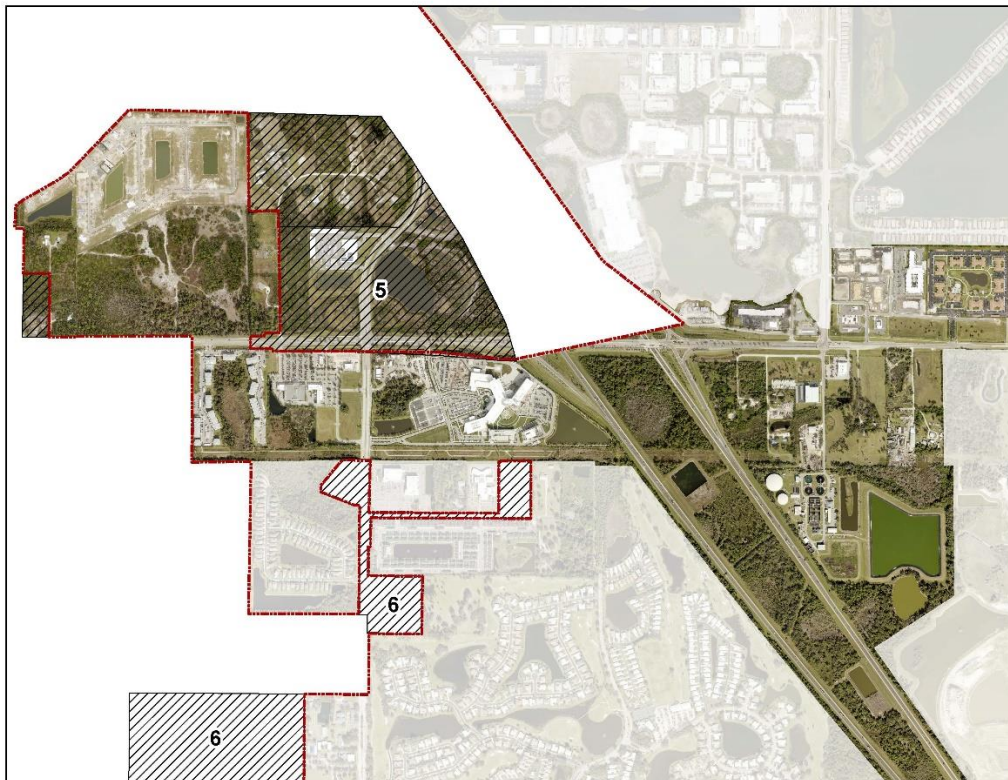


Overview

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 496 acres (gross acreage) or approximately 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	200	8,711,045	0
CONSERVATION	0	0	0	608	0	0
GOVERNMENT	71	0	0	649	0	0
HIGH DENSITY RESIDENTIAL	0	0	0	133	0	2,399
INDUSTRIAL	0	0	0	516	44,953,920	0
INSTITUTIONAL PROFESSIONAL	0	0	0	157	3,429,043	0
LOW DENSITY RESIDENTIAL	0	0	0	962	0	4,812
MEDIUM DENSITY RESIDENTIAL	0	0	0	296	0	3,849
MIXED USE CORRIDOR	317	6,213,834 13,433,904	2,061	629	11,402,896 18,622,966	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 13,433,904	2,709	10,122	82,034,684 89,254,754	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

Unique Neighborhood Strategies

Land Use:

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

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

- A. The minimum residential density is 5.1; the maximum residential density is 13.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUC is:

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing and Entitled as of 11/1/24	Remaining as of 11/1/24
MUC	317	13	10%	50%	412	2,061	1,208	853

- B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.50 (designation-wide); 1.0 (for individual sites)- except for properties zoned Planned Public Hospital (PPH) which shall be 3.0. The range of square footage permitted in the MUC is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Existing and Entitled as of 11/1/24	Remaining as of 11/1/24
MUC	317 <u>252</u>	0.50	50%	90%	3,452,130 <u>2,744,280</u>	6,213,834 <u>4,939,704</u>	3,557,058	2,656,776
PPH	<u>65</u>	<u>3.0</u>	<u>50%</u>	<u>90%</u>	<u>4,247,100</u>	<u>8,494,200</u>		
TOTAL	<u>317</u>				<u>6,991,380</u>	<u>13,433,904</u>	<u>3,557,058</u>	<u>9,876,846</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

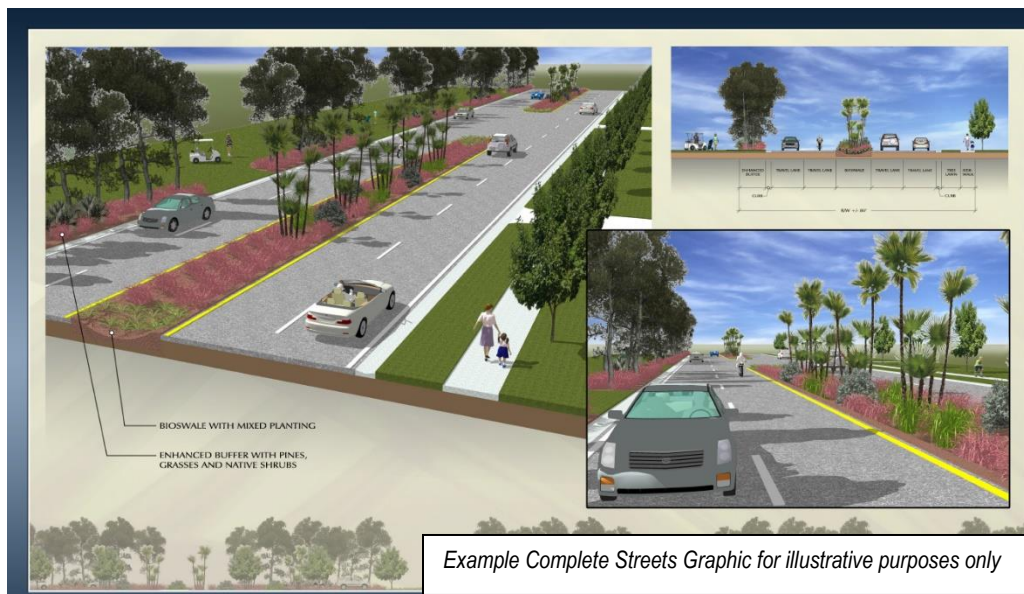
The City shall promote mixed-use to provide a variety of housing within this Neighborhood based on existing and proposed employment opportunities, existing and proposed transportation resources including transit and the availability of public infrastructure.

Transportation:

Strategy TR-LR 1.1.4- 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”.

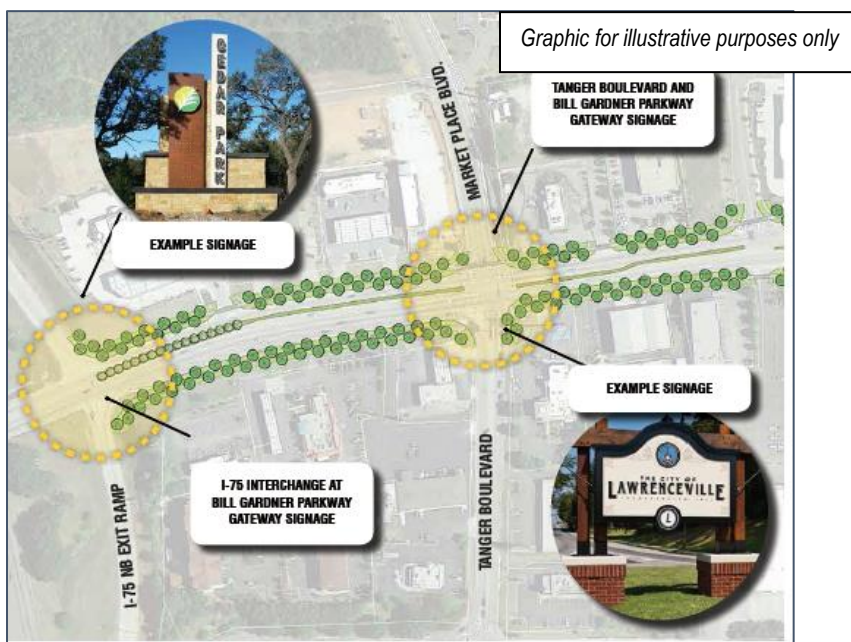
Complete Street Elements	Roadway Segments			
	Pinebrook Road	Home Avenue	Laurel Road	Knights Trail Road
Bike Lanes / Sharrows	X	X	X	X
Sidewalks	X	X	X	X
Multi-Use Trail	X	X	X	X
Cross Walks	X	X	X	X
Pedestrian Safety Treatments	X	X	X	X
Curb Extensions Bulb-outs				
Median Islands	X	X	X	X
Shade Trees and Landscaping	X	X	X	X
Linear Park/Greenway				
On-street Parking				
Transit Improvements (bus shelters) Note: coordinate with transit routes		X	X	X
Road Diet				
Lighting	X	X	X	X



Strategy TR-LR 1.1.5 - Gateway Features

The City shall reinforce and enhance the Laurel Road Neighborhood as a gateway to the City of Venice by designing and installing community gateway features. The City shall work with the Florida Department of Transportation (FDOT) and/or private property owners to provide a location for such gateway features. Gateway features may incorporate the following design and development elements:

- Streetscape improvements
- Public art
- Signage
- Landscape/architectural themes



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. The City needs to coordinate and review the JPA/ILSBA areas with Sarasota County to adjust the development potential for this area to coincide with the Laurel Road Neighborhood serving as a major non-residential development area.

Figure (Map) LU-LR-1: Aerial

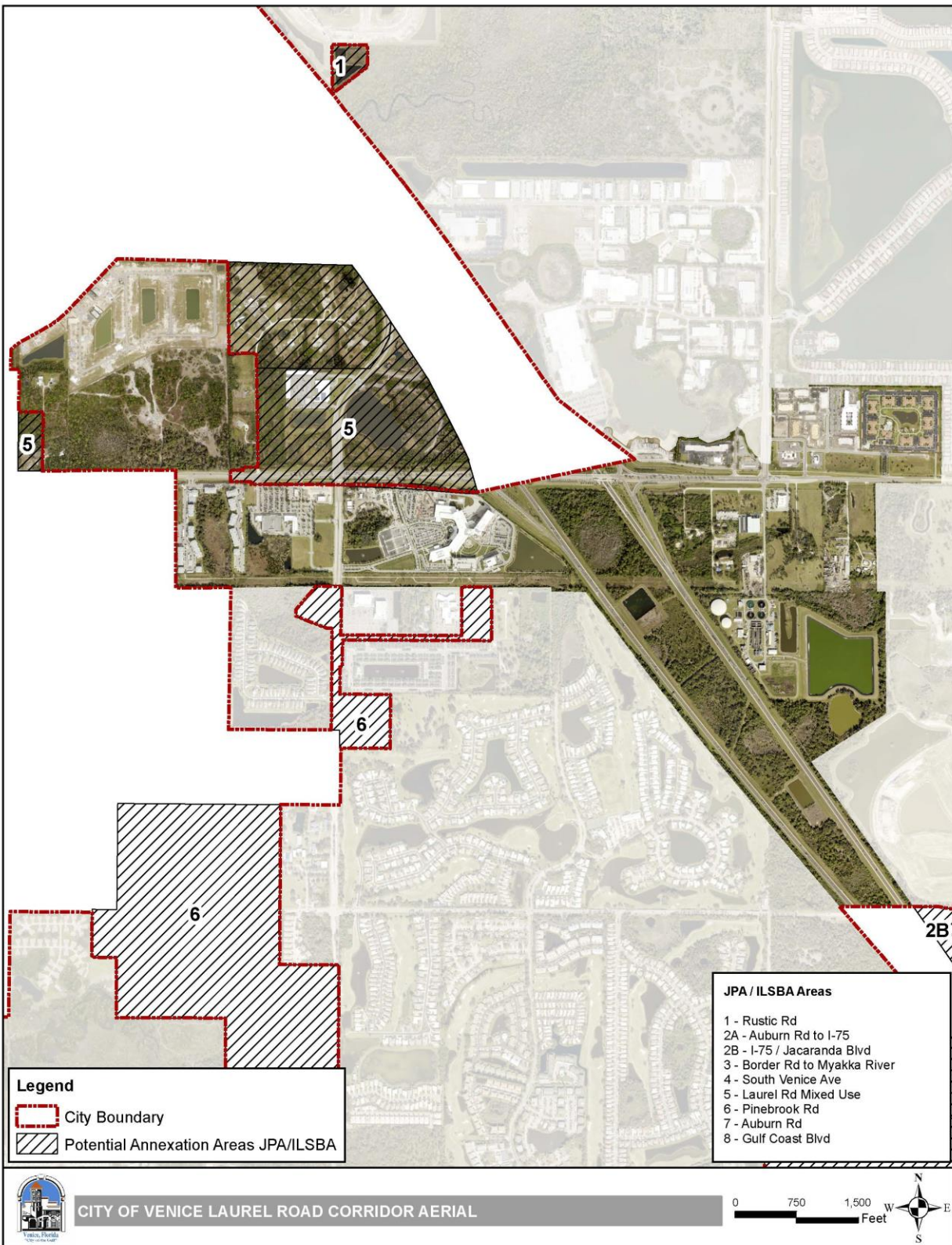


Figure (Map) LU-LR-2: Future Land Use Map

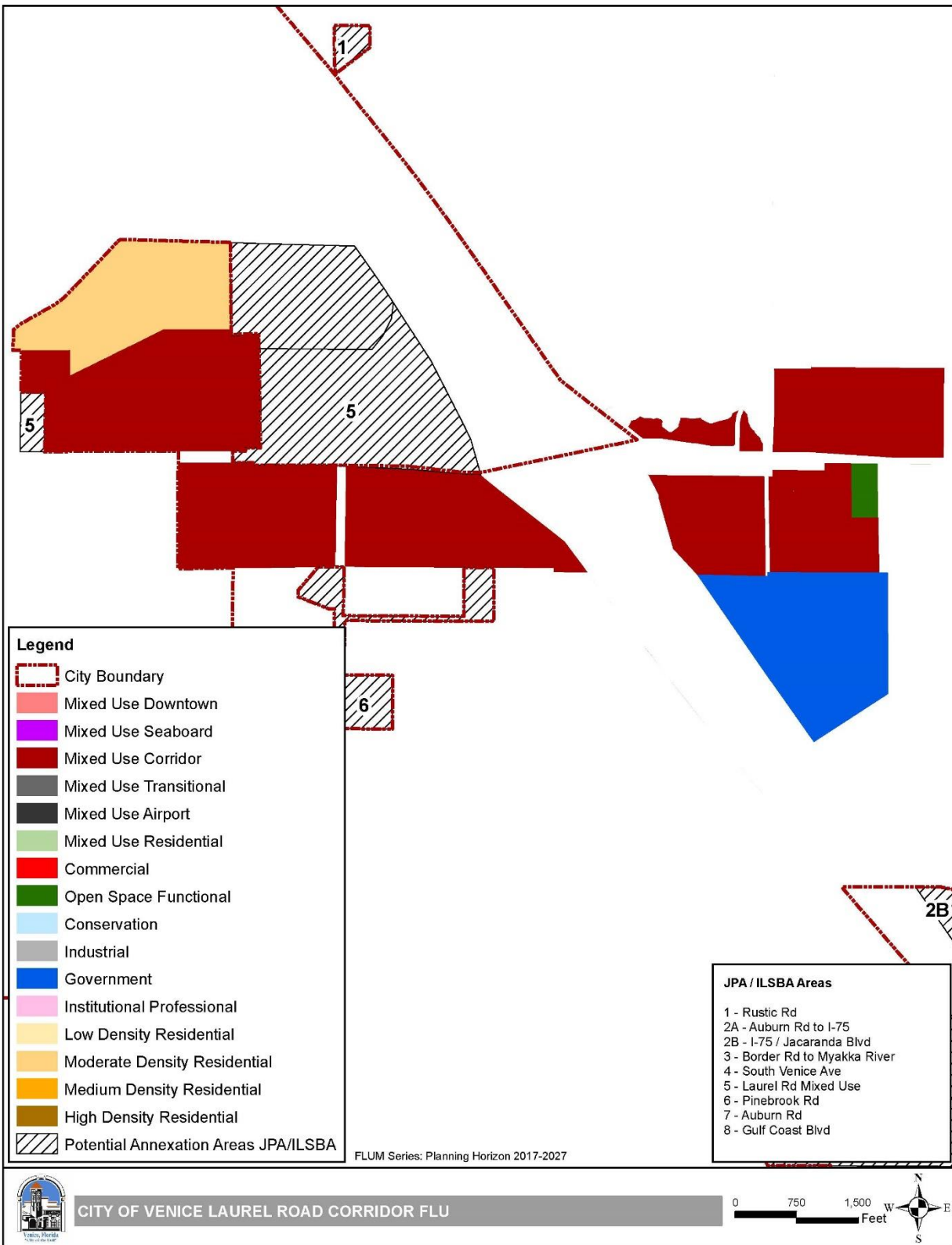


Figure (Map) LU-LR-3: Coastal High Hazard Area

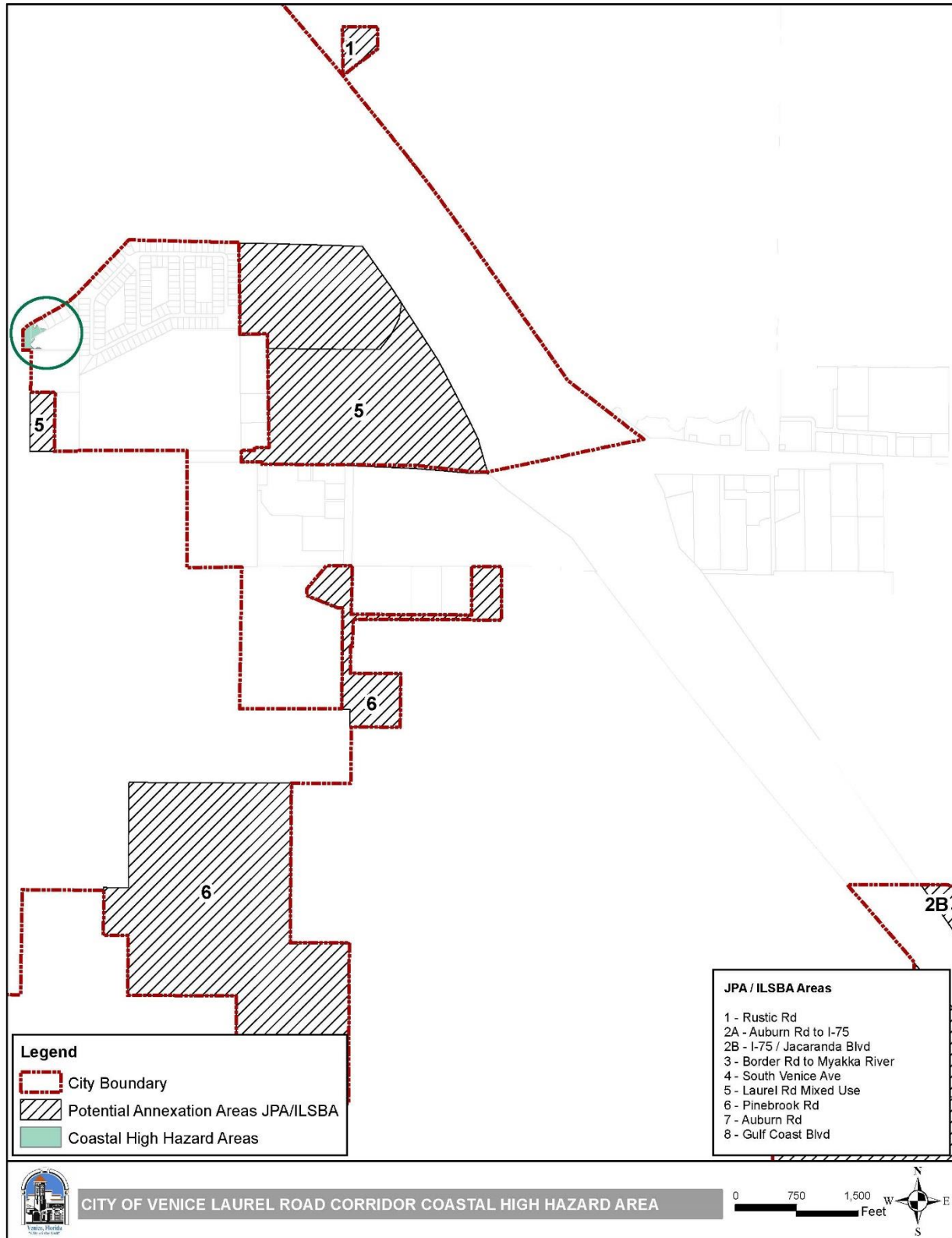


Figure (Map) LU-LR-4: Coastal High Hazard Area identified (w/ FLU)

