

EXHIBIT A – 10 PAGES

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 as of 04/11/01/17 20
MUD	84	18	20%	50%	302	756	513 530

- 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 as of 04/11/01/17 20
MUD	84	0.65	50%	80%	1,189,188	1,902,7001	903,950 900,125

- C. Development and redevelopment may incorporate a vertical mix of uses within the implementing CBD 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 CBD 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 189 acres (140 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 concern 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 140 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 as of 01/11/01/17 20
MUC	140	13	30%	70%	546	1,274	1,109

- 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 01/11/01/17 20
MUC	140	0.5	30%	70%	914,760	2,134,440	1,453,614 1,469,375

- 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 as of 01/11/01/17 20
MUA	127	0.35	NA	NA	NA	1,936,242	104,887

- 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.

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 as of 01/11/01 17 20
MUS	67	18	10%	35%	121	422	0

- 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 as of 01/11/01 17 20
MUS	67	0.75	65%	90%	1,422,779	1,970,001	882,195 898,956

- 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 as of 01/11/01/17 20
MUC	13	13	10%	75%	12	127	0

- 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 01/11/01/17 20
MUC	13	0.5	25%	90%	49,005	254,826	23,825 10,621

- 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

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, Eastgate), 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 63 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 as of 01/11/01 ¹ 17 20
MUR	63	5	95%	100%	299	315 ^{*1}	388

^{*1} = 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 as of 01/11/01 ¹ 17 20
MUR	63	0.40	0%	5%	0	54,886 ^{*1}	28,517

^{*1} = 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".

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 1,267 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 as of 01/11/01 17 20
MUR	1,267	5	95%	100%	6,018	6,335	4,424 4,462

- 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 as of 01/11/01 17 20
MUR	1,267	0.40	0%	5%	0	1,103,810	82,640

- 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".

Unique Neighborhood Strategies

Land Use:

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

The MUC within the Laurel Road Neighborhood comprises approximately 298.8 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 01/11/01 17 20
MUC	299	13	10%	25%	389	972	17 289

- 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 01/11/01 17 20
MUC	299	0.50	75%	90%	4,884,165	5,860,998	132,251 166,551

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.

Unique Neighborhood Strategies

Land Use

Strategy LU-NE 1.1.1 - Mixed Use Residential

The MUR within the Northeast Neighborhood comprises approximately 2,659 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 as of 01/11/01/17 20
MUR	2,659	5	95%	100%	12,630	13,295	1,403 2,201

- 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 as of 01/11/01/17 20
MUR	2,659	0.40	0%	5%	0	2,316,521	26,939 48,487

- 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”:

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 as of 01/11/01 47 20
MUC	169	13	20%	50%	439	1,099	3

- 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 01/11/01 47 20
MUC	169	0.50	50%	80%	1,840,410	2,944,656	0

- 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 as of 04/11/01 11/01/17 20
MUR	318	3.85	95%	100%	1,163	1,224	3

- 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 as of 04/11/01 11/01/17 20
MUR	318	0.10	0%	5%	0	69,260	13,014

- 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.

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":