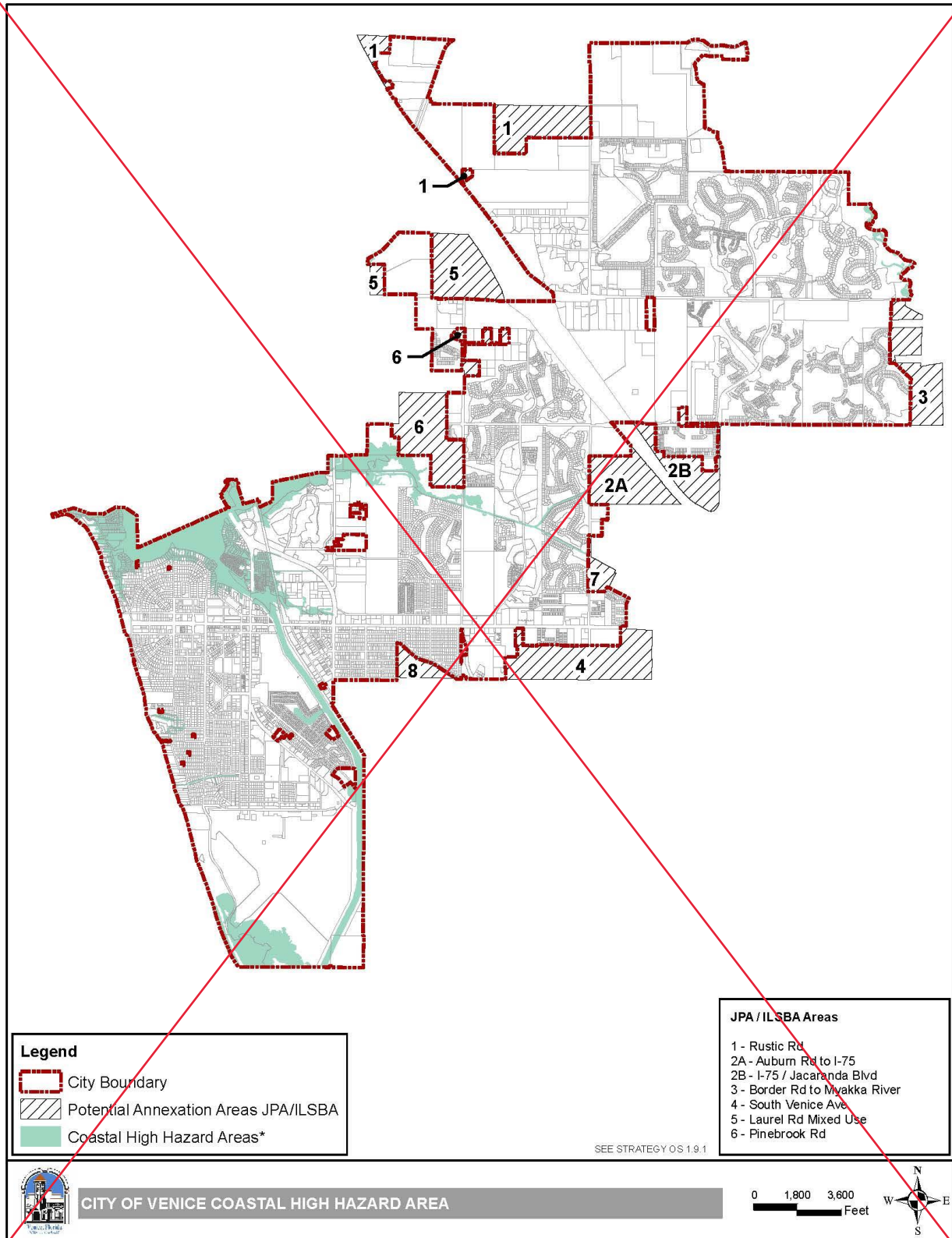


Figure (Map) OS-1: Coastal High Hazard Area (CHHA)

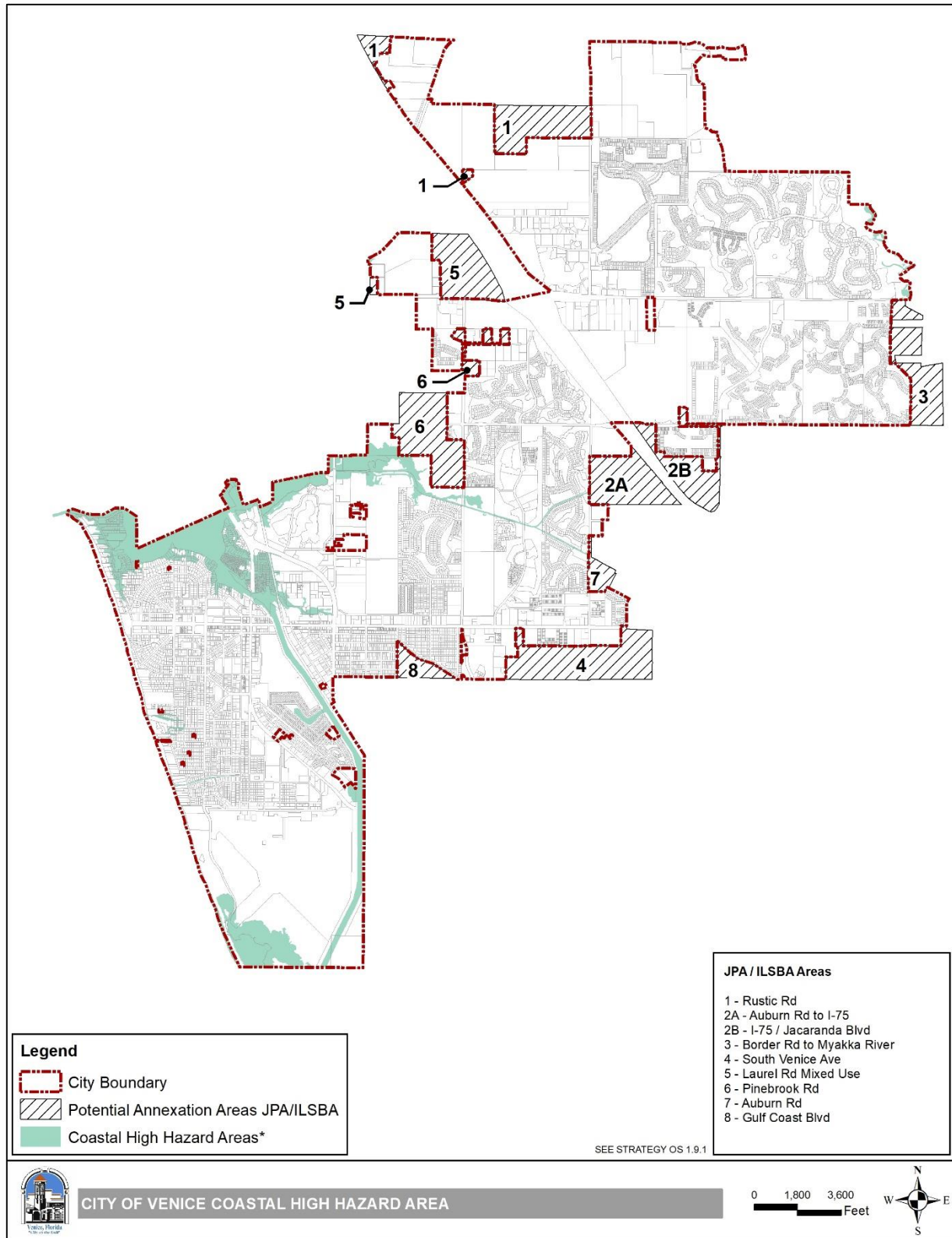


Figure (Map) OS-2: Coastal High Hazard Area with Future Land Use

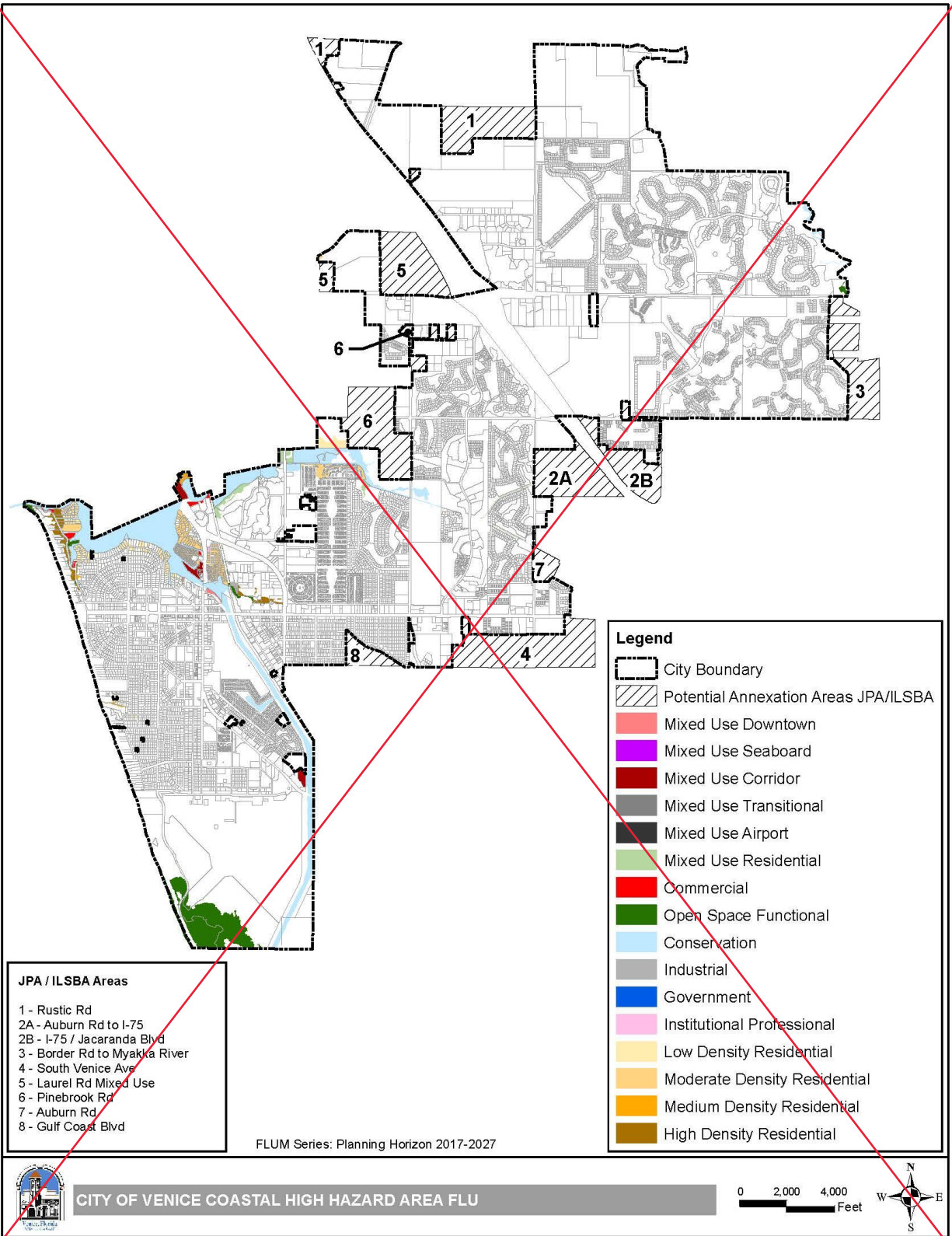
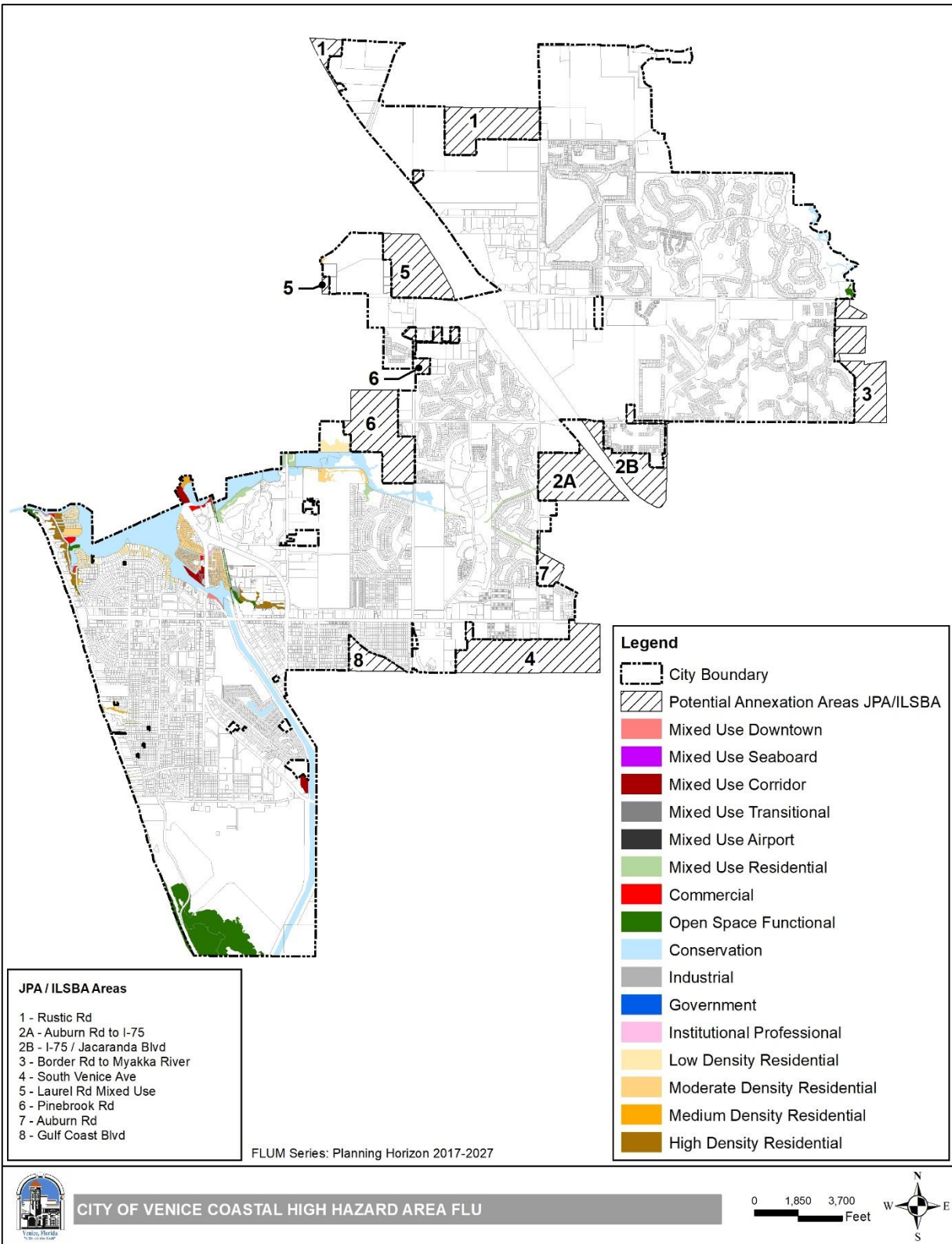


Figure (Map) OS-2: Coastal High Hazard Area with Future Land Use



Future Land Use

The Island				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	6	245,159	0	190	8,264,210	0
CONSERVATION	304	0	0	608	0	0
GOVERNMENT	486	0	0	644	0	0
HIGH DENSITY RESIDENTIAL	85	0	1,530	134	0	2,412
INDUSTRIAL	0	0	0	516	44,953,920	0
INSTITUTIONAL PROFESSIONAL	24	520,542	0	152	3,320,143	0
LOW DENSITY RESIDENTIAL	579	0	2,895	962	0	4,812
MEDIUM DENSITY RESIDENTIAL	73	0	949	273	0	3,554
MIXED USE CORRIDOR	130	1,978,603	1,181	606 629	10,944,108 11,391,919	4,021 4,096
<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	4,306	3,543,766	21,165
MIXED USE TRANSITIONAL	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	72	0	649	566	0	5,097
OPEN SPACE FUNCTIONAL	436	0	0	573	0	0
	2,455	6,583,246	7,960	10,073 10,096	81,029,919 81,477,729	43,589 43,663
ROW	362			887		
Total City Boundary	2,817			10,960 10,983		

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

- 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	190	8,264,210	0
CONSERVATION	27	0	0	608	0	0
GOVERNMENT	10	0	0	644	0	0
HIGH DENSITY RESIDENTIAL	45	0	810	134	0	2,412
INDUSTRIAL	14	1,219,680	0	516	44,953,920	0
INSTITUTIONAL PROFESSIONAL	10	217,800	0	152	3,320,143	0
LOW DENSITY RESIDENTIAL	0	0	0	962	0	4,812
MEDIUM DENSITY RESIDENTIAL	10	0	130	273	0	3,554
MIXED USE CORRIDOR	13	254,826	127	606 629	10,944,108 11,391,919	4,021 4,096
<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	4,306	3,543,766	21,165
MIXED USE TRANSITIONAL	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	56	0	500	566	0	5,097
OPEN SPACE FUNCTIONAL	41	0	0	573	0	0
	366	6,842,187	1,988	10,073 10,096	81,029,919 81,477,729	43,589 43,663
ROW	74			887		
Total City Boundary	440			10,960 10,983		

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	190	8,264,210	0
CONSERVATION	0	0	0	608	0	0
GOVERNMENT	15	0	0	644	0	0
HIGH DENSITY RESIDENTIAL	0	0	0	134	0	2,412
INDUSTRIAL	0	0	0	516	44,953,920	0
INSTITUTIONAL PROFESSIONAL	37	807,167	0	152	3,320,143	0
LOW DENSITY RESIDENTIAL	167	0	835	962	0	4,812
MEDIUM DENSITY RESIDENTIAL	92	0	1,196	273	0	3,554
MIXED USE CORRIDOR	0	0	0	606 629	10,944,108 1,391,919	4,021 4,096
<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	4,306	3,543,766	21,165
MIXED USE TRANSITIONAL	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	33	0	295	566	0	5,097
OPEN SPACE FUNCTIONAL	2	0	0	573	0	0
	498	4,952,135	2,615	10,073 10,096	81,029,919 1,477,729	43,589 43,663
ROW	61			887		
Total City Boundary	559			10,960 10,983		

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

Future Land Use

Pinebrook				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	17	744,531	0	190	8,264,210	0
CONSERVATION	224	0	0	608	0	0
GOVERNMENT	2	0	0	644	0	0
HIGH DENSITY RESIDENTIAL	4	0	72	134	0	2,412
INDUSTRIAL	0	0	0	516	44,953,920	0
INSTITUTIONAL PROFESSIONAL	74	1,622,174	0	152	3,320,143	0
LOW DENSITY RESIDENTIAL	85	0	427	962	0	4,812
MEDIUM DENSITY RESIDENTIAL	96	0	1,253	273	0	3,554
MIXED USE CORRIDOR	0	0	0	606	10,944,108	11,391,919
<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	4,306	3,543,766	21,165
MIXED USE TRANSITIONAL	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	334	0	3,006	566	0	5,097
OPEN SPACE FUNCTIONAL	79	0	0	573	0	0
	2,188	3,474,362	11,116	40,073	10,918	11,477,729
ROW	227			887		
Total City Boundary	2,415			40,960	10,983	

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.

Figure (Map) LU-PB-1: Aerial

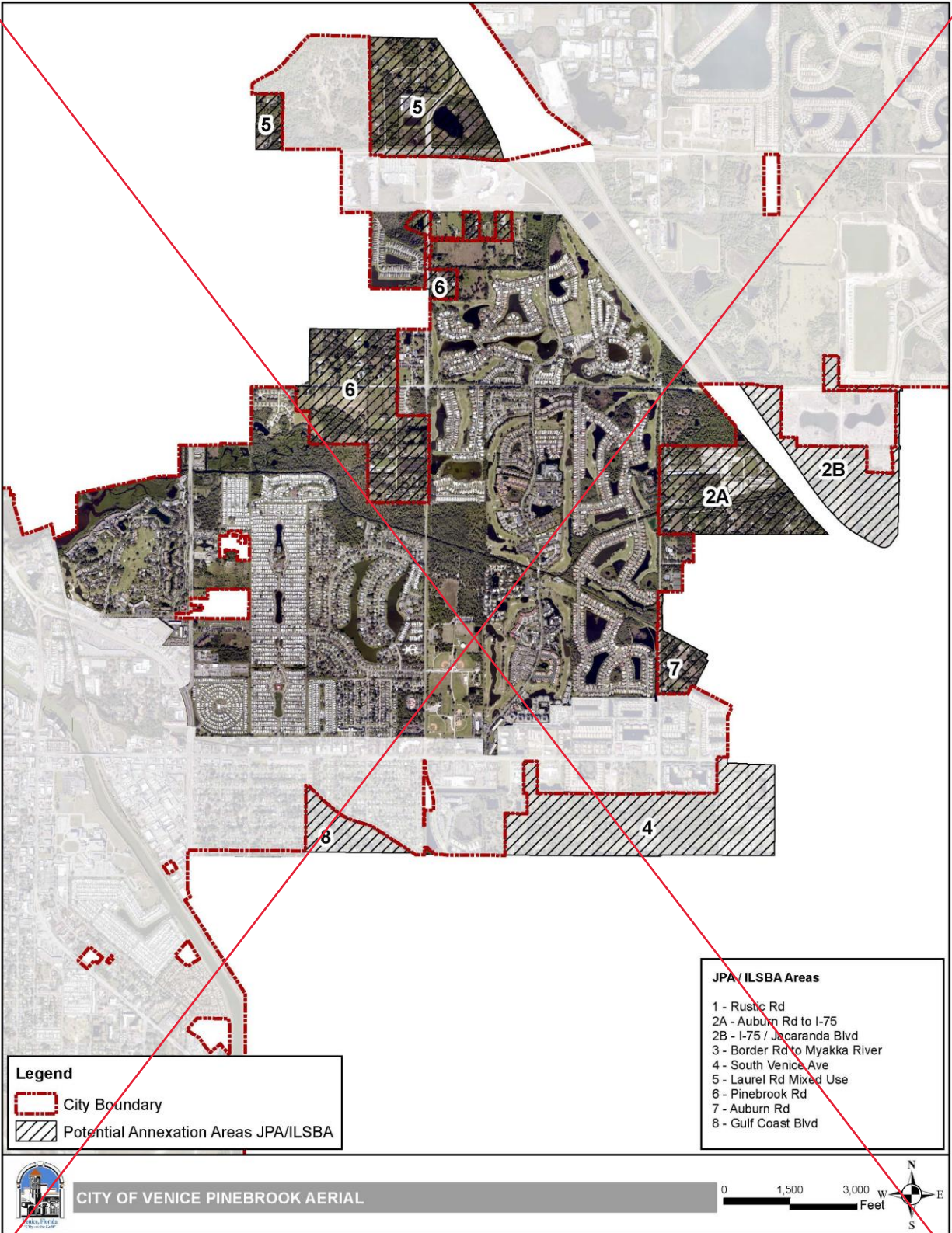


Figure (Map) LU-PB-1: Aerial

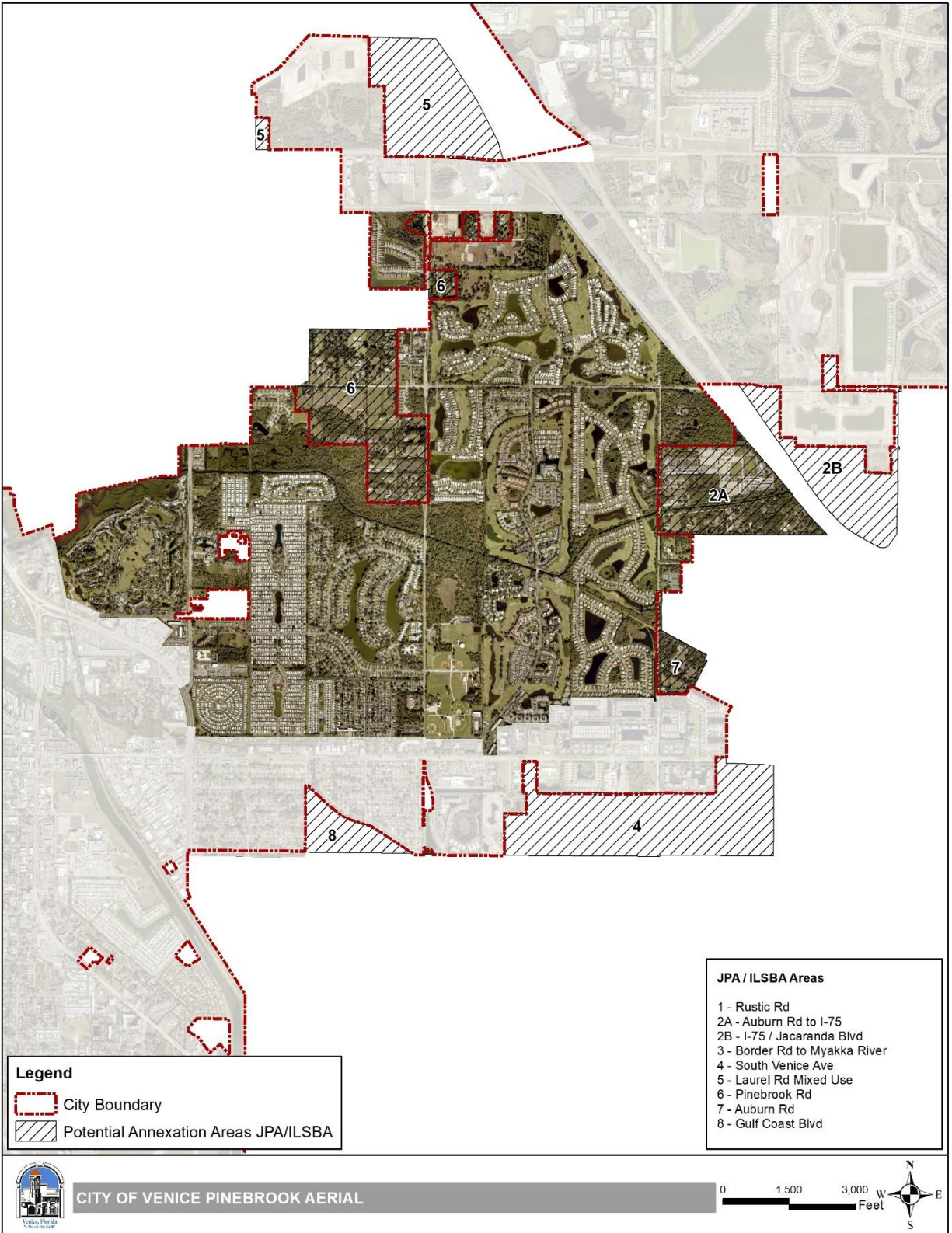


Figure (Map) LU-PB-2: Future Land Use Map

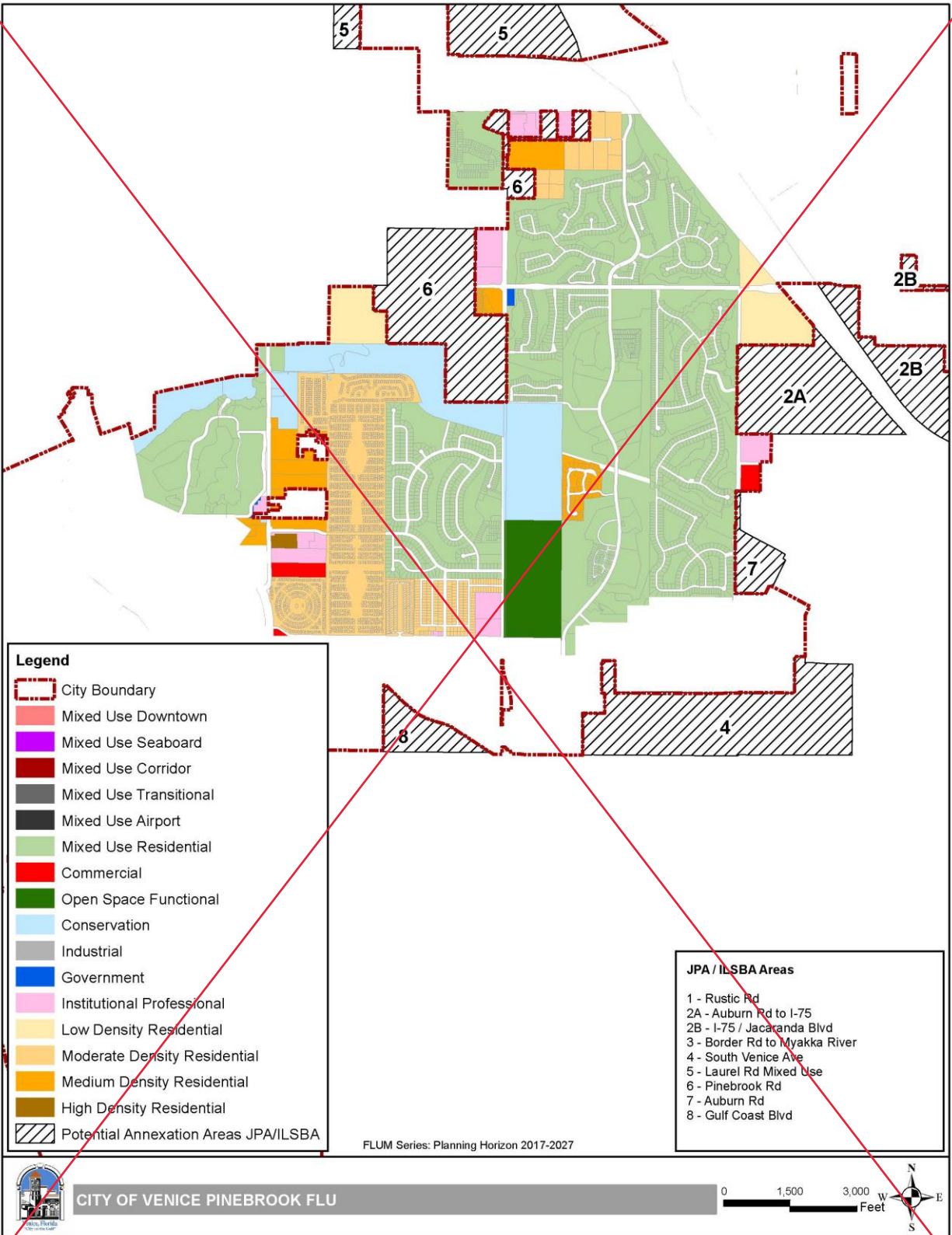


Figure (Map) LU-PB-2: Future Land Use Map

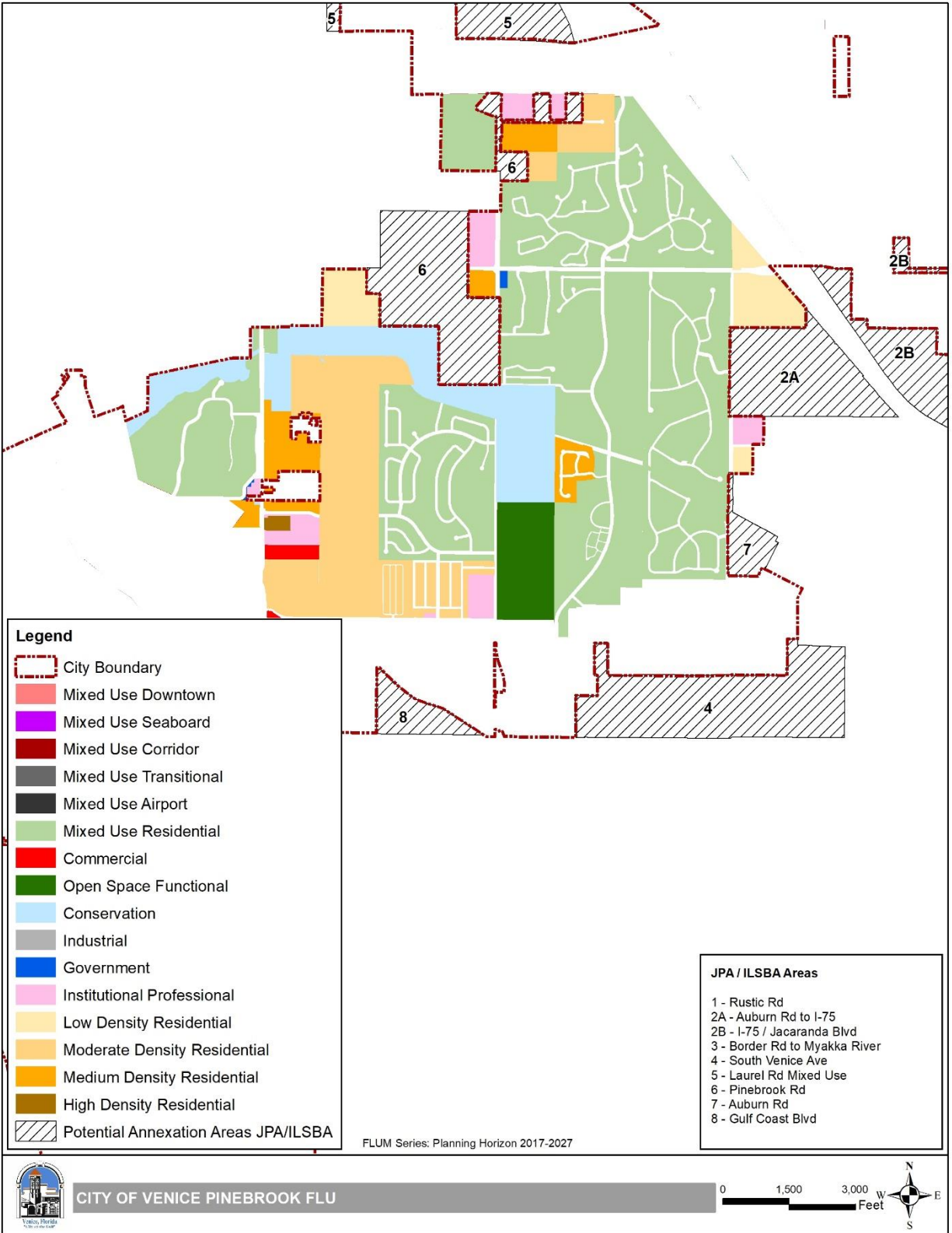


Figure (Map) LU-PB-3: Coastal High Hazard

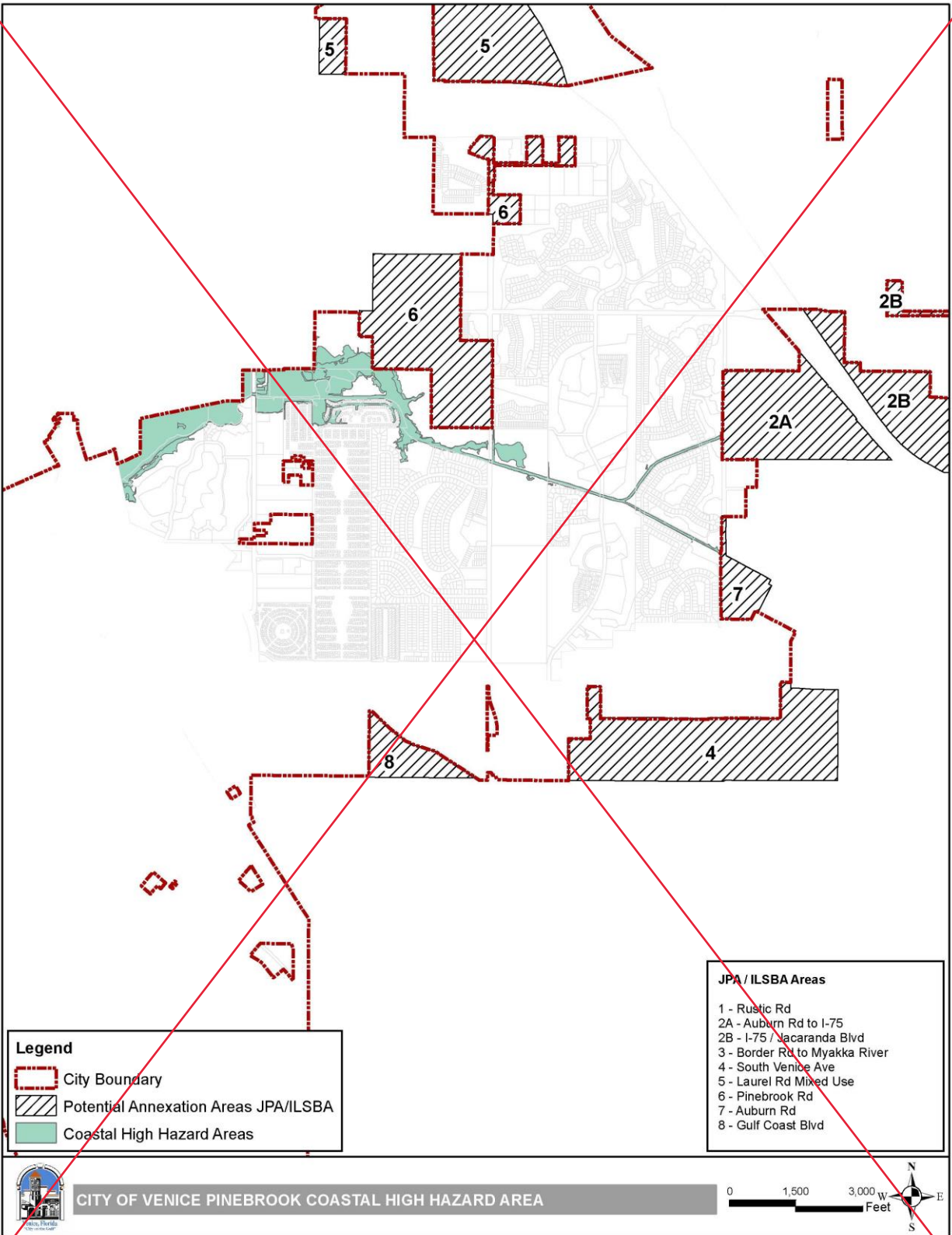


Figure (Map) LU-PB-3: Coastal High Hazard

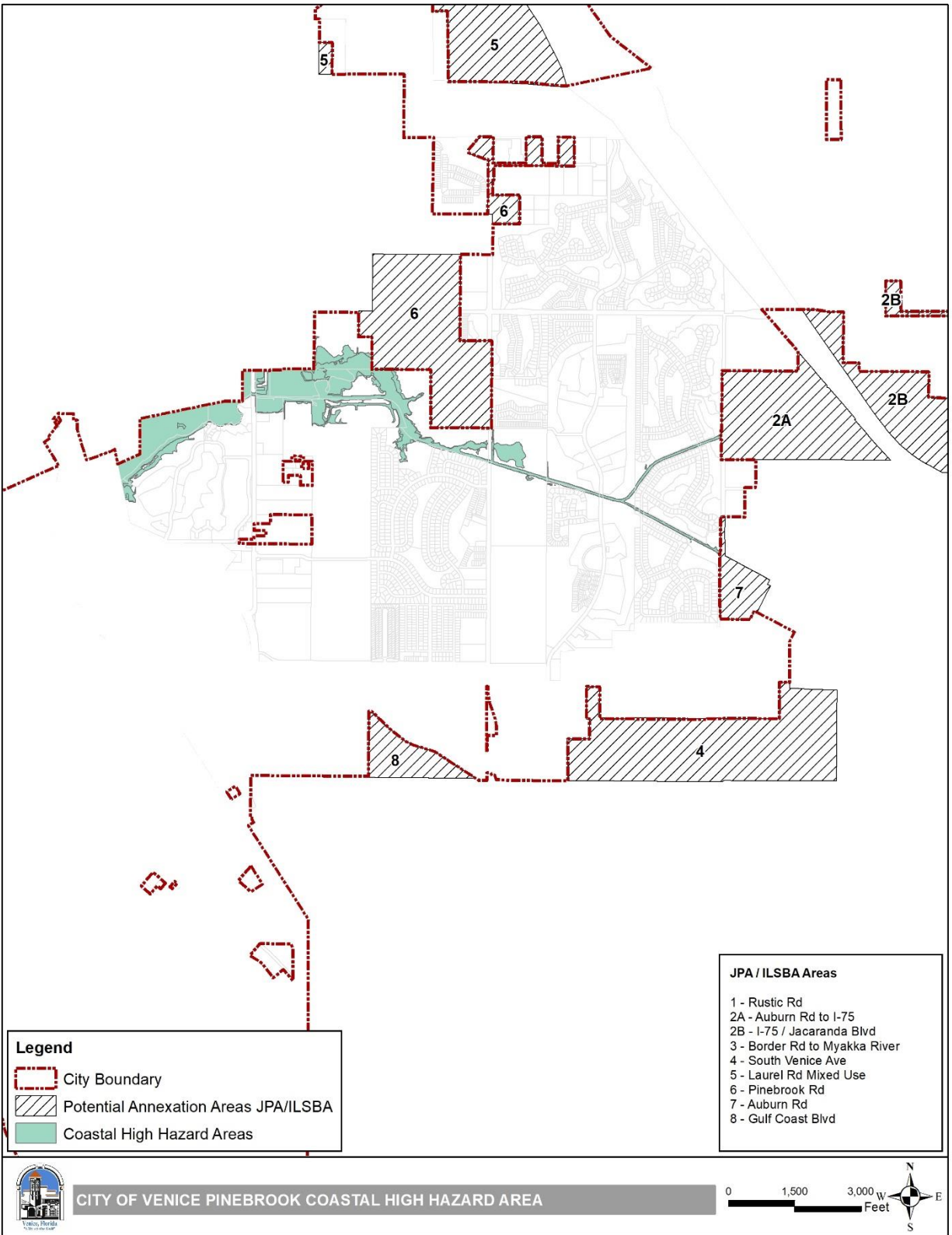


Figure (Map) LU-PB-4: Coastal High Hazard Area identified (w/ FLU)

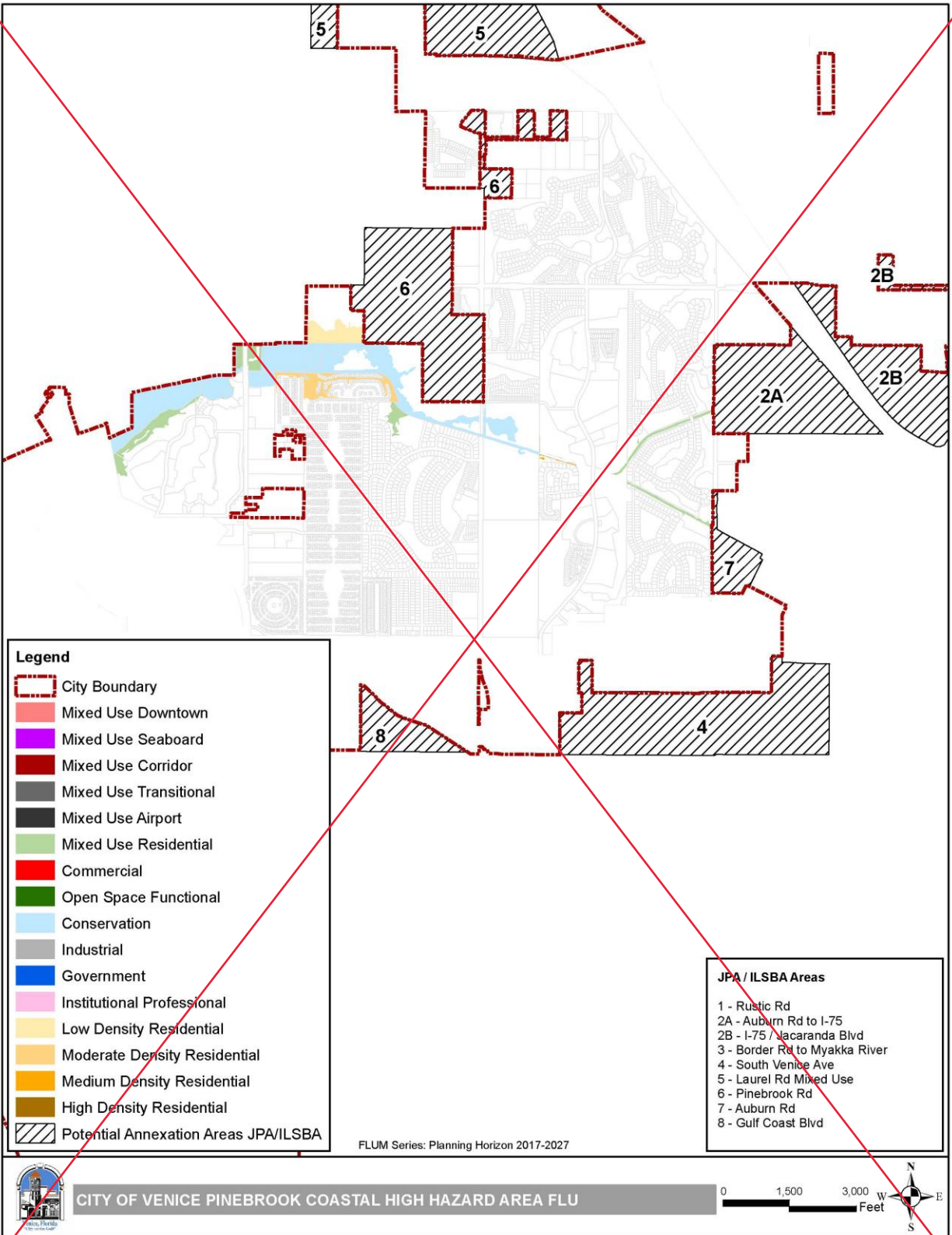
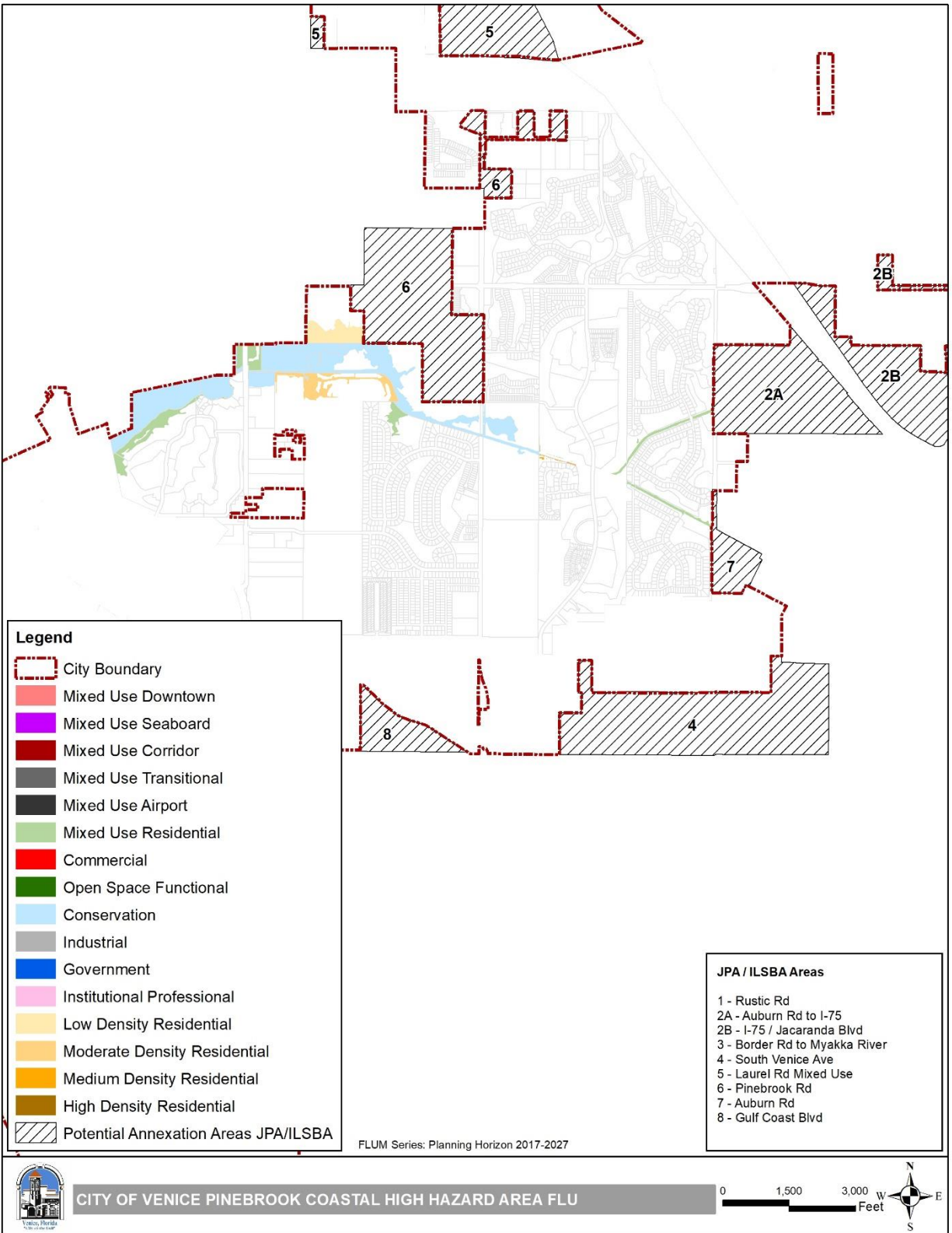


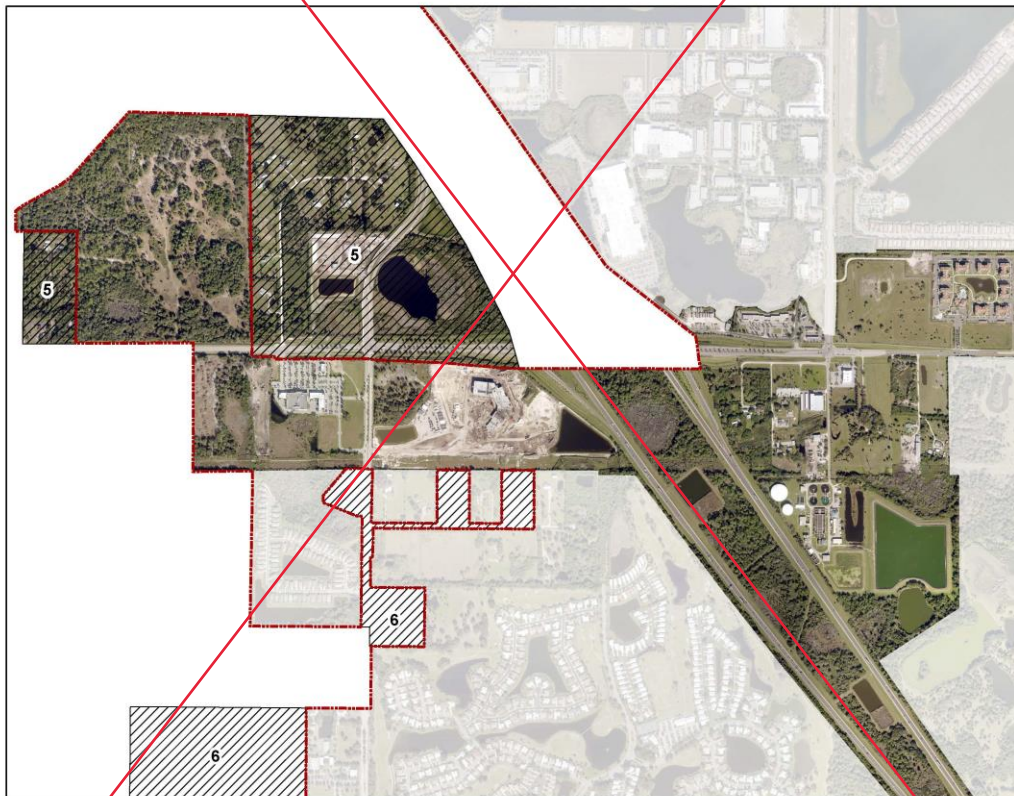
Figure (Map) LU-PB-4: Coastal High Hazard Area identified (w/ FLU)



Overview

The Laurel Road Neighborhood serves as a gateway from Interstate 75 to a number of neighborhoods including Knight’s Trail, Northeast Venice, and Pinebrook. This predominantly undeveloped neighborhood has experienced sporadic non-residential development initially in the eastern portions of the Neighborhood. The commercial uses within this Neighborhood were initially considered to serve the needs of the Knight’s Trail (Triple Diamond Industrial Park) and Laurel Road residential communities. However, planned developments within the City and development surrounding the City (Sarasota County) emphasize a further need for non-residential land uses. Major developments in the area include:

- Plaza Venezia/Publix
- Portofino
- The Bridges



Existing Land Use & Development

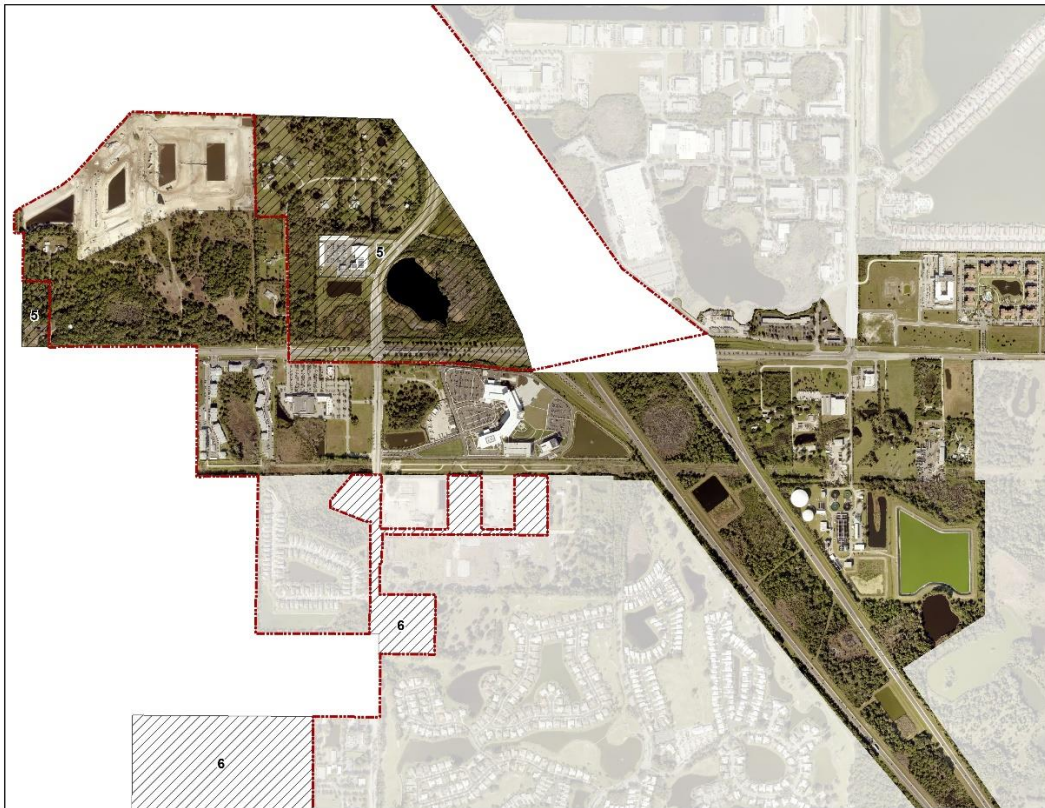
The Laurel Road Neighborhood encompasses approximately 473 acres (gross acreage) or approximately 4.3% percent of the total City size (area) including roads/rights-of-way. Based on information obtained in 2016 from the Sarasota County Property Appraiser’s Office, there are approximately:

- 17 residential units (single family detached, single family attached, multifamily/ condominium), and
- 146,624 square feet of non-residential uses (commercial, office, civic, professional)

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- Plaza Venezia/Publix
- Portofino
- The Bridges



Existing Land Use & Development

The Laurel Road Neighborhood encompasses approximately 473 acres (gross acreage) or approximately 4.3 4.5% 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:

- 17 residential units (single family detached, single family attached, multifamily/ condominium), and
- 146,624 square feet of non-residential uses (commercial, office, civic, professional)

Future Land Use

Laurel Rd Corridor				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	0	0	0	190	8,264,210	0
CONSERVATION	0	0	0	608	0	0
GOVERNMENT	71	0	0	644	0	0
HIGH DENSITY RESIDENTIAL	0	0	0	134	0	2,412
INDUSTRIAL	0	0	0	516	44,953,920	0
INSTITUTIONAL PROFESSIONAL	0	0	0	152	3,320,143	0
LOW DENSITY RESIDENTIAL	0	0	0	962	0	4,812
MEDIUM DENSITY RESIDENTIAL	0	0	0	273	0	3,554
MIXED USE CORRIDOR	<u>294 317</u>	<u>5,766,024</u> <u>6,213,834</u>	<u>956 1,030</u>	<u>606 629</u>	<u>10,944,108</u> <u>11,391,919</u>	<u>4,021</u> <u>4,096</u>
<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	4,306	3,543,766	21,165
MIXED USE TRANSITIONAL	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	72	0	648	566	0	5,097
OPEN SPACE FUNCTIONAL	5	0	0	573	0	0
	<u>442 465</u>	<u>5,776,024</u> <u>6,213,834</u>	<u>1,604</u> <u>1,678</u>	<u>10,073</u> <u>10,096</u>	<u>81,029,919</u> <u>81,477,729</u>	<u>43,589</u> <u>43,663</u>
ROW	31			887		
Total City Boundary	<u>473 496</u>			<u>10,960</u> <u>10,983</u>		

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 294 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 as of 11/01/21
MUC	<u>294-317</u>	13	10%	25%	382-412	956-1,030	565

- 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 as of 11/01/21
MUC	<u>294-317</u>	0.50	75%	90%	4,805,020 5,178,195	5,766,024 6,213,834	361,262

- 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.

Figure (Map) LU-LR-1: Aerial

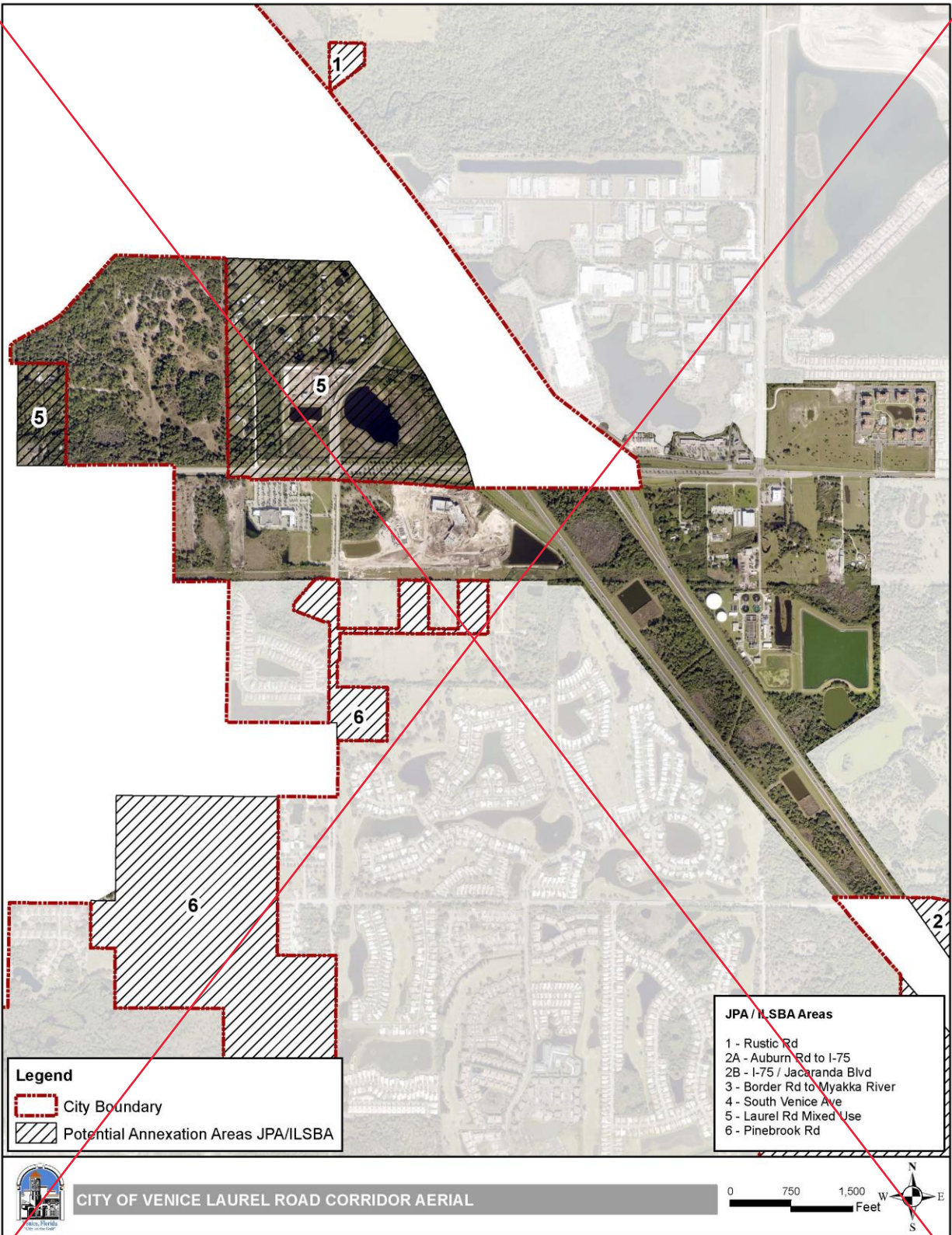


Figure (Map) LU-LR-1: Aerial

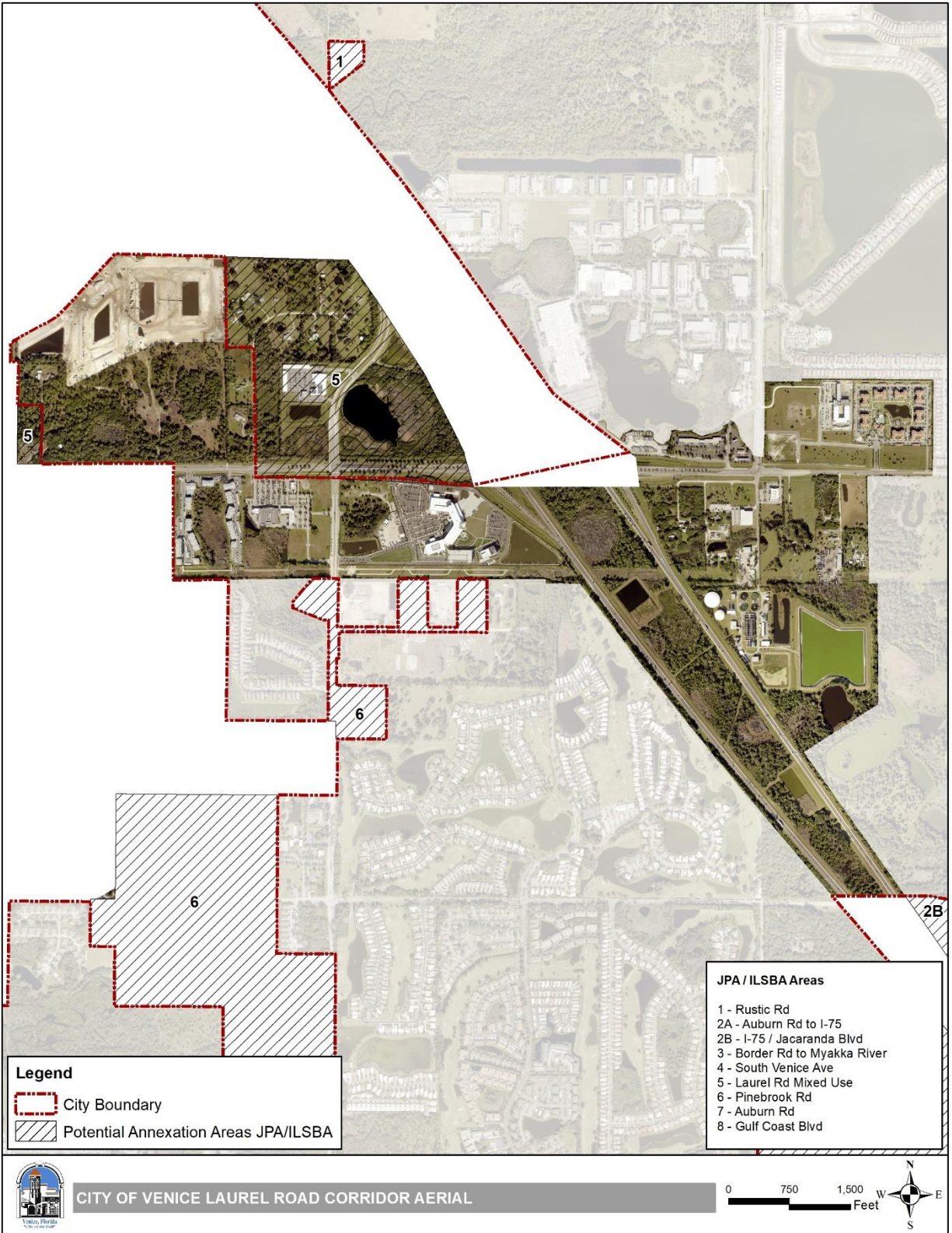


Figure (Map) LU-LR-2: Future Land Use Map

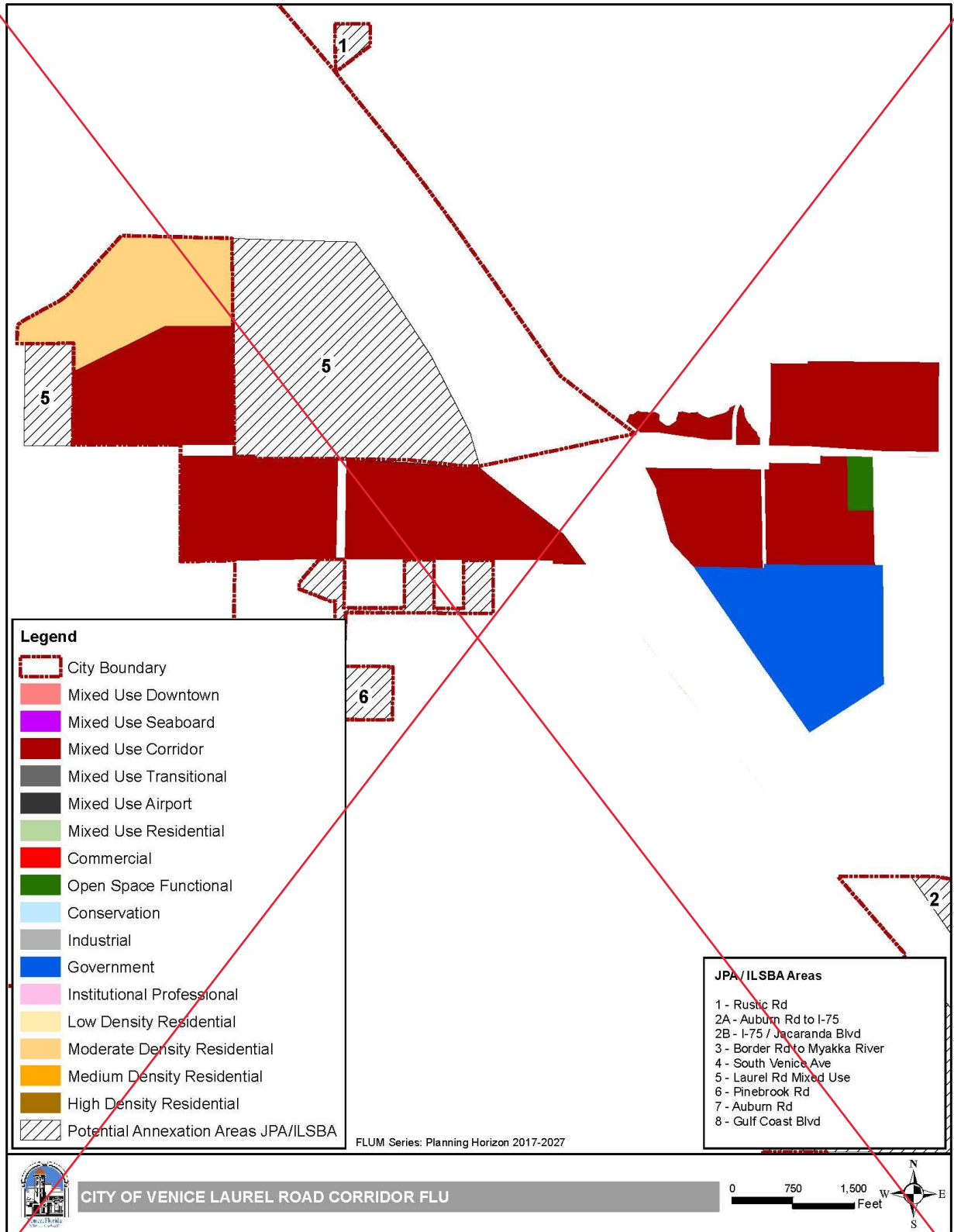


Figure (Map) LU-LR-2: Future Land Use Map

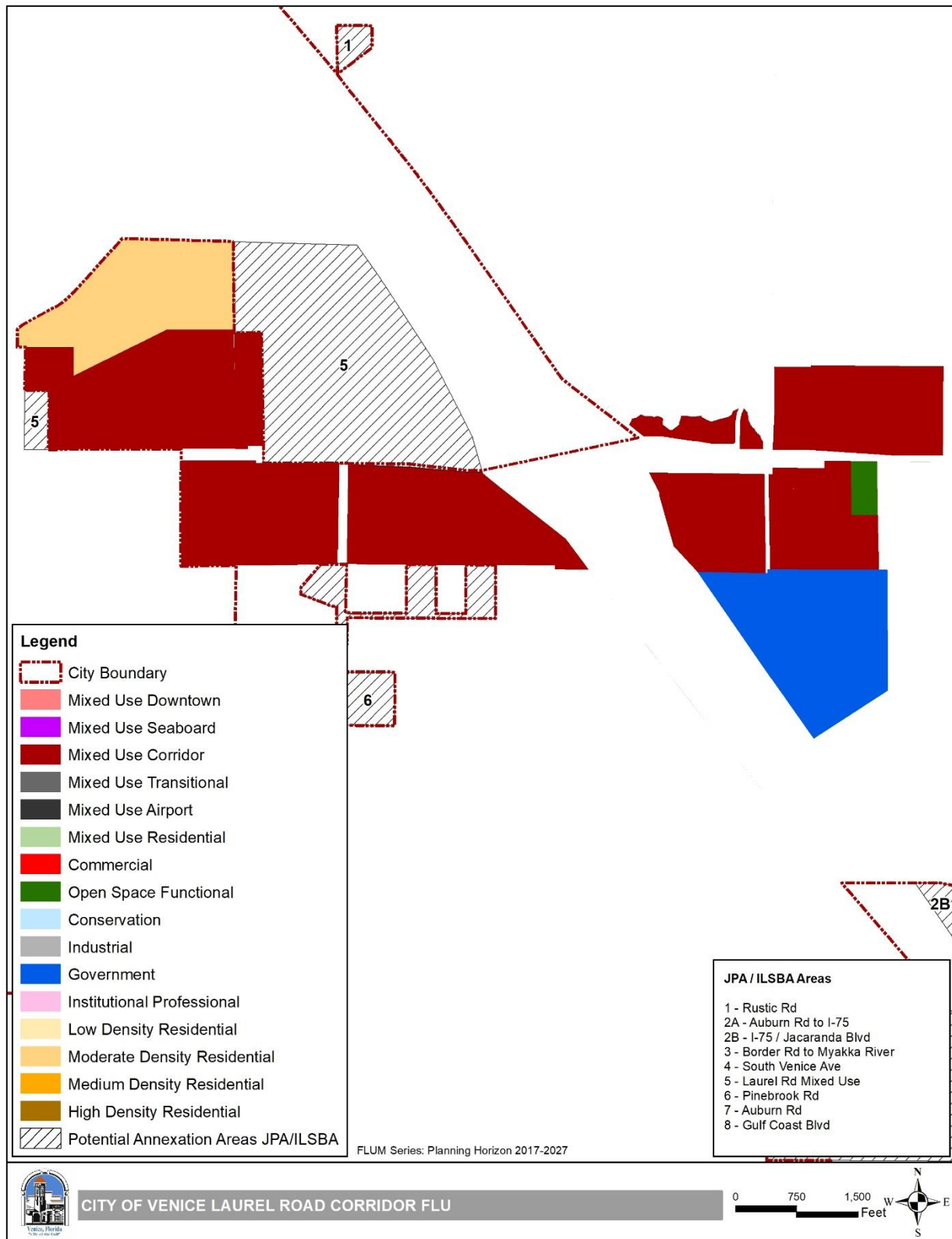


Figure (Map) LU-LR-3: Coastal High Hazard Area

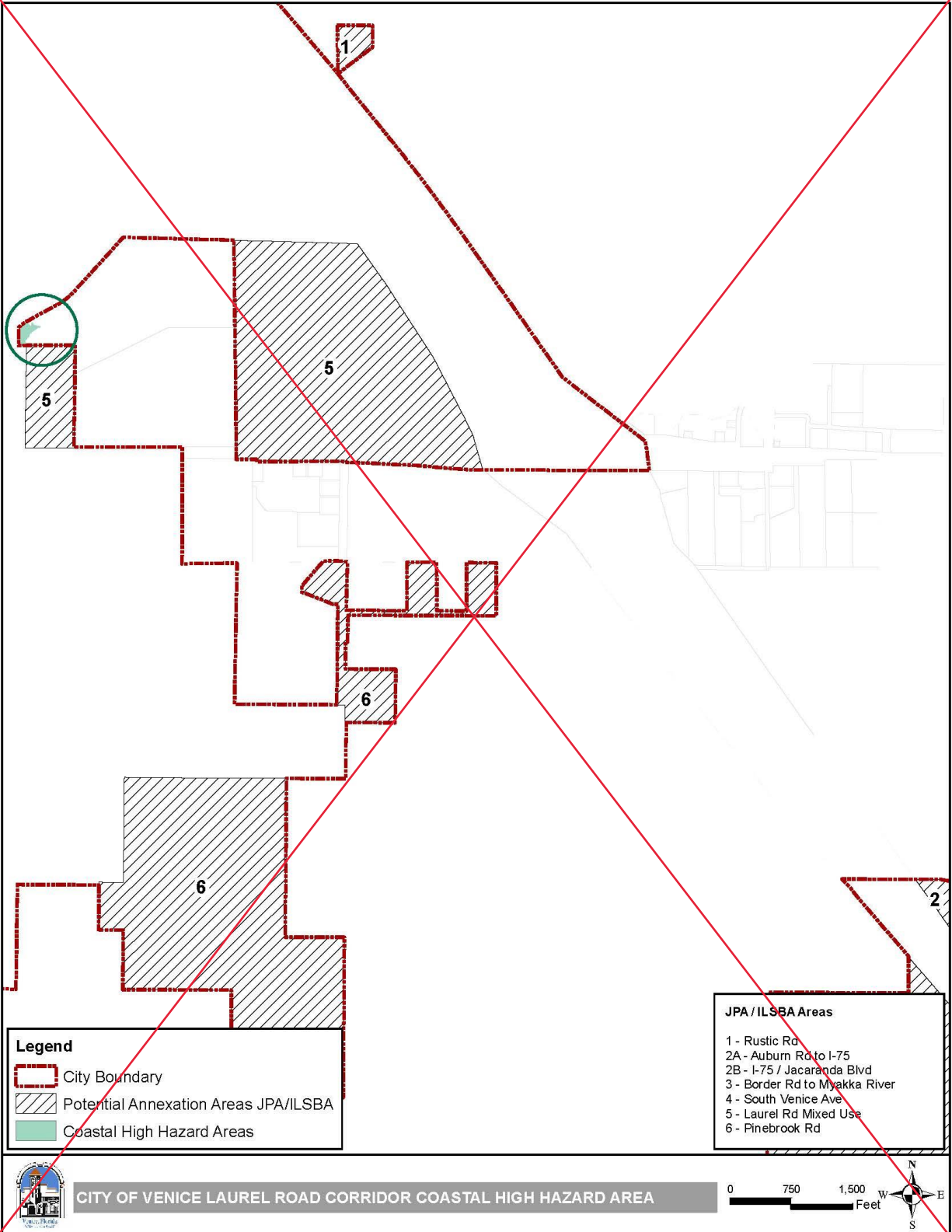


Figure (Map) LU-LR-3: Coastal High Hazard Area

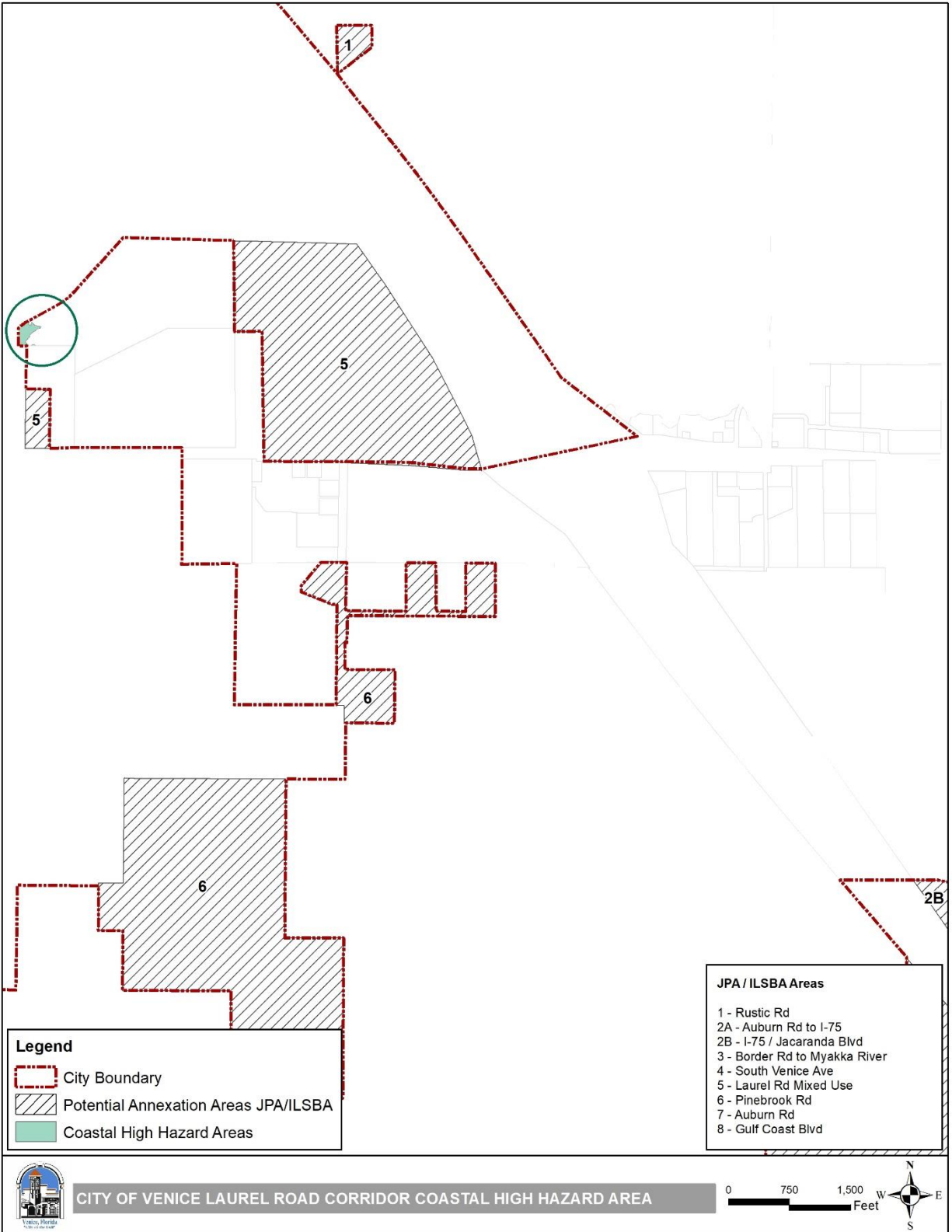
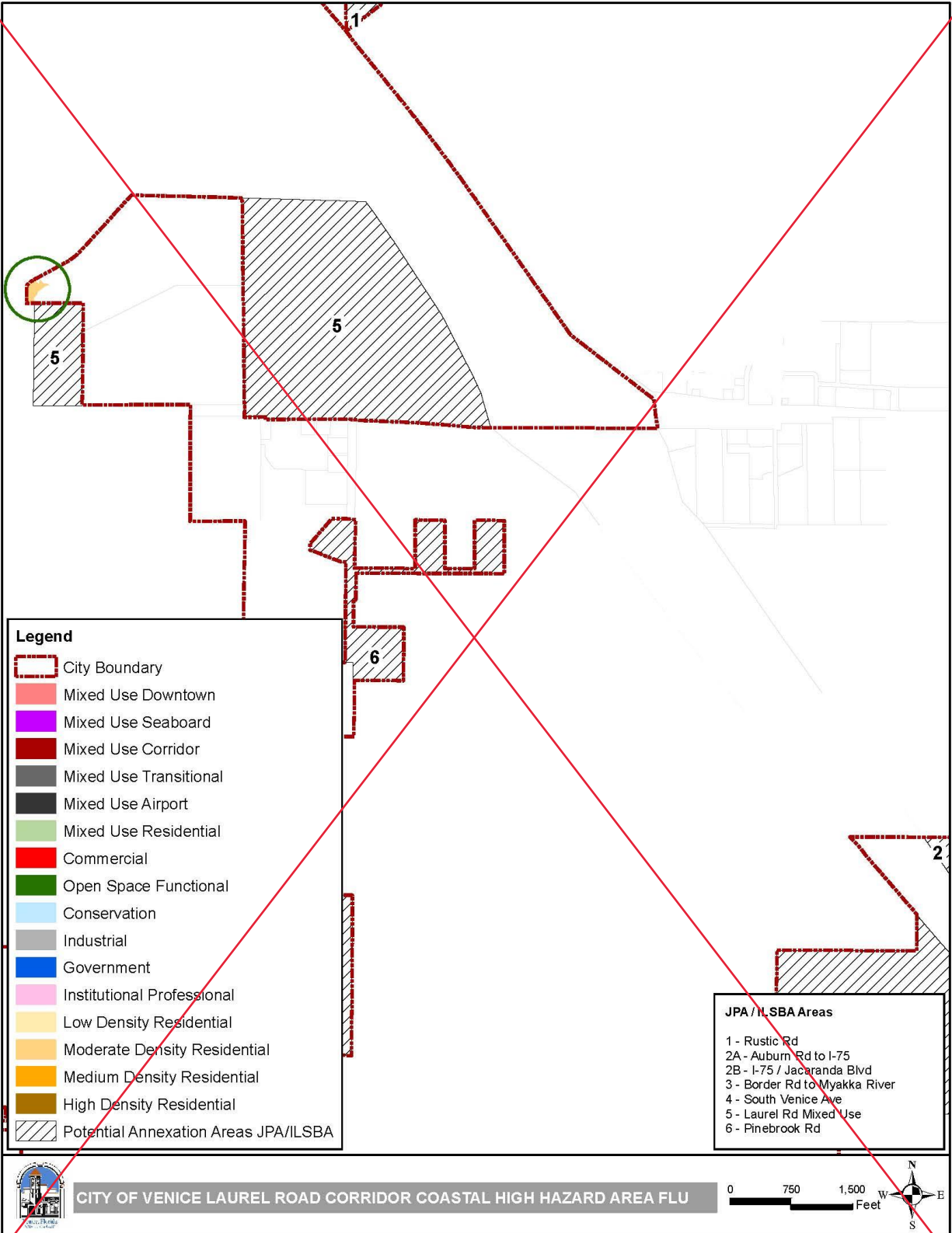


Figure (Map) LU-LR-4: Coastal High Hazard Area identified (w/ FLU)

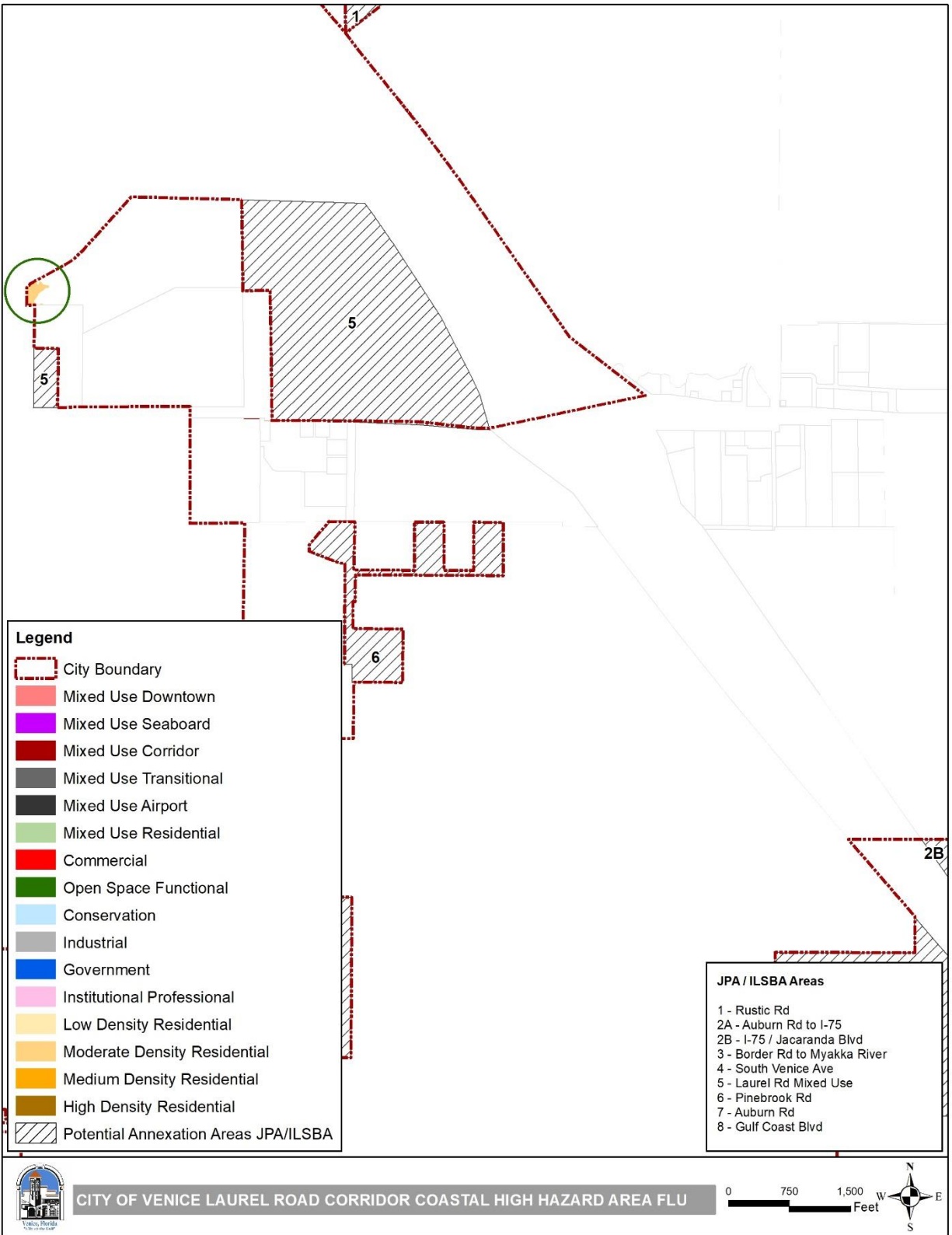


CITY OF VENICE LAUREL ROAD CORRIDOR COASTAL HIGH HAZARD AREA FLU

0 750 1,500 Feet



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



Future Land Use

Northeast Venice				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	0	0	0	190	8,264,210	0
CONSERVATION	0	0	0	608	0	0
GOVERNMENT	4	0	0	644	0	0
HIGH DENSITY RESIDENTIAL	0	0	0	134	0	2,412
INDUSTRIAL	0	0	0	516	44,953,920	0
INSTITUTIONAL PROFESSIONAL	0	0	0	152	3,320,143	0
LOW DENSITY RESIDENTIAL	131	0	655	962	0	4,812
MEDIUM DENSITY RESIDENTIAL	2	0	26	273	0	3,554
MIXED USE CORRIDOR	0	0	0	606 629	10,944,108 11,391,919	4,024 4,096
<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	2,659	2,316,521	13,295	4,306	3,543,766	21,165
MIXED USE TRANSITIONAL	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	0	0	0	566	0	5,097
OPEN SPACE FUNCTIONAL	10	0	0	573	0	0
	2,806	2,316,521	13,976	10,073 10,096	81,029,919 81,477,729	43,589 43,663
ROW	101			887		
Total City Boundary	2,907			10,960 10,983		

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.

Overview

The Knights Trail Neighborhood is predominately industrial, situated East of I-75 and along Knights Trail Road. This Neighborhood is bordered along its southern boundary by the Northeast Venice Neighborhood and the Laurel Rd Neighborhood. Based on the carrying capacity analysis and development standards for this Neighborhood, specifically the Industrial land use areas, approximately one-half of the City's non-residential development could be located in the Knights Trail Neighborhood.

However, it should be noted that based on the existing development patterns within this Neighborhood, achieving this level of development is unlikely and may place undue burdens on the public infrastructure, including transportation resources, without additional public expenditures by the City of Venice and Sarasota County.



Existing Land Use & Development

The Knights Trail Neighborhood encompasses approximately 1,350 acres (gross acreage) or approximately 12.3 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:

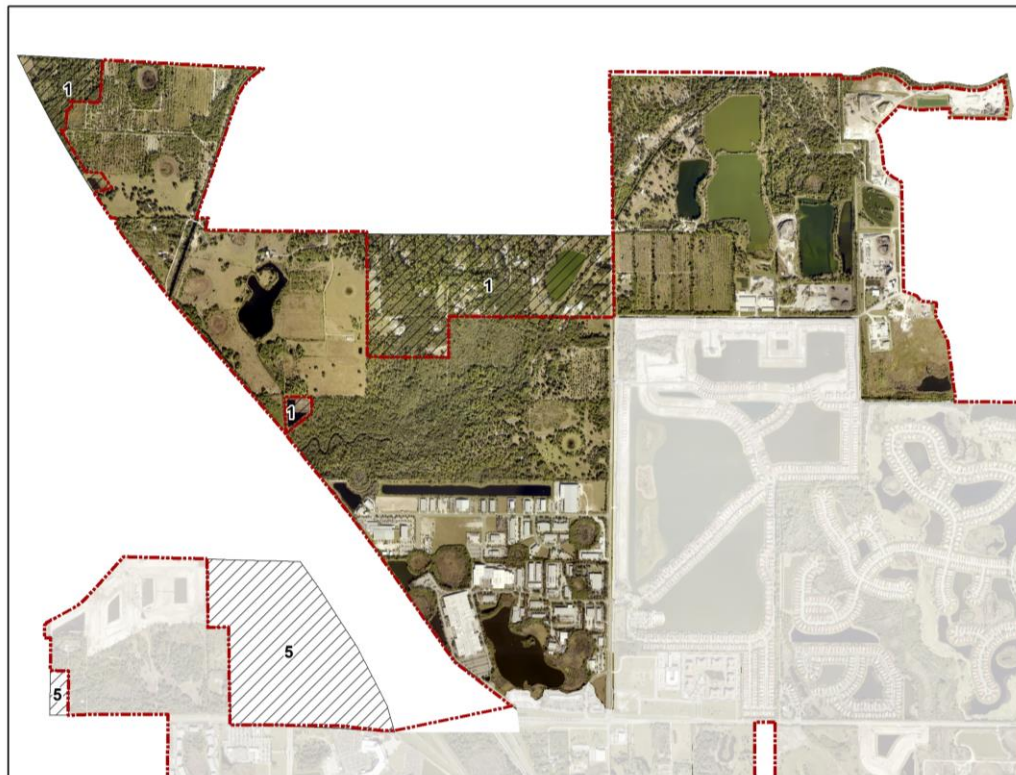
- 3 residential units (single family detached, single family attached, multifamily/ condominium), and
- 1,381,705 square feet of non-residential uses (industrial, commercial, office, civic, professional)

These numbers represent approximately less than 1 percent and 15 percent of the City's current residential and non-residential development, respectively.

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- 3 residential units (single family detached, single family attached, multifamily/ condominium), and
- 1,381,705 square feet of non-residential uses (industrial, commercial, office, civic, professional)

These numbers represent approximately less than 1 percent and 15 percent of the City’s current residential and non-residential development, respectively.

Future Land Use

Knights Trail				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	0	0	0	190	8,264,210	0
CONSERVATION	53	0	0	608	0	0
GOVERNMENT	56	0	0	644	0	0
HIGH DENSITY RESIDENTIAL	0	0	0	134	0	2,412
INDUSTRIAL	502	43,734,240	0	516	44,953,920	0
INSTITUTIONAL PROFESSIONAL	7	152,460	0	152	3,320,143	0
LOW DENSITY RESIDENTIAL	0	0	0	962	0	4,812
MEDIUM DENSITY RESIDENTIAL	0	0	0	273	0	3,554
MIXED USE CORRIDOR	169	2,944,656	1,758	606 629	10,944,108 11,391,919	4,024 4,096
<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	4,306	3,543,766	21,165
MIXED USE TRANSITIONAL	214	4,194,828	1,348	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	0	0	0	566	0	5,097
OPEN SPACE FUNCTIONAL	0	0	0	573	0	0
	1,319	51,095,444	4,330	10,073 10,096	81,029,919 81,477,729	43,589 43,663
ROW	31			887		
Total City Boundary	1,350			10,960 10,983		

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:

Figure (Map) LU-KT-1: Aerial

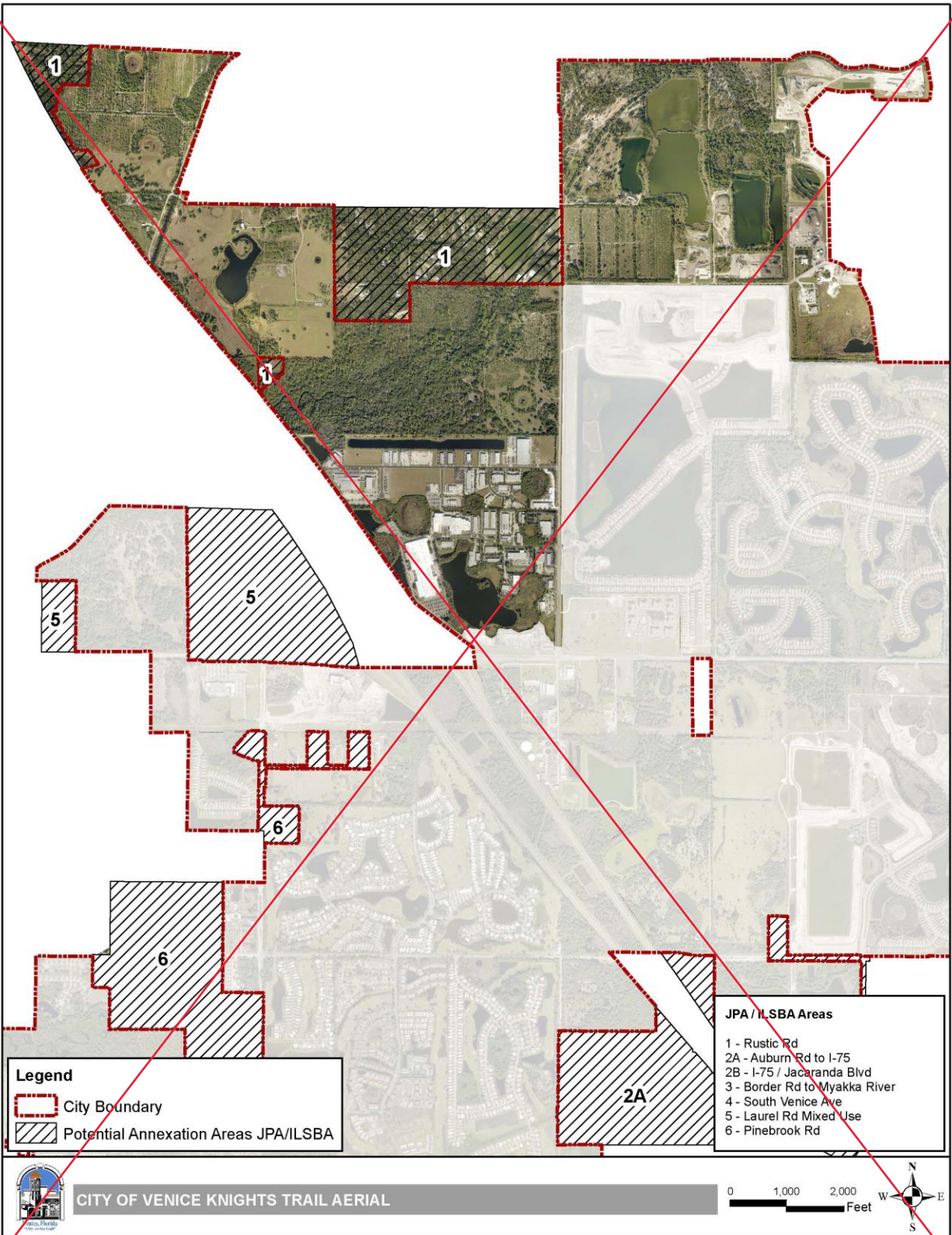


Figure (Map) LU-KT-1: Aerial

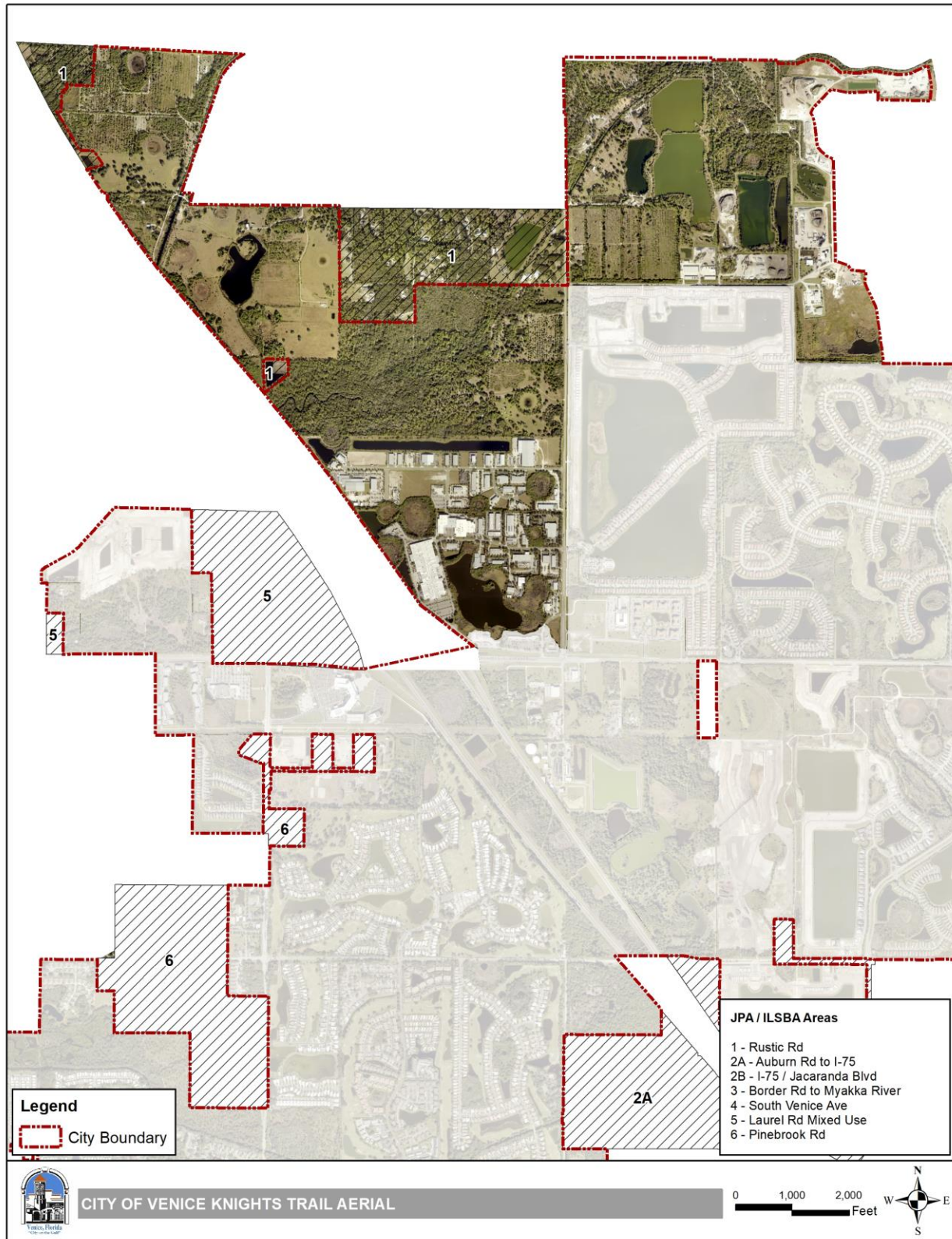


Figure (Map) LU-KT-2: Future Land Use Map

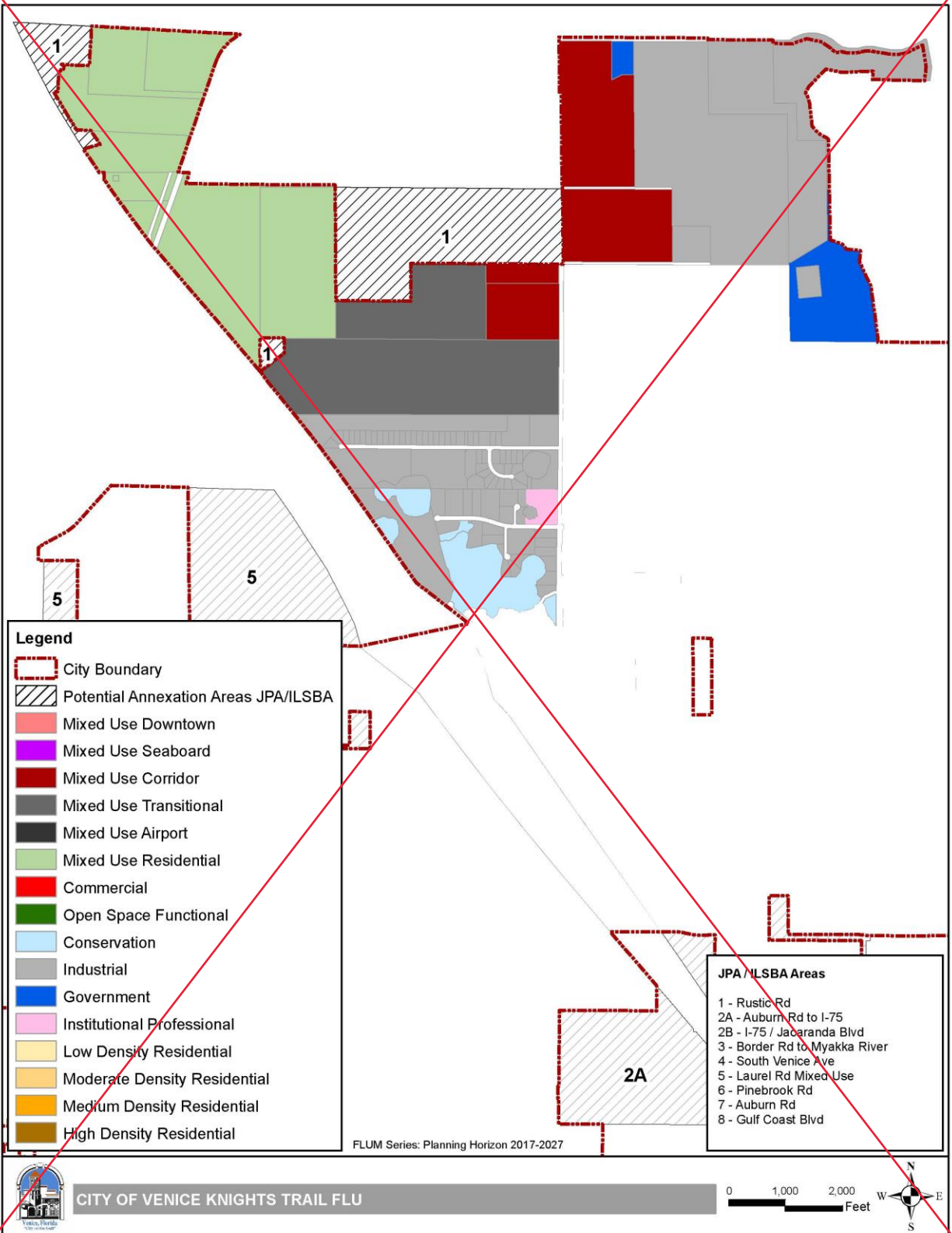


Figure (Map) LU-KT-2: Future Land Use Map

