

ORDINANCE NO. 2022-29

AN ORDINANCE OF THE CITY OF VENICE, FLORIDA, AMENDING THE 2017-2027 COMPREHENSIVE PLAN PURSUANT TO PETITION NO. 22-36CP BY AMENDING STRATEGY LU-LR 1.1.1 MIXED USE CORRIDOR (MUC) BY CHANGING THE PERCENT ALLOCATION OF RESIDENTIAL AND NON-RESIDENTIAL USES WITHIN THE LAUREL ROAD NEIGHBORHOOD; 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 No. 22-36CP, submitted by Steele Harbour Capital Partners, is requesting to amend the text in Strategy LU-LR 1.1.1 Mixed Use Corridor (MUC) by changing the percent allocation of residential and non-residential uses within the Laurel Road Neighborhood; and

WHEREAS, Chapter 86 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 September 6, 2022, to review the proposed comprehensive plan amendment, and recommended approval to City Council of Comprehensive Plan Amendment Petition No. 22-36CP; and

WHEREAS, on October 11, 2022, the City Council held a public hearing on the proposed comprehensive plan amendment and approved the transmittal of the amendment to the Department of Economic Opportunity as the state land planning agency for review; and

WHEREAS, on _____, 2022, the Venice City Council, after due public notice, held a second public hearing on the proposed comprehensive plan amendment and determined it necessary and desirable, in order to protect the public health, safety and welfare, to adopt said amendment to the Comprehensive Plan.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF VENICE, FLORIDA:

SECTION 1. The above whereas clauses are ratified and confirmed as true and correct.

SECTION 2: The City of Venice Comprehensive Plan is hereby amended to modify Strategy LU-LR 1.1.1 Mixed Use Corridor (MUC) by changing the percent allocation of residential and non-residential uses within the Laurel Road Neighborhood, as shown on the revised Comprehensive Plan pages 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. Effective date. 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 ____ DAY OF _____ 2022.

First Reading: October 11, 2022

Second Reading: _____, 2022

ADOPTION: _____, 2022

Ron Feinsod, 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 ____ day of _____ 2022, a quorum being present.

WITNESS my hand and the official seal of said City this ____ day of _____ 2022.

Kelly Michaels, MMC, City Clerk

Approved as to form:

Kelly Fernandez, City Attorney

Future Land Use

The Island				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	6	261,360	0	184	8,015,040	0
CONSERVATION	304	0	0	608	0	0
GOVERNMENT	476	0	0	634	0	0
HIGH DENSITY RESIDENTIAL	85	0	1,530	134	0	2,412
INDUSTRIAL	0	0	0	523	45,563,760	0
INSTITUTIONAL PROFESSIONAL	24	520,542	0	145	3,167,683	0
LOW DENSITY RESIDENTIAL	579	0	2,895	994	0	4,968
MEDIUM DENSITY RESIDENTIAL	73	0	949	273	0	3,554
MIXED USE CORRIDOR	140	2,134,440	1,274	621	11,194,920	3,475 4,444
<i>Areas of Unique Concern</i>	49	<i>see LU-IS 1.1.6</i>		49	49	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	4,307	3,544,477	21,169
MIXED USE TRANSITIONAL	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	72	0	649	541	0	4,869
OPEN SPACE FUNCTIONAL	436	0	0	568	0	0
	2,455	6,755,285	8,053	10,073	81,489,652	42,973 43,942
ROW	362			887		
Total City Boundary	2,817			10,960		

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	184	8,015,040	0
CONSERVATION	27	0	0	608	0	0
GOVERNMENT	10	0	0	634	0	0
HIGH DENSITY RESIDENTIAL	45	0	810	134	0	2,412
INDUSTRIAL	14	1,219,680	0	523	45,563,760	0
INSTITUTIONAL PROFESSIONAL	10	217,800	0	145	3,167,683	0
LOW DENSITY RESIDENTIAL	25	0	125	994	0	4,968
MEDIUM DENSITY RESIDENTIAL	10	0	130	273	0	3,554
MIXED USE CORRIDOR	13	254,826	127	621	11,194,920	3,475 4,444
<i>Areas of Unique Concern</i>				49	49	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	4,307	3,544,477	21,169
MIXED USE TRANSITIONAL	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	31	0	279	541	0	4,869
OPEN SPACE FUNCTIONAL	41	0	0	568	0	0
	366	6,842,187	1,893	10,073	81,489,652	42,973 43,942
ROW	74			887		
Total City Boundary	440			10,960		

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	184	8,015,040	0
CONSERVATION	0	0	0	608	0	0
GOVERNMENT	15	0	0	634	0	0
HIGH DENSITY RESIDENTIAL	0	0	0	134	0	2,412
INDUSTRIAL	0	0	0	523	45,563,760	0
INSTITUTIONAL PROFESSIONAL	37	807,167	0	145	3,167,683	0
LOW DENSITY RESIDENTIAL	167	0	835	994	0	4,968
MEDIUM DENSITY RESIDENTIAL	92	0	1,196	273	0	3,554
MIXED USE CORRIDOR	0	0	0	621	11,194,920	3,475 4,444
<i>Areas of Unique Concern</i>				49	49	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	63	54,886	315	4,307	3,544,477	21,169
MIXED USE TRANSITIONAL	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	32	0	287	541	0	4,869
OPEN SPACE FUNCTIONAL	2	0	0	568	0	0
	502	4,956,693	2,633	10,073	81,489,652	42,973 43,942
ROW	61			887		
Total City Boundary	563			10,960		

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

Future Land Use

Pinebrook				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	11	479,160	0	184	8,015,040	0
CONSERVATION	224	0	0	608	0	0
GOVERNMENT	2	0	0	634	0	0
HIGH DENSITY RESIDENTIAL	4	0	72	134	0	2,412
INDUSTRIAL	0	0	0	523	45,563,760	0
INSTITUTIONAL PROFESSIONAL	74	1,622,174	0	145	3,167,683	0
LOW DENSITY RESIDENTIAL	92	0	458	994	0	4,968
MEDIUM DENSITY RESIDENTIAL	96	0	1,253	273	0	3,554
MIXED USE CORRIDOR	0	0	0	621	11,194,920	3,475 4,444
<i>Areas of Unique Concern</i>				49	49	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	1,267	1,103,810	6,335	4,307	3,544,477	21,169
MIXED USE TRANSITIONAL	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	334	0	3,006	541	0	4,869
OPEN SPACE FUNCTIONAL	79	0	0	568	0	0
	2,183	3,205,144	11,124	10,073	81,489,652	42,973 43,942
ROW	227			887		
Total City Boundary	2,410			10,960		

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.

Future Land Use

Laurel Rd Corridor				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	0	0	0	184	8,015,040	0
CONSERVATION	0	0	0	608	0	0
GOVERNMENT	71	0	0	634	0	0
HIGH DENSITY RESIDENTIAL	0	0	0	134	0	2,412
INDUSTRIAL	0	0	0	523	45,563,760	0
INSTITUTIONAL PROFESSIONAL	0	0	0	145	3,167,683	0
LOW DENSITY RESIDENTIAL	0	0	0	994	0	4,968
MEDIUM DENSITY RESIDENTIAL	0	0	0	273	0	3,554
MIXED USE CORRIDOR	299	5,860,998	<u>972 1,944</u>	621	11,194,920	<u>3,475 4,444</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	4,307	3,544,477	21,169
MIXED USE TRANSITIONAL	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	72	0	648	541	0	4,869
OPEN SPACE FUNCTIONAL	0	0	0	568	0	0
	442	5,860,998	<u>2,592 2,592</u>	10,073	81,489,652	<u>42,973 43,942</u>
ROW	31			887		
Total City Boundary	473			10,960		

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 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 11/01/21
MUC	299	13	10%	25% <u>50%</u>	389	972 <u>1,944</u>	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	299	0.50	75% <u>50%</u>	90%	4,884,165 <u>3,256,110</u>	5,860,998	361,262

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.

Future Land Use

Northeast Venice				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	0	0	0	184	8,015,040	0
CONSERVATION	0	0	0	608	0	0
GOVERNMENT	4	0	0	634	0	0
HIGH DENSITY RESIDENTIAL	0	0	0	134	0	2,412
INDUSTRIAL	0	0	0	523	45,563,760	0
INSTITUTIONAL PROFESSIONAL	0	0	0	145	3,167,683	0
LOW DENSITY RESIDENTIAL	131	0	655	994	0	4,968
MEDIUM DENSITY RESIDENTIAL	2	0	26	273	0	3,554
MIXED USE CORRIDOR	0	0	0	621	11,194,920	3,475 4,444
<i>Areas of Unique Concern</i>				49	49	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	4,307	3,544,477	21,169
MIXED USE TRANSITIONAL	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	0	0	0	541	0	4,869
OPEN SPACE FUNCTIONAL	10	0	0	568	0	0
	2,806	2,316,521	13,976	10,073	81,489,652	42,973 43,942
ROW	101			887		
Total City Boundary	2,907			10,960		

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	184	8,015,040	0
CONSERVATION	53	0	0	608	0	0
GOVERNMENT	56	0	0	634	0	0
HIGH DENSITY RESIDENTIAL	0	0	0	134	0	2,412
INDUSTRIAL	509	44,344,080	0	523	45,563,760	0
INSTITUTIONAL PROFESSIONAL	0	0	0	145	3,167,683	0
LOW DENSITY RESIDENTIAL	0	0	0	994	0	4,968
MEDIUM DENSITY RESIDENTIAL	0	0	0	273	0	3,554
MIXED USE CORRIDOR	169	2,944,656	1,099	621	11,194,920	3,475 4,444
<i>Areas of Unique Concern</i>				49	49	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	4,307	3,544,477	21,169
MIXED USE TRANSITIONAL	214	4,194,828	1,348	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	0	0	0	541	0	4,869
OPEN SPACE FUNCTIONAL	0	0	0	568	0	0
	1,319	51,552,824	3,671	10,073	81,489,652	42,973 43,942
ROW	31			887		
Total City Boundary	1,350			10,960		

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: