

**ORDINANCE NO. 2020-37**

**AN ORDINANCE OF THE CITY OF VENICE, FLORIDA, AMENDING THE 2017-2027 CITY OF VENICE COMPREHENSIVE PLAN PURSUANT TO PETITION NO. 19-08CP TO CREATE THE MIXED USE TRANSITIONAL (MUT) FUTURE LAND USE DESIGNATION IN STRATEGY LU 1.2.9.e, TO CREATE STRATEGY LU-KT 1.1.7 – MIXED USE TRANSITIONAL IN THE KNIGHTS TRAIL NEIGHBORHOOD, AND TO CHANGE THE FUTURE LAND USE MAP DESIGNATION ON A PORTION OF REAL PROPERTY LOCATED EAST OF I-75 AND SOUTH OF RUSTIC ROAD (214± ACRES) FROM SARASOTA COUNTY RURAL TO CITY OF VENICE MIXED USE TRANSITIONAL (MUT) ALONG WITH REVISIONS TO RELATED MAPS AND TABLES; 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**, Petition No. 19-08CP, filed by Mary H. McMullen, Joseph W. Hurt, and Randall C. Hurt Trustees of the Shackett Creek Trust u/a/d November 25, 2002, requests that the Future Land Use Map of the 2017-2027 City of Venice Comprehensive Plan be amended to change the future land use designation on a portion of real property east of I-75 and south of Rustic Road (Parcel Identification Nos. 0364-10-0001 and 0377-02-0001) from Sarasota County Rural to City of Venice Mixed Use Transitional (MUT); 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 June 16, 2020, and based upon review of the application materials, the staff report and testimony provided during the public hearing, recommended that city council deny Petition 19-08CP ; and

**WHEREAS**, The City Council has received and considered the report of the Planning Commission concerning Petition 19-08CP; and

**WHEREAS**, on November 17, 2020, the City Council, after due public notice, held a public hearing on Petition 19-08CP and approved, on first reading, the transmittal of the comprehensive plan amendment to the Department of Economic Opportunity, as the state land planning agency, for review; and

**WHEREAS**, no reviewing agency has identified any adverse impacts to important state resources and facilities within their authorized scope of review if the comprehensive plan amendment is adopted; and

**WHEREAS**, on February 23, 2021, the Venice City Council, after due public notice, held a second public hearing on Petition 19-08CP and determined it complies with the requirements of the Act.

**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 City of Venice 2017-2027 Comprehensive Plan is hereby amended as reflected in Exhibit "A" attached hereto 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 23<sup>RD</sup> DAY OF FEBRUARY 2021.**

First Reading: November 17, 2020

Second Reading: February 23, 2021

Adoption: February 23, 2021

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Ron Feinsod, Mayor

**ATTEST:**

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Lori Stelzer, MMC, City Clerk

I, Lori Stelzer, 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 23<sup>rd</sup> day of February 2021, a quorum being present.

**WITNESS** my hand and the official seal of said City this 23<sup>rd</sup> day of February, 2021.

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Lori Stelzer, MMC, City Clerk

Approved as to form:

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Kelly Fernandez, City Attorney

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

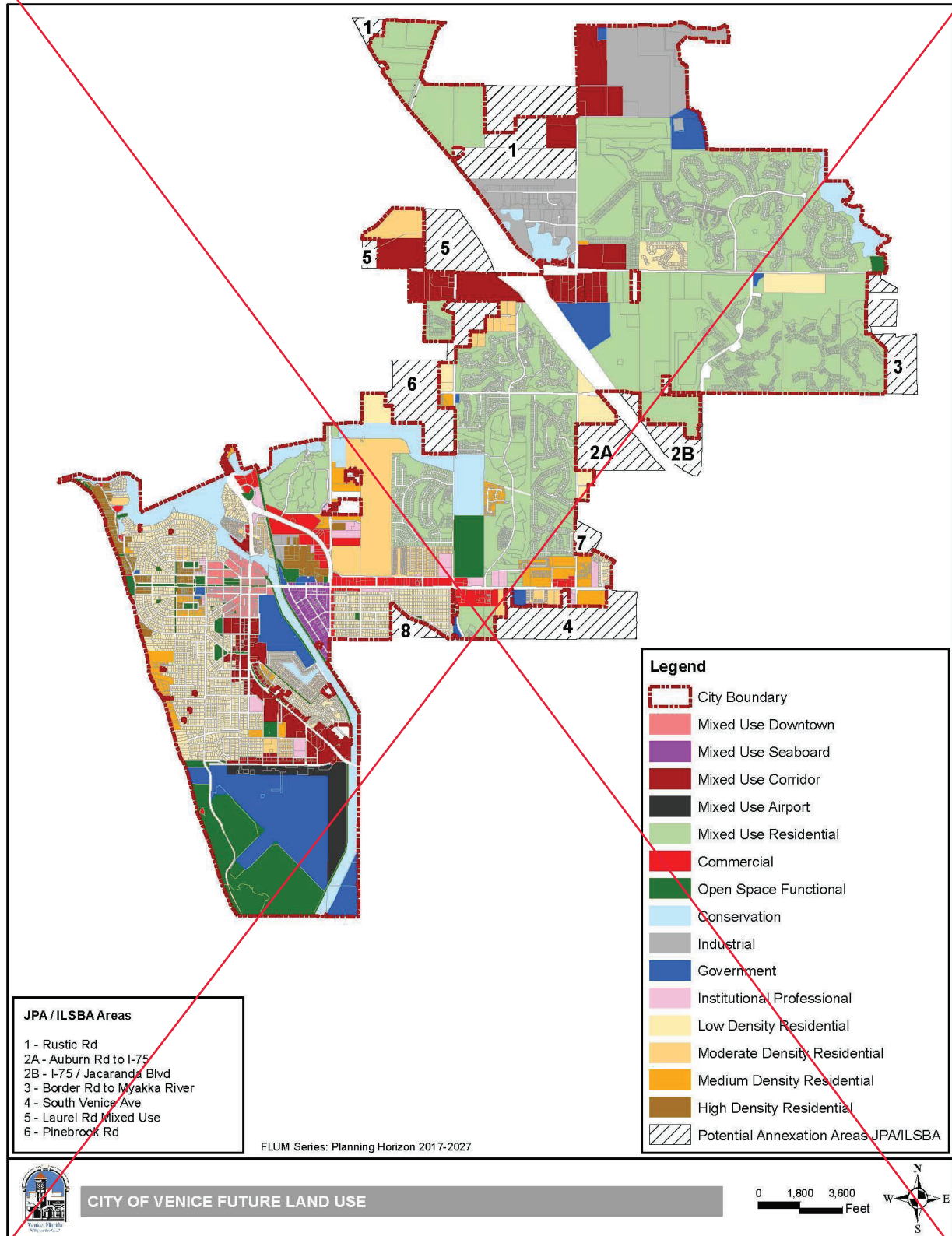
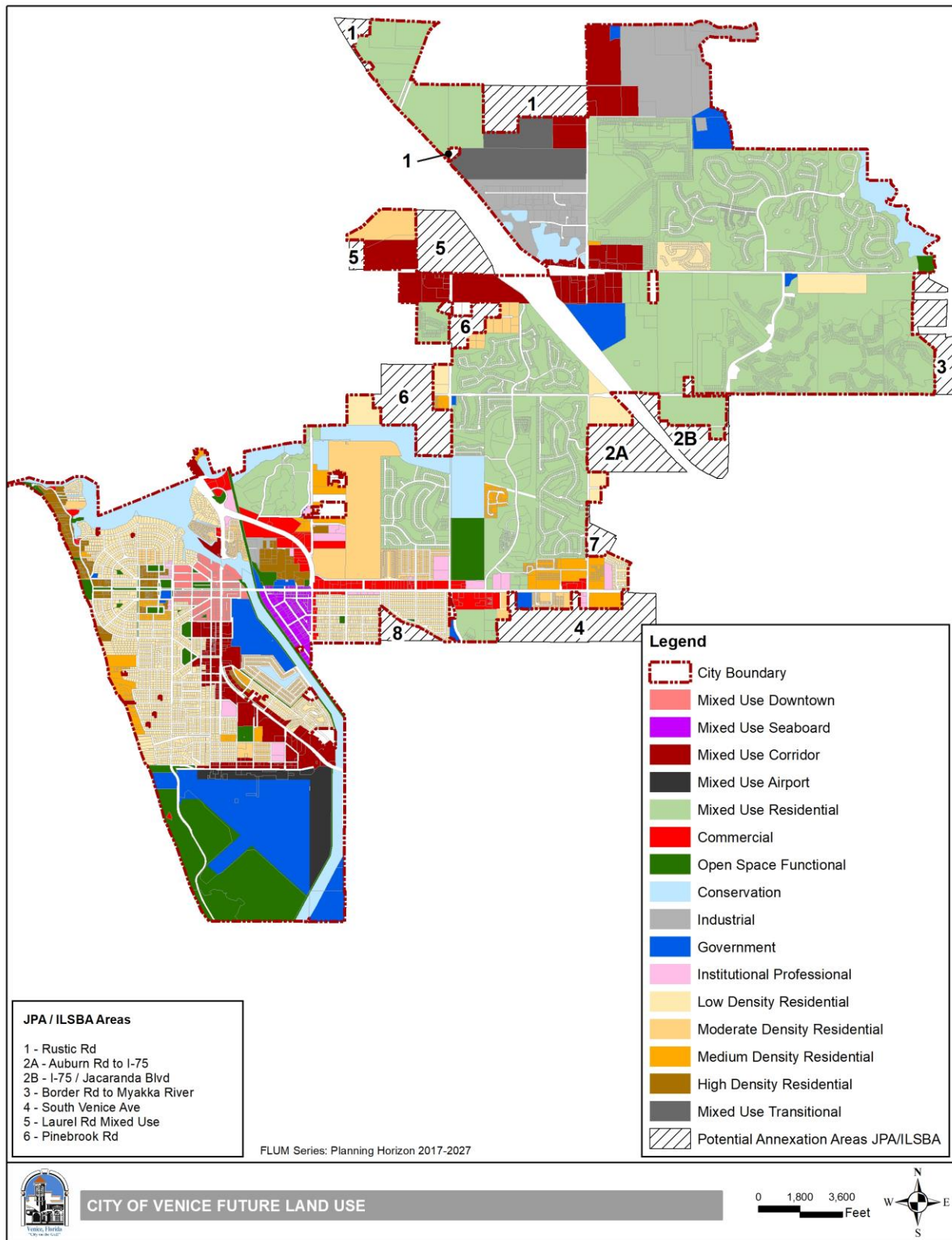


Figure (Map) LU-2: Future Land Use Map (see full size map for additional detail and information)



**Strategy LU 1.2.9 - Mixed Use Category.** The City has developed Mixed Use future land use categories and provided the minimum and maximum targeted land uses, densities, and intensities identified below.

Mixed Use Land Use	Intensity (Floor Area Ratio)	Residential Density	Implementing Zoning Districts
<b>Downtown</b>	See Strategies below for the respective Intensity and Density Standards including Maximum Levels of Development. Residential densities below are per parcel and not an average across the Mixed Use Designation.		CBD, RMF-3, RMF-4, CN, CG, OPI, CMU
<b>Seaboard</b>			RMF-3, RMF-4, CN, CG, CI, CSC, PCD, ILW, PID, CMU
<b>Corridor</b>			RMF-3, RMF-4, PUD, CN, CG, CI, OPI, OMI, PCD, ILW, CMU, RTR
<b>Airport</b>			GU, PCD, PID
<b><u>Transitional</u></b>			<u>RSF-4, RMF-2, CN, CG, CI, OPI, PID, ILW, GU</u>
<b>Residential</b>			PUD



#### **Strategy LU 1.2.9.a - Downtown (MUD)**

1. Limited to the Island Neighborhood, generally centered on Venice Avenue and Tamiami Trail (Business 41)
2. Supports mixed use (horizontal and vertical)
3. Medium and High Residential uses are permitted
4. Commercial/Office are envisioned on the ground floor
5. Low Density and Moderate Density Residential and Industrial uses are not permitted
6. Typically walkable in nature
7. Designation Total Development (Min/Max Percentages) as follows:
  - a) Non-Residential: 50% / 80%
  - b) Residential: 20% / 50%
8. Intensity/Density:
  - a) Non-Residential Intensity (FAR): 0.65 (average) Designation-Wide; 3.0 maximum per individual property
  - b) Residential Density (Du/Ac): 9.1 - 18.0
    1. Where vertical mixed use is proposed, the minimum residential density may be reduced to 5.1 Du/Ac (gross)



#### **Strategy LU 1.2.9.b - Seaboard (MUS)**

1. Limited to the Gateway/Waterway Neighborhood, bounded by Venice Avenue (generally south side of Venice Avenue) and Tamiami Trail (Bypass 41) (west side of Tamiami Trail)
2. Supports mixed use (horizontal and vertical)
3. All Non-Residential Uses are envisioned; however, new Industrial Uses are prohibited



4. Medium and High Residential uses are permitted; Low and Moderate Density Residential uses are prohibited except where legally non-conforming.
5. Supports redevelopment and adaptive reuse of existing buildings
6. Designation Total Development (Min/Max Percentages) as follows:
  - a) Non-Residential: 65% / 90%
  - b) Residential: 10% / 35%
7. Intensity/Density:
  - a) Non-Residential Intensity (FAR): 0.75 (average) Designation-Wide; 2.0 maximum per individual property
  - b) Residential Density: 9.1 - 18.0
    1. Where vertical mixed use is proposed, the minimum residential density may be reduced to 5.1 Du/Ac (gross)

#### **Strategy LU 1.2.9.c - Corridor (MUC)**

1. Envisioned to be located in and support the Island Neighborhood, Laurel Road Corridor, Gateway and Knights Trail Neighborhood.
2. Supports mixed use (horizontal and vertical).
3. Moderate to Medium Density Residential uses are permitted; low density/single family uses are not permitted.
4. Non-Residential uses are limited to Commercial and Institutional-Professional.
5. Industrial Uses are not permitted except as noted below.
6. Designation Total Development (Min/Max Percentages) as follows:
  - a) Non-Residential: See Specific Neighborhood for Min/Max Percentages
  - b) Residential: See Specific Neighborhood for Min/Max Percentages
7. Intensity/Density:
  - a) Non-Residential Intensity (FAR): 0.5 (average) Designation-Wide; 1.0 maximum per individual property
  - b) Residential Density: 5.1 - 13.0
8. Typically developed utilizing form based code concepts and standards for building placement, design, and parking; "campus-style" design may be used.
9. Except for MUC located within the Laurel Road Corridor, Large-scale, single use commercial buildings and uses including those requiring outdoor display of goods are not permitted within this Designation.
10. Within the Laurel Road Corridor existing ILW Zoned properties shall be permitted to remain as "grandfathered".

#### **Strategy LU 1.2.9.d - Airport (MUA)**

1. Primarily encompasses the non-aeronautical areas of the Venice Municipal Airport (i.e., not runways and taxiways).
2. Uses shall be consistent with the adopted Airport Master Plan
3. Intensity/Density:
  - a) Non-Residential Intensity (FAR): 0.35 (average) Designation-Wide; 1.0 maximum per individual property
  - b) Residential: not permitted



**Strategy LU 1.2.9.e – Transitional (MUT)**

1. Limited to the Knights Trail Neighborhood west of Knights Trail Road and south of Rustic Road
2. Supports mixed use (horizontal and vertical).
3. All Non-Residential Uses are permitted. Industrial uses shall be limited to the area south of Salt Creek and it's southern branch and, notwithstanding Strategy LU 1.2.11, compatibility of industrial uses with other uses within the MUT category shall be subject to considerations of Strategy LU 1.2.8 require consideration and application of the compatibility review procedures in Strategy LU 4.1.1, Policy 8.2. Upon adoption of compatibility standards in the City's Land Development Regulations (LDRs) and the repeal of Policy 8.2, the standards in the LDRs shall be applied.
4. Low and Moderate Density Residential Uses are permitted. Single-family residential uses shall be limited to the area north of Salt Creek and its southern branch.
5. A 30 foot buffer on each side of Salt Creek shall be provided to buffer single-family uses to the north of the creek from industrial uses to the south of the creek, if such uses are proposed.
6. Designation Total Development (Min/Max Percentages) as follows:
  - a) Non-Residential: 30%/90%
    - Industrial: Up to 40% of the MUT area
  - b) Residential: 10%/70%
7. Intensity/Density
  - a) Non-Residential Intensity (FAR): 0.5 (average) Designation-Wide; 1.0 maximum per individual property
  - b) Residential Density: 5.1 – 9.0

**Strategies LU 1.2.10 through 1.2.15 apply to all Mixed Use categories excluding MUR**

**Strategy LU 1.2.10 - Mixed Use Category – Minimum thresholds.**

Development and or redevelopment projects within the Mixed Use designations shall not be denied solely because the individual project does not meet the overall minimum dwelling units or minimum square feet required by the category.

**Strategy LU 1.2.11 - Mixed Use Development Principles.**

Mixed use developments should generally provide non-residential (such as retail, eating establishments, food stores, and banks), and other uses such as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian-friendly form. All uses permitted internal/within a mixed use category shall be deemed to be compatible.

**Strategy LU 1.2.12 - Form Based Code.**

The City shall adopt a Form Based Code for the Mixed Use designations to achieve context sensitive design.



#### **Strategy LU 1.2.13 - Mixed Use Development Transitions.**

Mixed Use land use designations are deemed to be compatible with the adjacent land use designations. Through the update to the City's Land Development Code, Form Based Codes shall be developed for the Mixed Use designations that provide for perimeter compatibility standards. For the purpose of this Strategy, perimeter is deemed to include the Future Land Use designation boundary only.

#### **Strategy LU 1.2.14 - Mixed Use Development Connectivity.**

A Mixed Use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area.

#### **Strategy LU 1.2.15 - Mixed Use Designations – Government Uses.**

Government uses shall be permitted within the Mixed Use Designations.

#### **Strategy LU 1.2.16 - Mixed Use Residential (MUR)**



1. Limited to existing and proposed properties zoned or proposed to be zoned PUD.
2. Consistent with the PUD Zoning, conservation and functional open spaces are required. See also Strategy OS 1.11.1 – Mixed Use Residential District Requirements.
3. Development standards including bulk development standards and housing types are designated at the PUD Zoning level.
4. A variety of residential density ranges are envisioned providing the overall density does not exceed 5.0 dwelling units per gross acre for the subject project/property.
5. Previously approved PUD developments exceeding the standards of this Strategy shall be permitted to retain their currently approved density and intensity, open space percentage provisions, and other previously approved development standards.
6. Min/Max Percentages as follows:
  - a) Residential: 95% / 100%
  - b) Non-Residential: 0% / 5%
  - c) Open Space (including both Functional and Conservation): 50% (min). Open Space shall be comprised of a mix of Functional and Conservation Open Space to achieve 50%, with either type being no less than 10%. For the purposes of this Strategy, Functional Open Space may include public and or private open space.
7. Intensity/Density:
  - a) Residential Density: 1.0 – 5.0
  - b) Non-Residential Intensity (FAR): 0.4 (average) Designation-Wide; 0.5 maximum per individual property. Non-Residential Intensity is based on the gross acreage of the non-residential portion of the MUR. The intent of the non-residential portion of the MUR is to provide for neighborhood scale and serving uses; not for regional purposes.
8. Figure LU-9 (below) establishes the Compatibility Review Matrix between the MUR and existing Future Land Use categories. See Strategy LU 1.2.8



Figure LU-9: FLU Compatibility Review Matrix for MUR

	Adjacent (Existing) FLU									
	LDR	MODR	MEDR	HDR	IP	COMM	GOVT	IND	OS-F	OS-C
MUR										

Presumed Compatible  
 Potentially Incompatible

#### Strategy LU 1.2.17 - Mixed Use Residential Open Space Connectivity

Within the MUR land use designations, new development shall provide open space connectivity by means of either functional and or conservation uses. Open space connectivity shall be a minimum of 25 feet wide.

#### Strategy LU 1.2.18 - Mixed Use Categories, Monitoring and Reporting (applies to all Mixed Use Categories)

The City Planning and Development Services staff shall produce at a minimum an annual report on development activity within the Mixed Use Categories or when 75 percent of the applicable development threshold (max) has been achieved. Staff shall develop a tracking mechanism and include the percent development in conjunction with the thresholds of development established within the Mixed Use land use designations.

#### Strategy LU 1.2.19 - Thresholds Applied

The minimum and maximum thresholds in each of the Mixed Use categories are not intended to be an allocation of land but are used as a mechanism to determine the maximum density and intensity within each Mixed Use area and Neighborhood from which existing and future development will be deducted. The intent of this strategy is to eliminate the need to calculate/allocate a vertical mixed use development as a percentage of acreage. This strategy also recognizes that applications which propose to amend a property's designation to Mixed Use or the reverse shall also identify the revised and updated carrying capacity (maximum density and intensity standards) for the respective designation and Neighborhood standards.

#### Strategy LU 1.2.20 - Essential Services

Essential Services as defined by the City's Land Development Code shall be permitted in all Land Use Designations.

#### Strategy LU 1.2.21 – Previously approved Planned Developments

Previously approved Planned Developments including PUD and CMU developments exceeding the standards of this Strategy shall be permitted to retain their currently approved land use(s), density and intensity, open space percentage provisions, and other previously approved development standards.

#### Strategy LU 1.2.22 – Parcels with Split Land Use Designations

Existing parcels which are designated and mapped on the Future Land Use Map with split Land Use Designations (i.e., multiple Land Use Designations on a single property), the specific location of the respective land use designations shall be determined as part of a comprehensive plan map amendment with an associated development proposal.



## ***Planning and Design Principles***

### **Intent LU 1.3 - Planning and Design Principles.**

The City intends to guide future development and redevelopment through planning and design principles that foster successful urban communities. The City's Future Land Use designations are intended to establish the following planning and design principles to guide the growth, development and redevelopment efforts within the City. The following Strategies are designed to help guide the City's Land Development Code and review processes.

#### **Strategy LU 1.3.1 - Mix of Uses**

The City shall promote a mix of uses including a mixture of residential and non-residential uses (where desired by the Community) of varying densities, non-residential intensities, and uses designed to encourage multiple modes of travel such as pedestrian activities, bicycles, transit, low-emission vehicles/golf carts and automobiles.

#### **Strategy LU 1.3.2 - Functional Neighborhoods**

The City shall promote functional neighborhoods defined at the Planning Level which include neighborhood centers, a variety of housing types, public/civic space designed for the context of the Neighborhood and a variety of open space amenities.

#### **Strategy LU 1.3.3 - Walkable Streets**

The City shall promote walkable streets integrated within and between neighborhoods that designs a community based on reasonable walking distances, enhanced landscape design, the location of parking, and the design of streetlights, signs and sidewalks.

#### **Strategy LU 1.3.4 - Interconnected Circulation**

The City shall promote interconnected circulation Network that prioritizes pedestrians and bicycles; linking individual neighborhoods to retail (shopping) areas, parks and other recreational features and civic spaces.

#### **Strategy LU 1.3.5 - Natural Features**

The City shall respect natural features through designs that recognize the natural and environmental features of the area and incorporates the protection, preservation and enhancement of these features as a resource to the Neighborhood as a whole.

#### **Strategy LU 1.3.6 - Coordination with Public Infrastructure**

The City shall ensure that future development practices are sustainable and pay for the impact they cause; provide for the needs of current and future populations; coordinate with the City infrastructure systems and public services; and protect natural habitats and species.}

#### **Strategy LU 1.3.7 - Infill Development - Compatibility**

New buildings and development shall relate to the context of the neighborhood and community with regard to building placement, height and design.

#### **Strategy LU 1.3.8 - Co-Location of Facilities**

The City shall promote the co-location of parks, schools, and other community facilities to support community interaction, enhance neighborhood identity, and leverage limited resources.



## ***Historical Resources***

### **Intent LU 1.4 - Residential and Non-Residential Development and Planning**

The City shall recognize and preserve its historic and architectural character with emphasis of areas identified in the Nolen Plan.

#### **Strategy LU 1.4.1 - Historic Preservation**

The City shall utilize the City's land development regulations to require that redevelopment projects are consistent with the historical character of the City, specifically regarding:

1. Historic grid street patterns established by the Nolen Plan,
2. Integrated open spaces including parks and pocket parks,
3. Architectural detailing and materials that reflects the existing character of the City, and are compatible with adjacent existing developments.

The City recognizes the Nolen Plan, identified in Figure LU-10 Historic Districts, has been modified since its inception and there may be situations in the future that warrant additional deviations from this physical plan. This Strategy shall not be construed to limit development and redevelopment activities.

#### **Strategy LU 1.4.2 - Historic Structures, City Review and Assistance**

The City through the Land Development Review Process shall:

1. Include historic resource staff as a reviewing member of the Technical staff charged with reviewing all development and redevelopment activities in the City.
2. Ensure historic resource staff review demolition permits for all structures.
3. Provide information and education to property owners to facilitate economic viability for the retention of historic structures.

#### **Strategy LU 1.4.3 - Preserve Existing Private and Public Structures**

The City recognizes the importance of historic structures within the City and encourages their preservation by the use of various means, such as the following:

1. Support efforts of private non-profit organizations to raise funds for adaptive reuse of historic structures.
2. Advising property owners and potential developers of historic structures of the advantages of local, state and federal tax credits for rehabilitation of income-producing historic structures, land trusts, alternative site development standards.
3. Grandfathering legal non-conforming densities, provided that the building is listed as a historic resource on the National Register of Historic Places or is greater than 50-years in age, that the building is included in the historic district, or that the reconstruction is an authentic replica of the original building except for compliance with new building codes.
4. Historic Resource Demolition Alternatives such as project redesign to protect historic resources, alternative site and design standards, documentation of the historical resource through pictures and written report, and adaptive reuse.
5. Pursue Certified Local Government (CLG) designation.



#### **Strategy LU 1.4.4 - Historically Significant Structures**

The City recognizes that for structures in, or eligible to be included in the Historical Register, Local and or National, the existing bulk development standards of the structure may be considered conforming with the underlying land use plan category even if it exceeds the maximum permitted.

#### **Strategy LU 1.4.5 - Historic Resources Inventory**

The City shall develop and maintain an inventory of historic resources to ensure all applicable resources are considered for federal, state and local historic preservation designation. See also Figure (Map) LU-10 for the locations of the Historic district and Historic Structures.

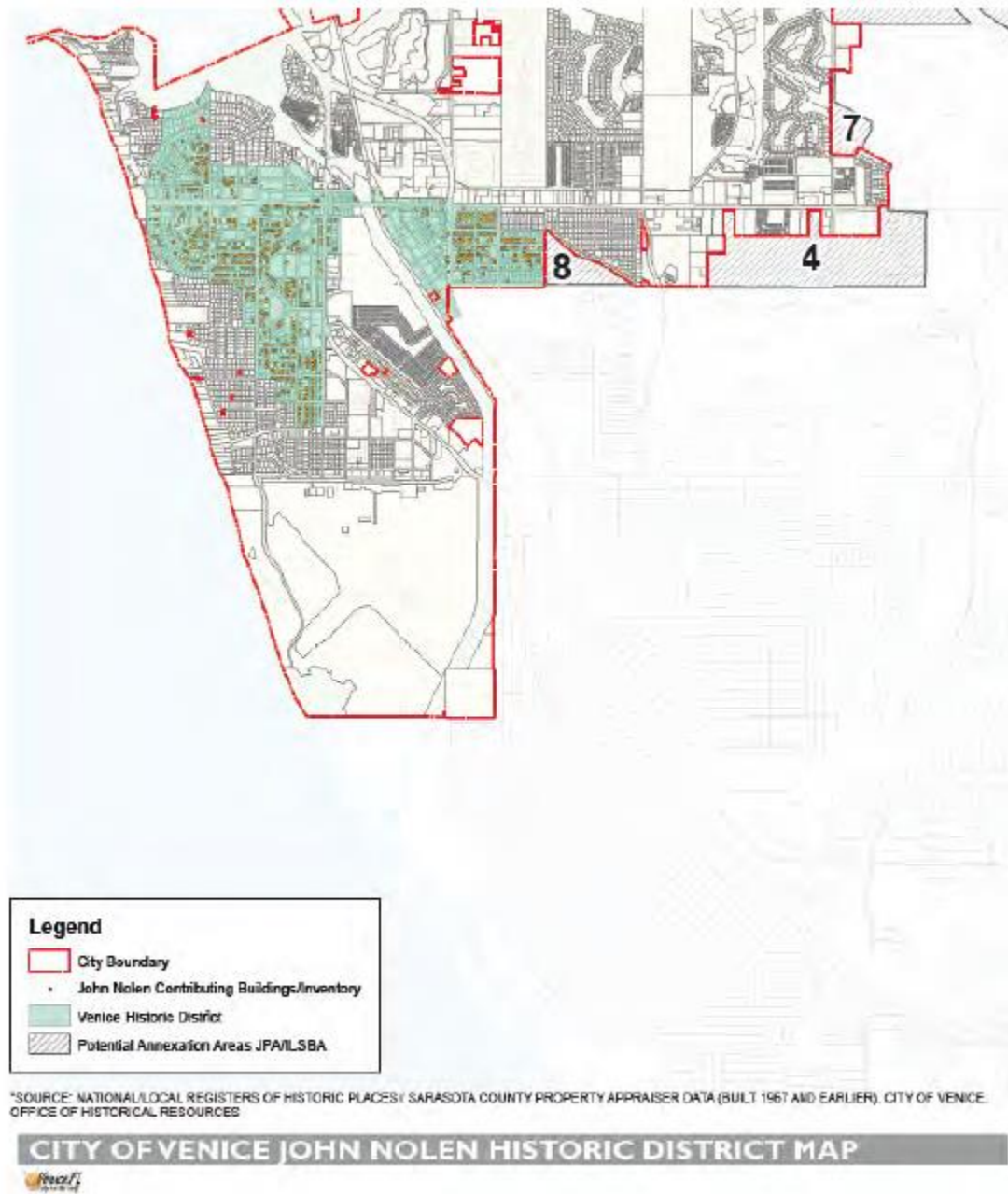
Figure (Map) LU-10 was developed for the submittal of the John Nolen Plan of Venice Historic District submittal to the National Register (April 2010). This map provides a base inventory of historic resources within the City and the identification of structures contributing to Venice's historic heritage. The historic district and inventory of historic resources shall be maintained and updated by the City.

#### **Strategy LU 1.4.6 - Archeological and Historical Resources**

The City shall preserve and protect significant archaeological and historical sites from incompatible development and require that all land development applications requiring site plan, or subdivision plat review address the occurrence or potential occurrence of historical and archaeological resources within their property boundaries.



Figure (Map) LU-10: Historic District



## ***Airport Land Use Compatibility & Industrial Development***

### **Vision LU 2 – Airport Land Use Compatibility & Industrial Development**

#### **Intent LU 2.1 - Airport Land Use Compatibility**

The City shall promote and protect the value of the Venice Regional Airport and through land use planning and the adoption of airport compatibility and zoning standards shall support uses compatible with aircraft operations as identified through the Airport Master Plan.

##### **Strategy LU 2.1.1 - Airport Compatibility**

The City shall adopt and support land use policies that protect the airport from new development and redevelopment that is deemed to be incompatible with the Master Plan. Airport zoning and land use standards shall provide standards that prevent obstructions of aircraft operations by intersecting the airport's clear zones, approach zones, transition surface, horizontal surface, and conical surfaces. In support of this effort, the City shall adopt airport compatibility and zoning standards consistent with Chapter 333, F.S. and Part 77, FAR.

##### **Strategy LU 2.1.2 - Airport Compatibility - Reviews**

The City shall include the Venice Regional Airport Manager or their designee in all development and redevelopment related petitions within the airport's review area as defined by Chapter 333, F.S. and Part 77, FAR, as may be required.

#### **Intent LU 2.2 - Industrial Development**

The City's industrial development areas including existing industrial parks are intended to provide economic benefits and a diversification of the City's land use and tax base.

##### **Strategy LU 2.2.1 - Industrial Development**

The City shall promote and maintain industrial areas, specifically the Knight's Trail area, that provide for the manufacturing of goods, flex space, and research and development that are attractive, compatible with adjoining non-industrial uses, and well-maintained.

## ***Coastal Management***

### **Vision LU 3 - Coastal Management**

Coastal Management is an integral component of the City of Venice and the City's coastal areas are viewed as an asset within the community. Planning for the coastal areas provides the opportunity to coordinate development and redevelopment activities which may otherwise diminish these areas.

#### **Intent LU 3.1 - Coastal Management Directives**

The City shall identify and provide Strategies for the protection of coastal planning areas and to maintain and enhance the environmental quality for its residents.

##### **Strategy LU 3.1.1 - Coastal High Hazard - Density**

The City shall direct future population concentrations away from the Coastal High Hazard Area (CHHA) so as to achieve a no net increase in overall residential density within the CHHA.



**Strategy LU 3.1.2 - Coastal High Hazard Area Identified**

The boundary of the CHHA is shown on the Future Land Use Map series (Maps LU-11 and LU-12) and shall serve as the basis for the boundary determinations.

**Strategy LU 3.1.3 - Coastal High Hazard Area Defined**

The CHHA is hereby defined as the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

**Strategy LU 3.1.4 - Public Infrastructure**

Consistent with the Open Space Element, the City shall limit public funds for infrastructure expenditures in the CHHA except as necessary to protect the public health, welfare, and safety, and provide adequate evacuation in the event of an emergency.

**Strategy LU 3.1.5 - Coastal High Hazard Area – additional strategies**

Additional Strategies specific to the CHHA shall be provided in Open Space Element, specifically those within Intent OS 1.9.



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

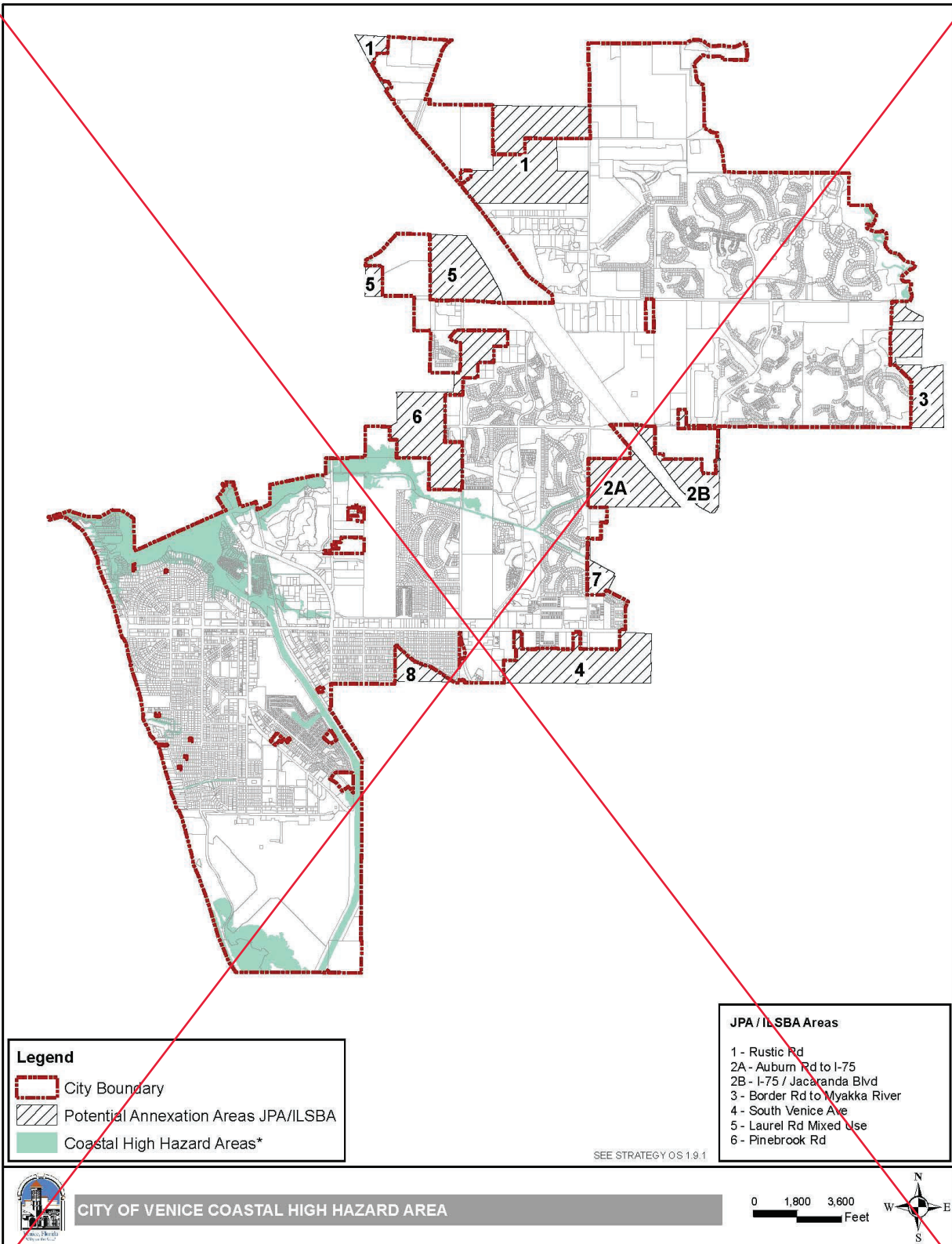


Figure (Map) LU-11: Coastal High Hazard Area Identified

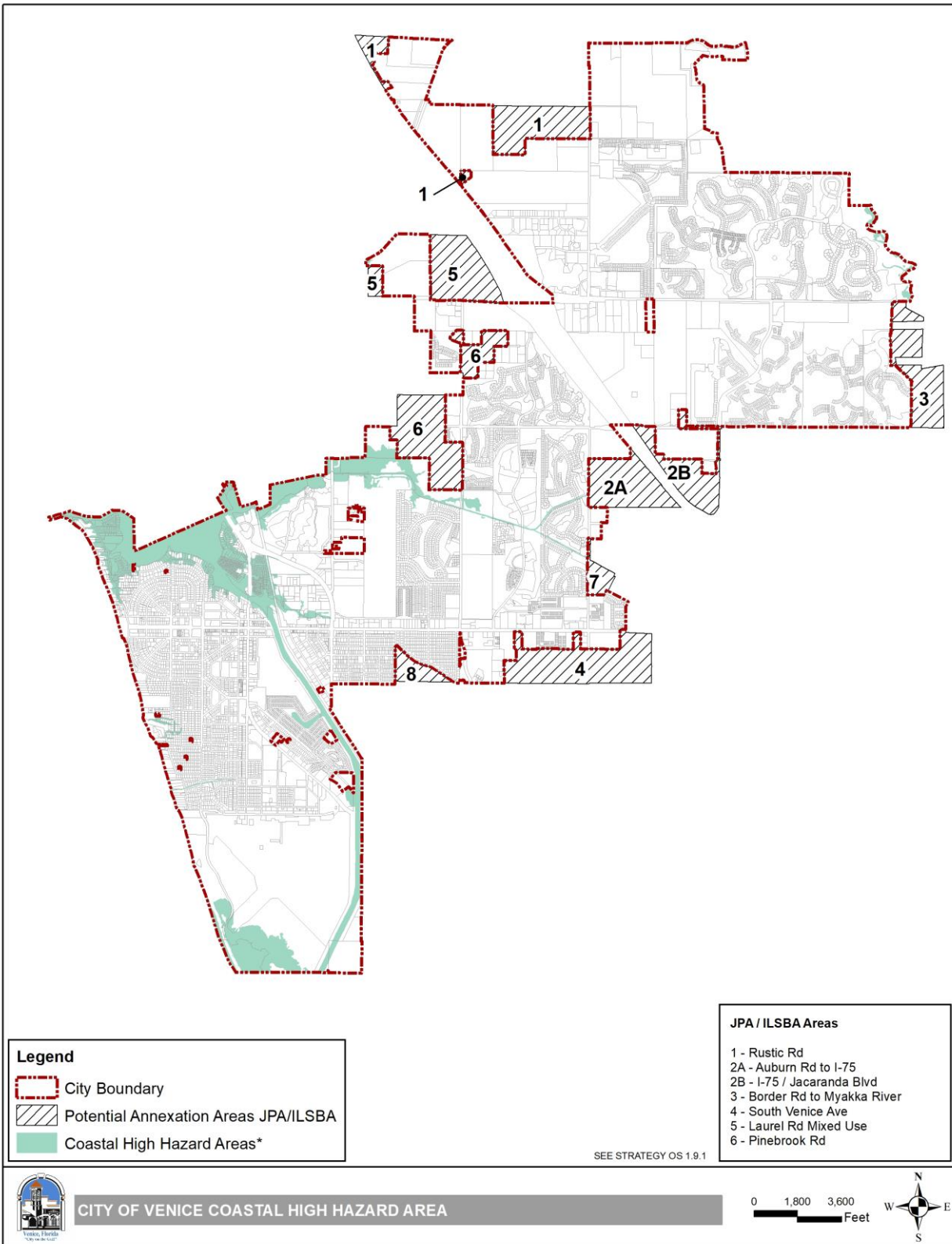


Figure (Map) LU-12: Coastal High Hazard Area FLU

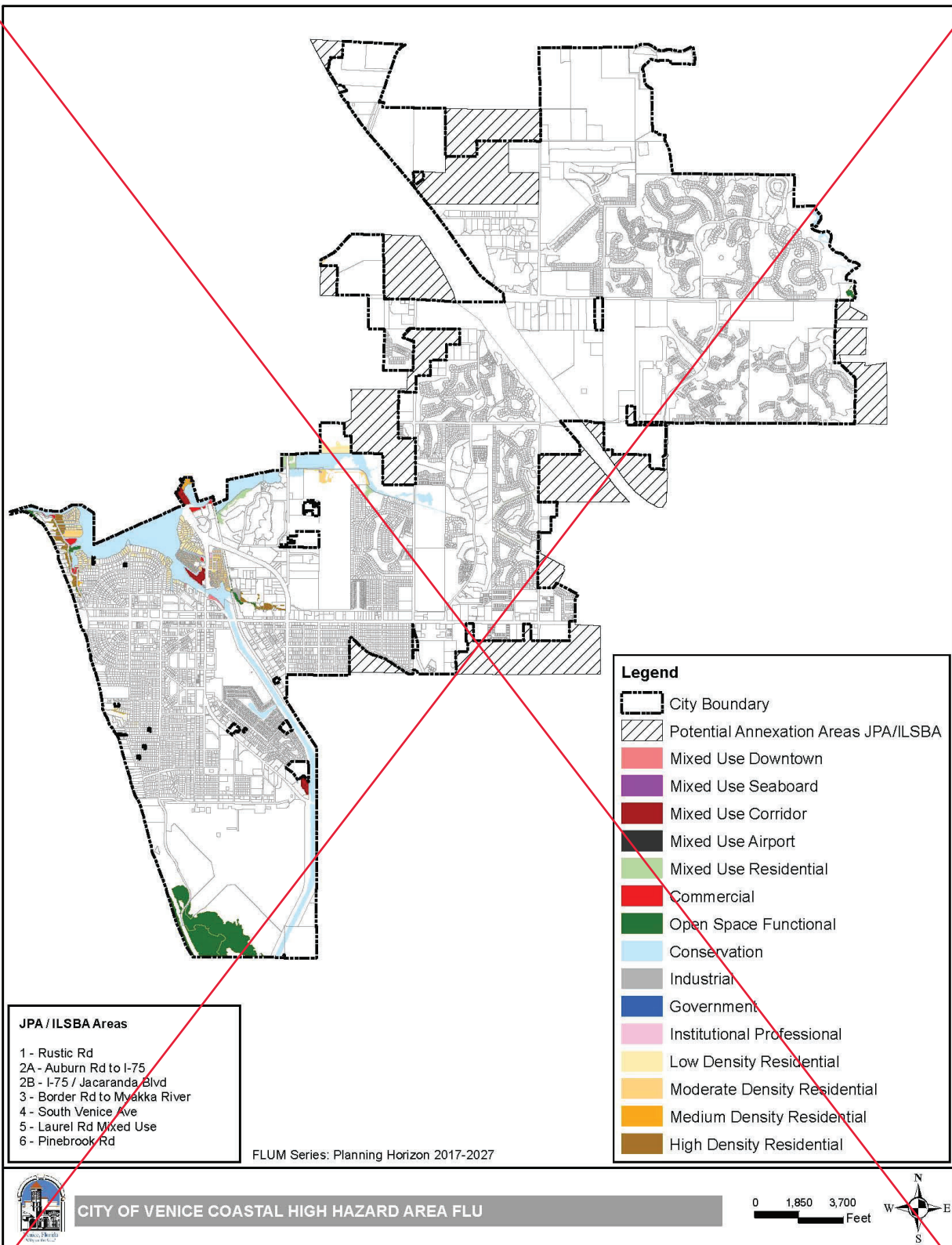
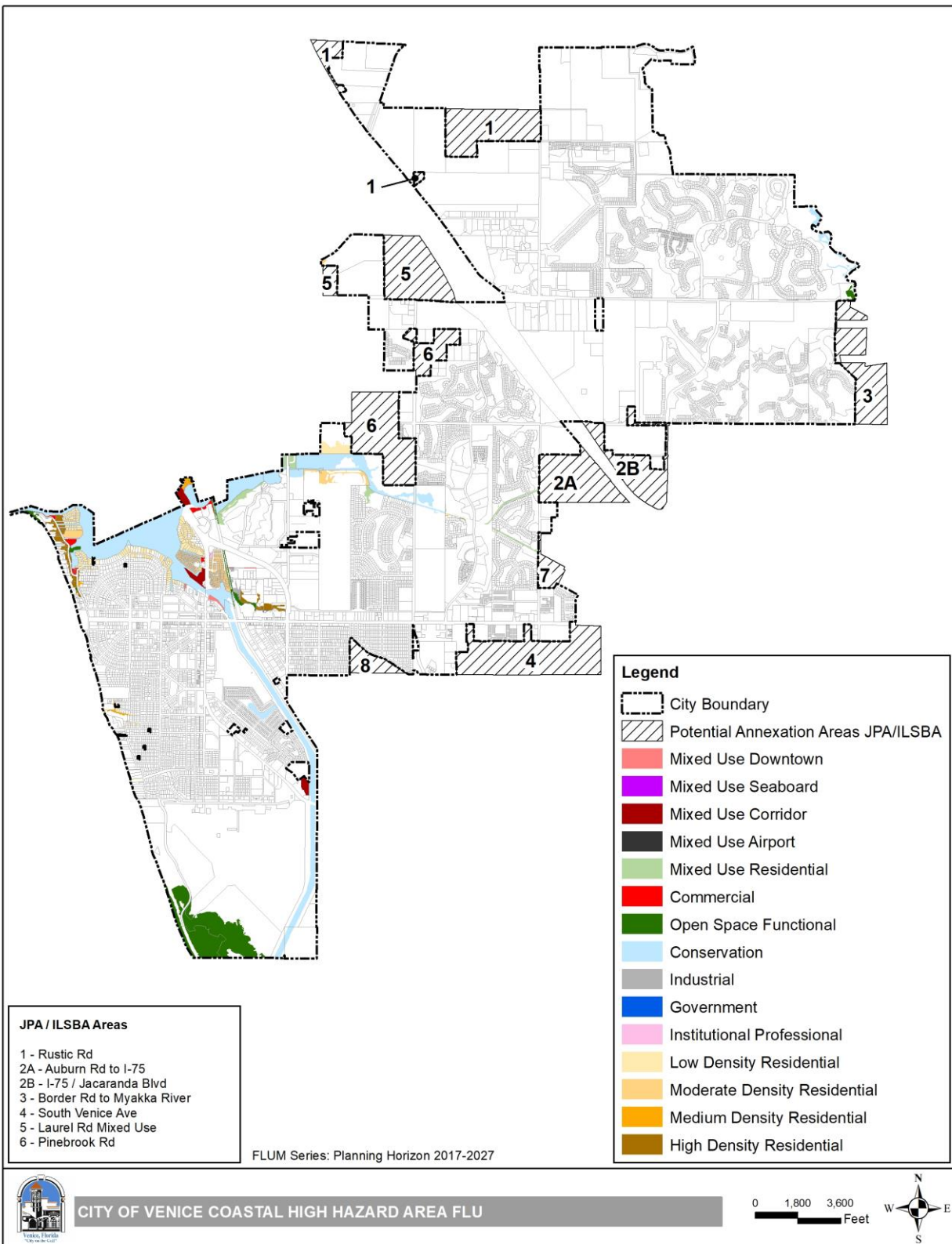


Figure (Map) LU-12: Coastal High Hazard Area FLU



## Transitional Strategies (Policies) and the Land Development Code

### Vision LU 4 - Land Development Code and Transition Issues

#### Intent LU 4.1 - Land Development Code and Transition Strategies

The City realizes that certain Policies adopted in the 2010 City of Venice Comprehensive Plan have been amended which included regulatory language and served as the basis for development applications.

#### Strategy LU 4.1.1 - Transitional Language specific to Comprehensive Plan regulatory language

The City shall adopt standards in the Land Development Code which regulate building height, architectural standards, and compatibility. Until such time as the Land Development Code is amended, the development standards included within the 2010 Comprehensive Plan shall continue to be applied as follows:

#### Planning Areas

The following Figure LU-13 provides a summary of the building height and architectural style standards from the 2010 Comprehensive Plan.

Figure LU-13: Planning Areas Summary

Planning Area	Maximum Building Height (feet)	Required Architectural Type
Tarpon Center/Esplanade Neighborhood (Planning Area A)	SubArea 1: 45' SubArea 2: 42'	Northern Italian Renaissance and Mediterranean Revival
Heritage Park Neighborhood (Planning Area B)	42'	Northern Italian Renaissance
Southern Gateway Corridor (Planning Area C)	42'	Northern Italian Renaissance
Island Professional Neighborhood (Planning Area D)	42'	Northern Italian Renaissance
City Center Sector (Planning Area E)	CBD Zoning District: 35' All Others: 42'	Venetian Theme Historic buildings and their architectural styles should be preserved.
Northern Gateway Corridor (Planning Area F)	45'	Northern Italian Renaissance
Seaboard Sector (Planning Area G)	42'	Northern Italian Renaissance
Eastern Gateway Corridor (Planning Area H)	42'	Northern Italian Renaissance Historic buildings and their architectural styles should be preserved.
South Laurel Neighborhood (Planning Area I)	42'	Northern Italian Renaissance
	For areas zoned to a City of Venice zoning designation prior to May 1, 2009, the	For areas zoned to a City of Venice zoning designation prior to May 1, 2009, the



	maximum height will not exceed the maximum building height previously approved through such rezoning.	architectural design style will be consistent with designs previously approved through such rezoning.
Shakett Creek Neighborhood (Planning Area J)	42'	Northern Italian Renaissance or Northern Mediterranean
Knights Trail Neighborhood (Planning Area K)	SubAreas 1, 2, 3: 42' SubArea 4: 45'	Northern Italian Renaissance or Northern Mediterranean
Gene Green Neighborhood (Planning Area L)	N/A	N/A

**Note: See Appendix for Planning Area Maps. The 2010 Future Land Use Map is provided for the identification and location of the Planning Areas only.**

- Policy 8.2 Land Use Compatibility Review Procedures. Ensure that the character and design of infill and new development are compatible with existing neighborhoods. Compatibility review shall include the evaluation of the following items with regard to annexation, rezoning, conditional use, special exception, and site and development plan petitions:
- Land use density and intensity.
  - Building heights and setbacks.
  - Character or type of use proposed.
  - Site and architectural mitigation design techniques.

Considerations for determining compatibility shall include, but are not limited to, the following:

- Protection of single-family neighborhoods from the intrusion of incompatible uses.
- Prevention of the location of commercial or industrial uses in areas where such uses are incompatible with existing uses.
- The degree to which the development phases out nonconforming uses in order to resolve incompatibilities resulting from development inconsistent with the current Comprehensive Plan.
- Densities and intensities of proposed uses as compared to the densities and intensities of existing uses.

Potential incompatibility shall be mitigated through techniques including, but not limited to:

- Providing open space, perimeter buffers, landscaping and berms.
- Screening of sources of light, noise, mechanical equipment, refuse areas, delivery and storage areas.
- Locating road access to minimize adverse impacts.
- Adjusting building setbacks to transition between different uses.
- Applying step-down or tiered building heights to transition between different uses.
- Lowering density or intensity of land uses to transition between different uses.

- Policy 8.5 Site Plan Design and Architectural Review Procedures. Implement the City's architectural and design standards by working with the applicant to ensure that community architectural standards have been addressed. The site plans are required



to include:

- A. A narrative about how the project is compatible with the surrounding area and addresses the architectural, design, and development criteria for established design districts, neighborhoods, and activity centers.
- B. Line drawings and colored architectural elevations of each side of the building.
- C. Colored boards with material samples (i.e., paint samples, roof tiles, and decorative and architectural features).
- D. Elevation drawings, colored architectural renderings, and sample materials of any additional decorative features or structures. Such features include, but are not limited to, signage, fountains, fences, shade structures, and other public amenities.
- E. Landscape plan that addresses overall site design, screening, and buffering, and provides for Florida Friendly landscaping.
- F. Upon completion of the project, on-site inspection is required to confirm compliance with approved plans.

Policy 9.5 Conditional Use for Building Height Allowances. The City shall evaluate and amend the existing Conditional Use process in the updated Land Development Regulations for consideration of height allowances for deviations from established base height standards.

- A. Major deviations are for those height allowances which seek to add one or more additional floors or stories from established base building height standards established for a Planning Area or zoning district.

#### **Strategy LU 4.1.2 - Transitional Language specific to Implementing Zoning Districts**

The City shall, through the update to the Land Development Code process, analyze and update the current zoning districts and where feasible, consolidate and eliminate districts. The City shall also develop zoning districts which utilize and or include form based codes within the applicable Mixed Use designations.

### ***Joint Planning Areas***

#### **Vision LU 5 – Joint Planning Areas**

##### **Intent LU 5.1 - Joint Planning Areas**

The City and County have entered into a Joint Planning Agreement and Interlocal Service Boundary Agreement (JPA/ILSBA) which guides land use and development within certain areas adjacent to the City of Venice. The City shall continue to coordinate planning, development practices, land use, infrastructure, public services, and facility planning in the JPA/ILSBA Planning Areas and Extra Jurisdictional Planning Areas with Sarasota County and private property owners in accordance with the JPA/ILSBA. Consistent with the adopted JPA/ILSBA, the following Strategies shall apply.

##### **Strategy LU 5.1.1 - JPA/ILSBA**

The City shall utilize the JPA/ILSBA to guide the growth and development of the City's future annexations by establishing planning concepts that address the area's specific needs and conditions. The City's JPA/ILSBA planning areas include:



1. Rustic Road (JPA/ILSBA Area No. 1)
- 2a. Auburn Road to I-75 (JPA/ILSBA Area No. 2a)
- 2b. I-75 / Jacaranda Boulevard (JPA/ILSBA Area No. 2b)
3. Border Road to Myakka River (JPA/ILSBA Area No. 3)
4. South Venice Avenue (JPA/ILSBA Area No. 4)
5. Laurel Road Mixed Use (JPA/ILSBA Area No. 5)
6. Pinebrook Road (JPA/ILSBA Area No. 6)
7. Auburn Road (JPA/ILSBA Area No. 7)
8. Gulf Coast Boulevard (JPA/ILSBA Area No. 8)

*The following is a summary of the JPA/ILSBA Areas. The specific, previously adopted JPA/ILSBA Standards are included in the Appendix.*



Figure LU-14: JPA/ILSBA Summary

JPA/ILSBA	Development Standards			
	Uses	Density	Intensity	Open Space Requirements
Rustic Road Neighborhood (JPA/ILSBA Area No. 1) <b>707.5 Acres</b>	<ul style="list-style-type: none"> <li>Residential</li> <li>Retail</li> <li>Office Space</li> <li>Industrial</li> <li>Manufacturing</li> </ul>	<ul style="list-style-type: none"> <li><u>Subarea No. 1</u>: 5 to 9 units per acre, calculated on a gross acreage basis</li> <li><u>Subarea No. 2</u>: Up to 5 units per acre, calculated on a gross acreage basis</li> </ul>	<ul style="list-style-type: none"> <li>Up to <b>50%</b> of the acreage non-residential</li> <li>Shall not exceed a Floor Area Ratio of <b>2.0</b> for the gross acreage.</li> <li>Conversion between residential and non-residential land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per <b>2,000</b> square feet commercial space, gross acreage.</li> </ul>	<ul style="list-style-type: none"> <li>At least <b>34.2</b> gross acres shall be conservation/open space</li> </ul>
Auburn Road to I-75 Neighborhood (JPA/ILSBA Area No. 2a) <b>176 Acres</b>	<ul style="list-style-type: none"> <li>Residential</li> <li>Retail</li> <li>Office Space</li> <li>Commercial</li> <li>Equestrian uses in Subarea No. 2</li> </ul>	<ul style="list-style-type: none"> <li>Up to <b>3</b> units per acre, calculated on a gross acreage basis</li> </ul>	<ul style="list-style-type: none"> <li>Up to <b>10%</b> of the acreage non-residential</li> <li>Shall not exceed a Floor Area Ratio of <b>0.25</b> for the gross acreage.</li> <li>Conversion between residential and accessory non-residential land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per <b>4,000</b> square feet accessory non-residential space, gross acreage</li> </ul>	<ul style="list-style-type: none"> <li>At least <b>7.4</b> gross acres shall be conservation/open space</li> </ul>
I-75 / Jacaranda Boulevard Sector (JPA/ILSBA Area No. 2b) <b>175 Acres</b>	<ul style="list-style-type: none"> <li>Residential</li> <li>Retail</li> <li>Office space</li> <li>Industrial</li> <li>Manufacturing</li> </ul>	<ul style="list-style-type: none"> <li><u>Subarea No. 1</u>: 9 units per acre, calculated on a gross acreage basis.</li> <li><u>Subarea No. 2</u>: 13 units per acre, calculated on a gross acreage basis.</li> <li><u>Subarea No. 3</u>: 18 units per acre, calculated on a gross acreage basis.</li> </ul>	<ul style="list-style-type: none"> <li>Up to <b>10%</b> of the acreage non-residential</li> <li>Shall not exceed a Floor Area Ratio of <b>2.0</b> for the gross acreage.</li> <li>Conversion between residential and non-residential land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per <b>2,000</b> square feet non-residential space, gross acreage</li> </ul>	<ul style="list-style-type: none"> <li>At least <b>4.6</b> gross acres shall be conservation/open space</li> </ul>



<p>Border Road to Myakka River Neighborhood (JPA/ILSBA Area No. 3) <b>629 Acres</b></p>	<ul style="list-style-type: none"> <li>• Residential</li> <li>• Retail</li> <li>• Office Space</li> <li>• Commercial</li> </ul>	<ul style="list-style-type: none"> <li>• <u>Subarea No. 1:</u> Up to <b>5</b> units per acre, calculated on a gross acreage basis.</li> <li>• <u>Subarea No. 2:</u> Up to <b>3</b> units per acre, calculated on a gross acreage basis.</li> </ul>	<ul style="list-style-type: none"> <li>• Up to <b>5%</b> of the acreage non-residential</li> <li>• Shall not exceed a Floor Area Ratio of <b>0.25</b> for the gross acreage.</li> <li>• Conversion between residential and non-residential land uses may be made on an equivalent dwelling unit basis of <b>1</b> dwelling unit per <b>4,000</b> square feet non-residential space, gross acreage</li> </ul>	<ul style="list-style-type: none"> <li>• At least <b>57</b> gross acres shall be conservation/open space</li> </ul>
<p>South Venice Avenue Neighborhood (JPA/ILSBA Area No. 4) <b>239 Acres</b></p>	<ul style="list-style-type: none"> <li>• Residential</li> <li>• Retail</li> <li>• Office Space</li> <li>• Commercial</li> </ul>	<ul style="list-style-type: none"> <li>• Up to <b>3</b> units per acre, calculated on a gross acreage basis</li> </ul>	<ul style="list-style-type: none"> <li>• Up to <b>33%</b> of the acreage non-residential</li> <li>• Shall not exceed a Floor Area Ratio of <b>1.5</b> for the gross acreage.</li> <li>• Conversion between residential and non-residential land uses may be made on an equivalent dwelling unit basis of <b>1</b> dwelling unit per <b>2,000</b> square feet commercial space, gross acreage</li> </ul>	<ul style="list-style-type: none"> <li>• No minimum</li> </ul>
<p>Laurel Road Mixed Use Neighborhood (JPA/ILSBA Area No. 5) <b>296 Acres</b></p>	<ul style="list-style-type: none"> <li>• Residential</li> <li>• Retail</li> <li>• Office Space</li> <li>• Commercial</li> </ul>	<ul style="list-style-type: none"> <li>• Up to <b>8</b> units per acre, calculated on a gross area basis</li> </ul>	<ul style="list-style-type: none"> <li>• <u>Subarea No. 1:</u> Up to <b>33%</b> of the acreage non-residential</li> <li>• <u>Subarea No. 2:</u> Up to <b>50%</b> of the acreage non-residential</li> <li>• <u>Subarea No. 3:</u> Up to <b>100%</b> of the acreage non-residential</li> <li>• Conversion between residential and non-residential land uses may be made on an equivalent dwelling unit basis of <b>1</b> dwelling unit per <b>2,000</b> square feet commercial space, gross acreage</li> </ul>	<ul style="list-style-type: none"> <li>• At least <b>13.8</b> gross acres shall be conservation/open space</li> </ul>



Pinebrook Road Neighborhood (JPA/ILSBA Area No. 6) <b>232 Acres</b>	<ul style="list-style-type: none"><li>• Residential</li></ul>	<ul style="list-style-type: none"><li>• Up to <b>3</b> units per acre, calculated on a gross area basis</li></ul>	<ul style="list-style-type: none"><li>• None Permitted</li></ul>	<ul style="list-style-type: none"><li>• At least <b>11.2</b> gross acres shall be conservation/o pen space</li></ul>
Auburn Road Neighborhood (JPA/ILSBA Area No. 7) <b>25 Acres</b>	<ul style="list-style-type: none"><li>• Residential</li></ul>	<ul style="list-style-type: none"><li>• Up to <b>5</b> units per acre, calculated on a gross area basis</li></ul>	<ul style="list-style-type: none"><li>• None Permitted</li></ul>	<ul style="list-style-type: none"><li>• At least <b>2.7</b> gross acres shall be conservation/o pen space</li></ul>
Gulf Coast Boulevard Neighborhood (JPA/ILSBA Area No. 8) <b>33 Acres</b>	<ul style="list-style-type: none"><li>• Residential</li></ul>	<ul style="list-style-type: none"><li>• Up to <b>3.5</b> units per acre, calculated on a gross area basis</li></ul>	<ul style="list-style-type: none"><li>• None Permitted</li></ul>	<ul style="list-style-type: none"><li>• No minimum</li></ul>



Figure (Map) TR-1: Functional Classification

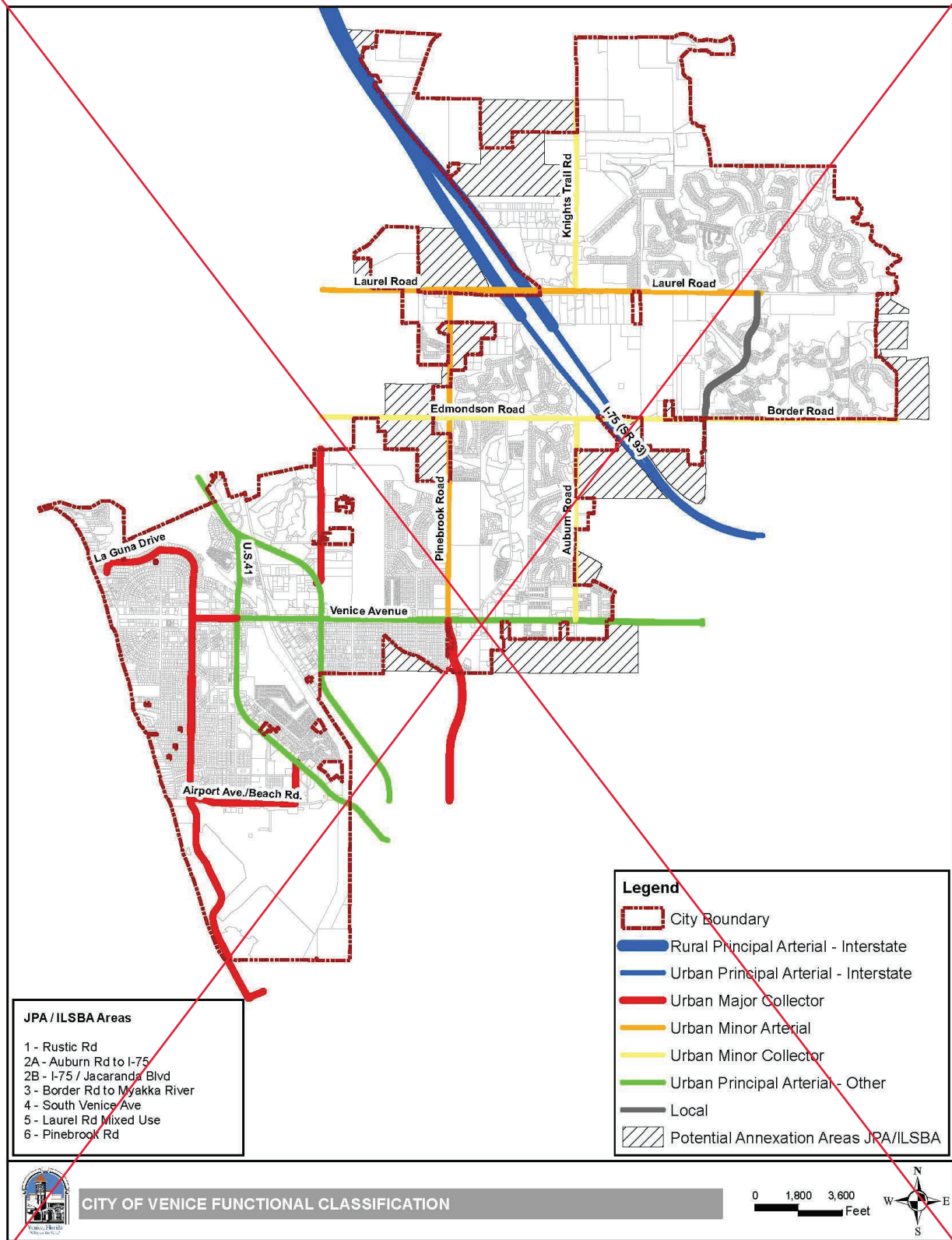


Figure (Map) TR-1: Functional Classification

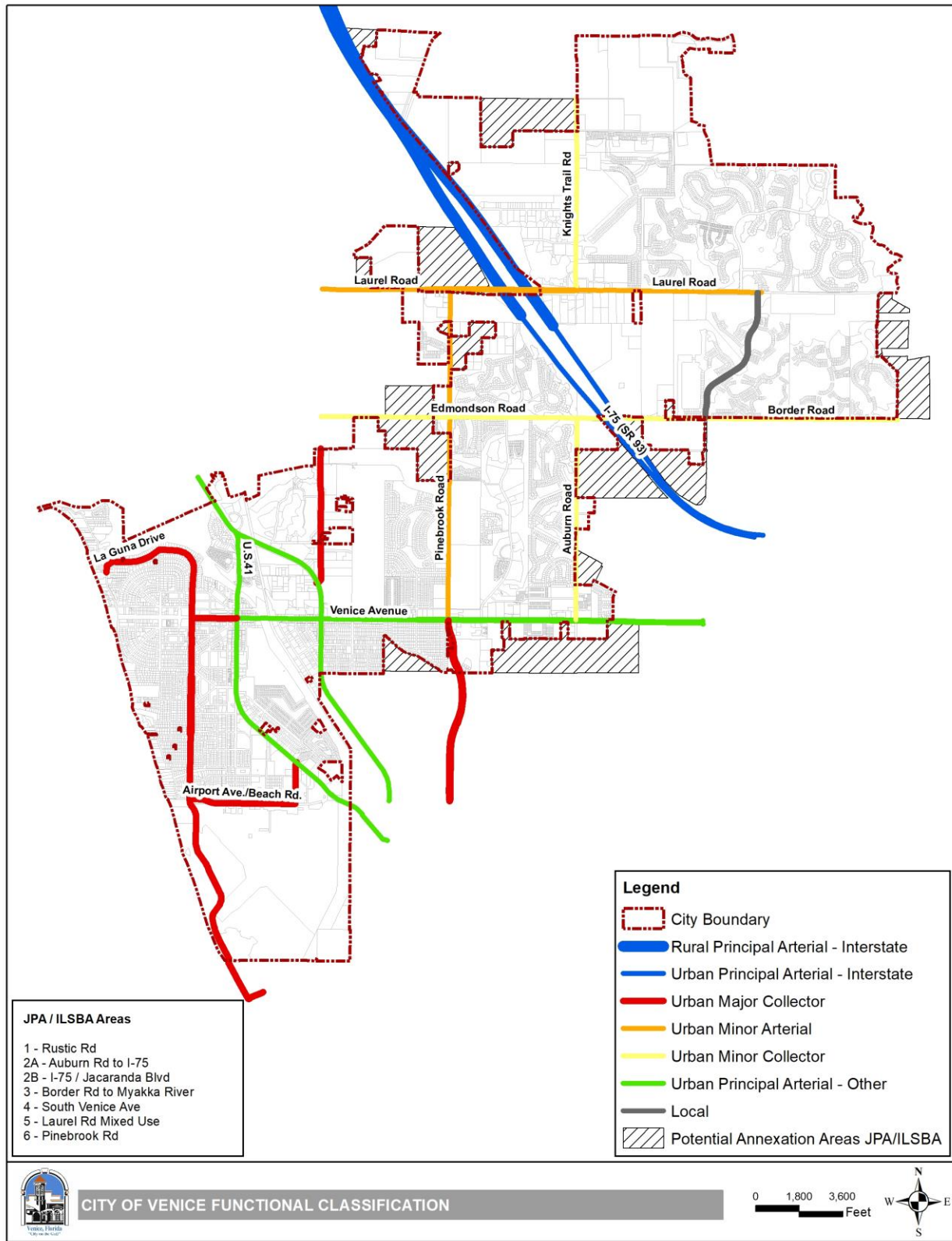


Figure (Map) TR-2: Existing (2015) Roadway Level of Service

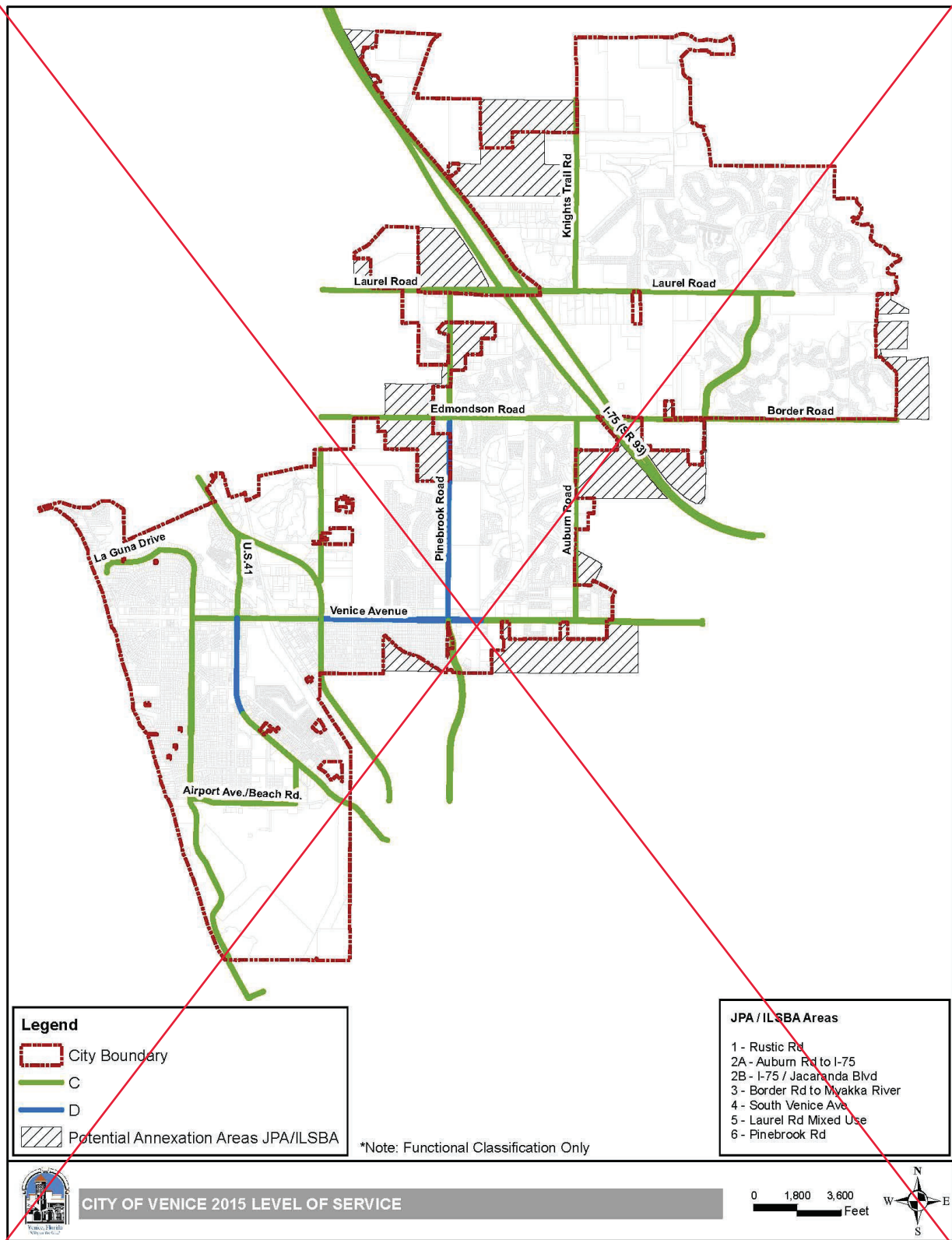


Figure (Map) TR-2: Existing (2015) Roadway Level of Service

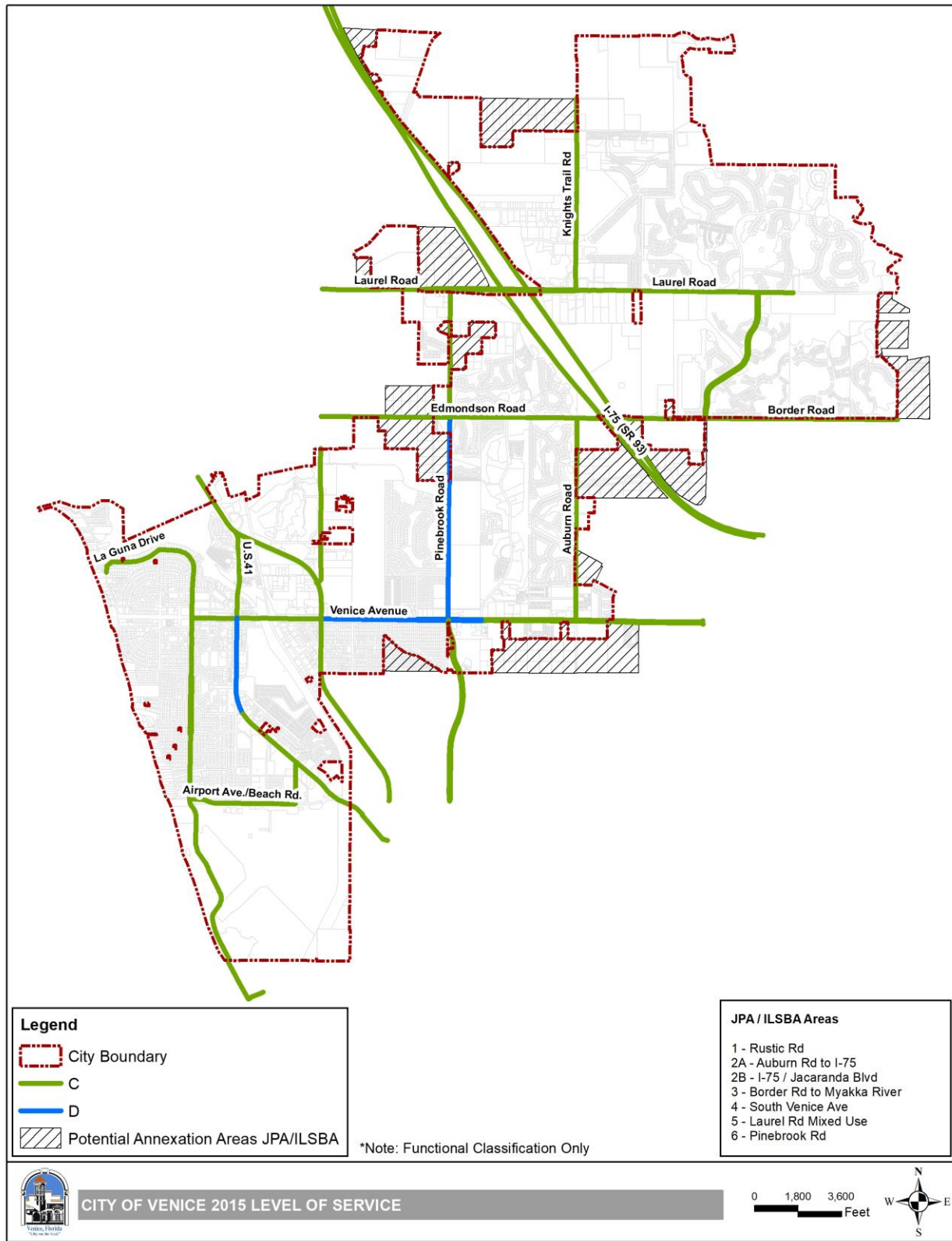


Figure (Map) TR-3: Existing Pedestrian Level of Service

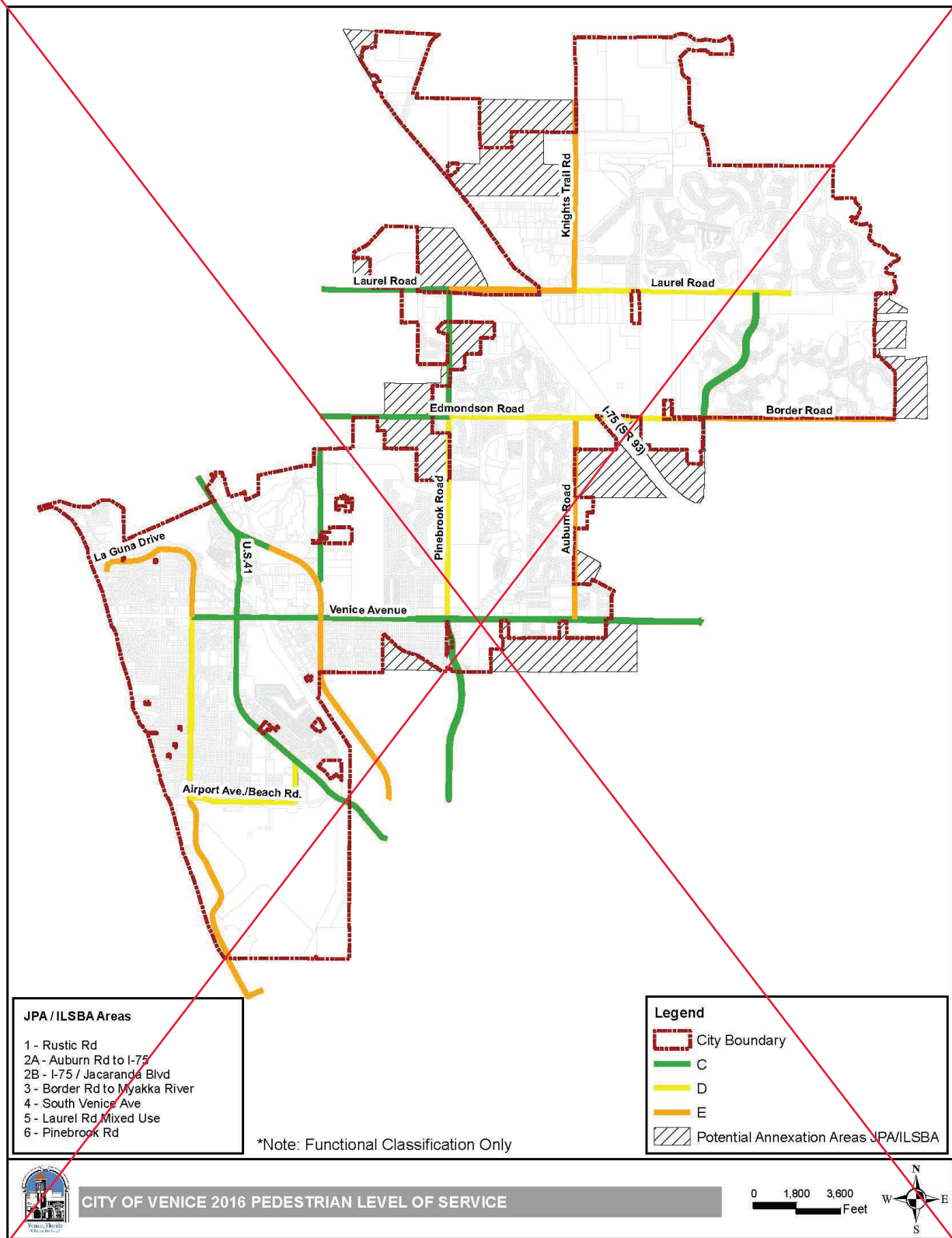


Figure (Map) TR-3: Existing Pedestrian Level of Service

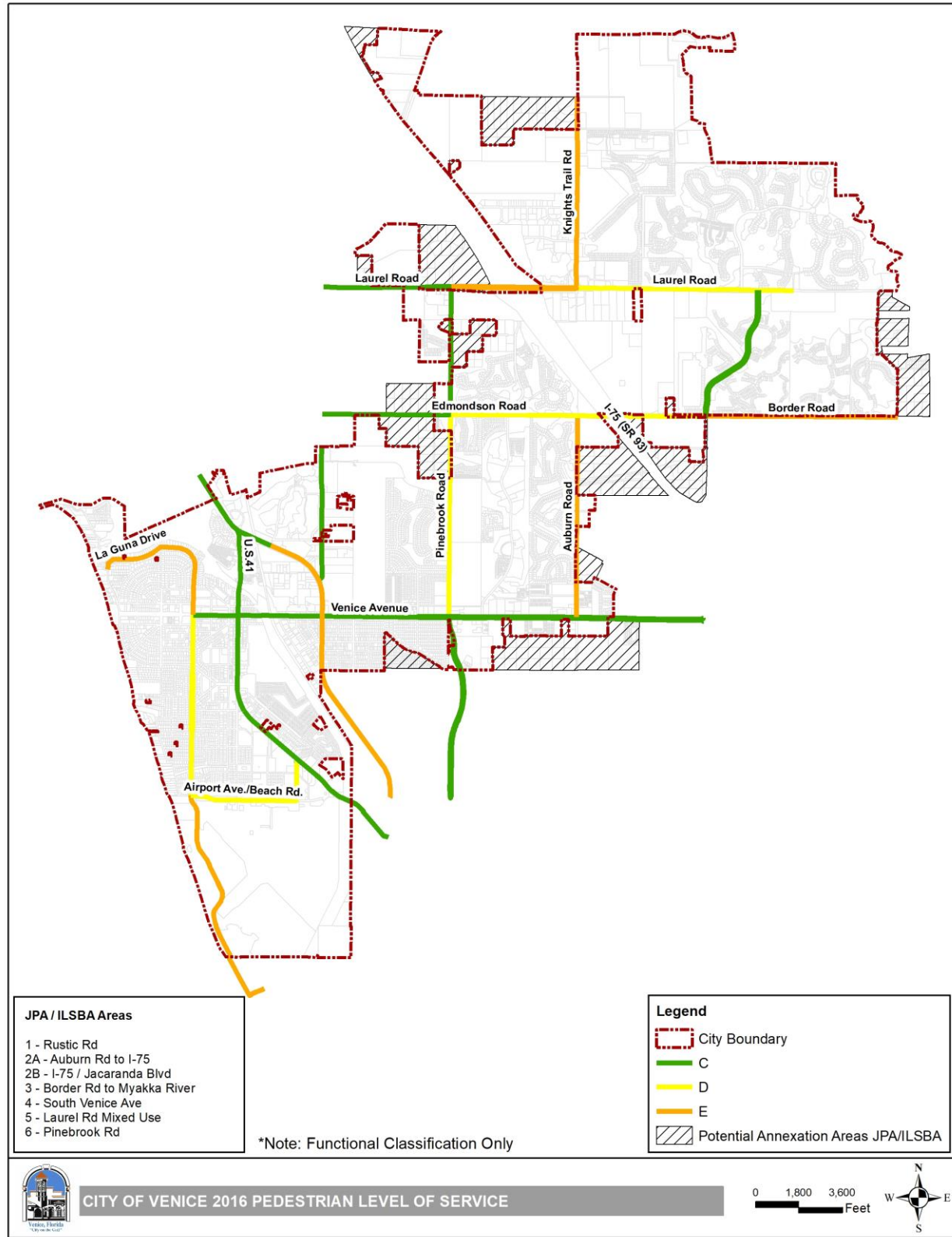


Figure (Map) TR-4: Existing Bicycle Level of Service

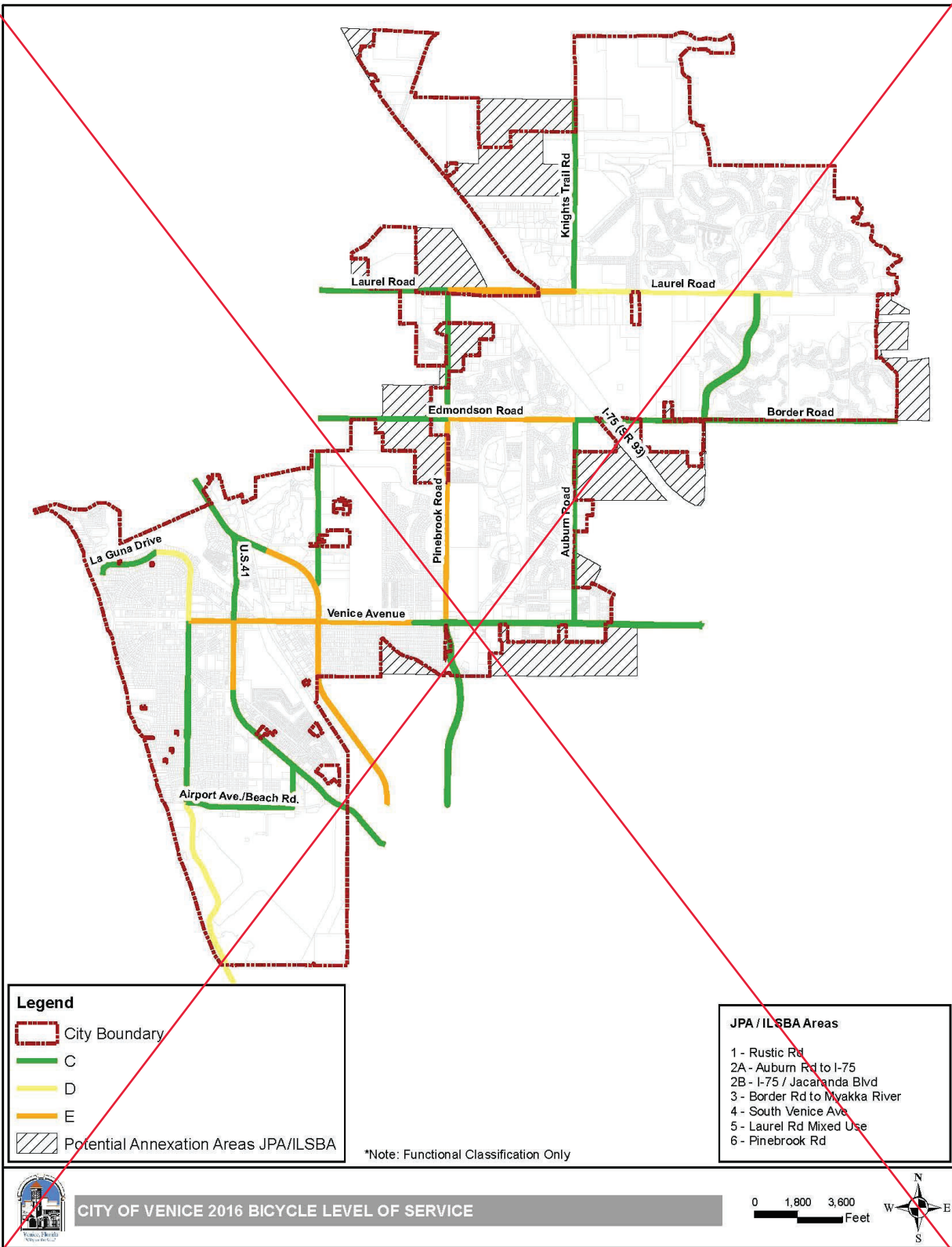


Figure (Map) TR-4: Existing Bicycle Level of Service

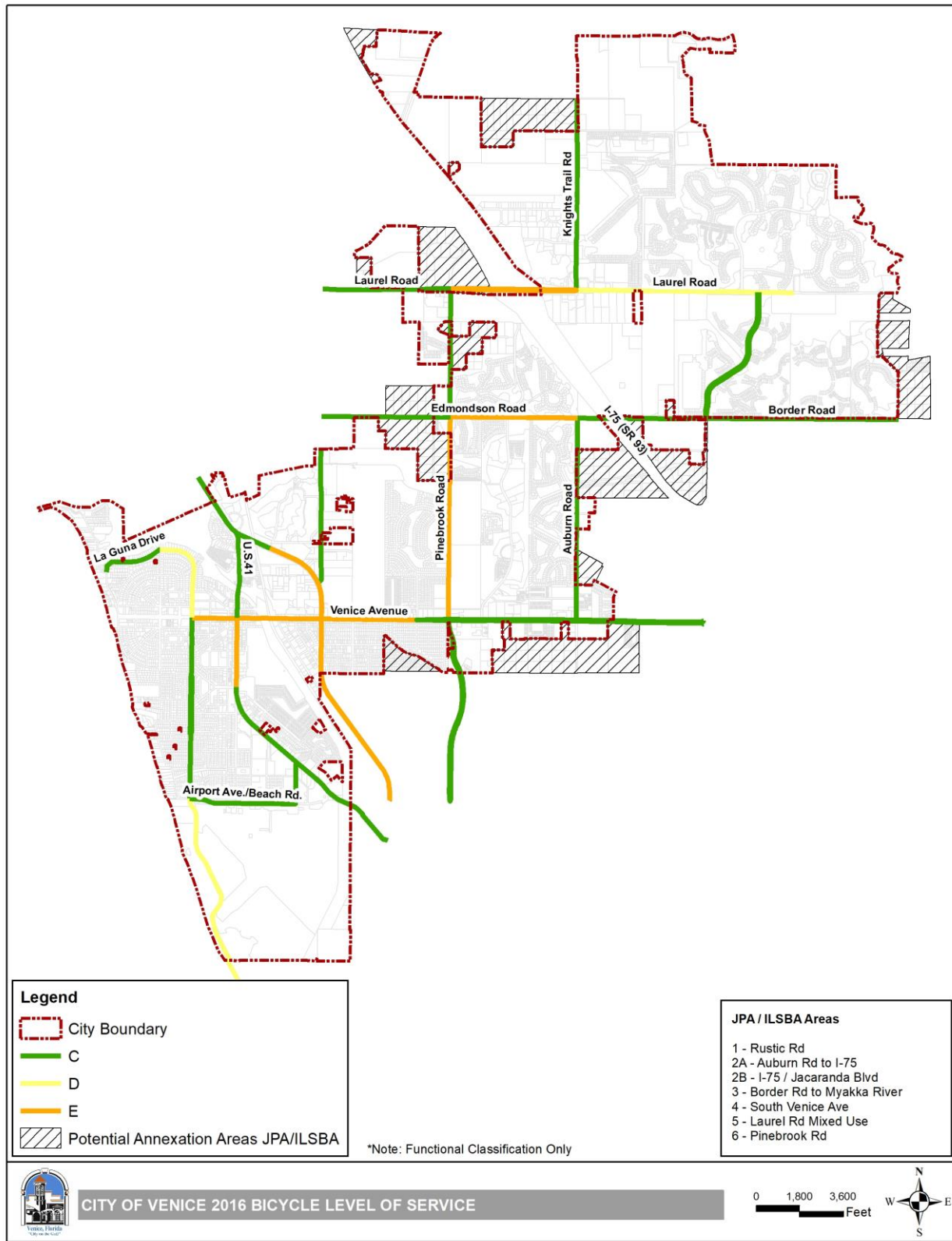


Figure (Map) TR-5: Existing Transit Level of Service

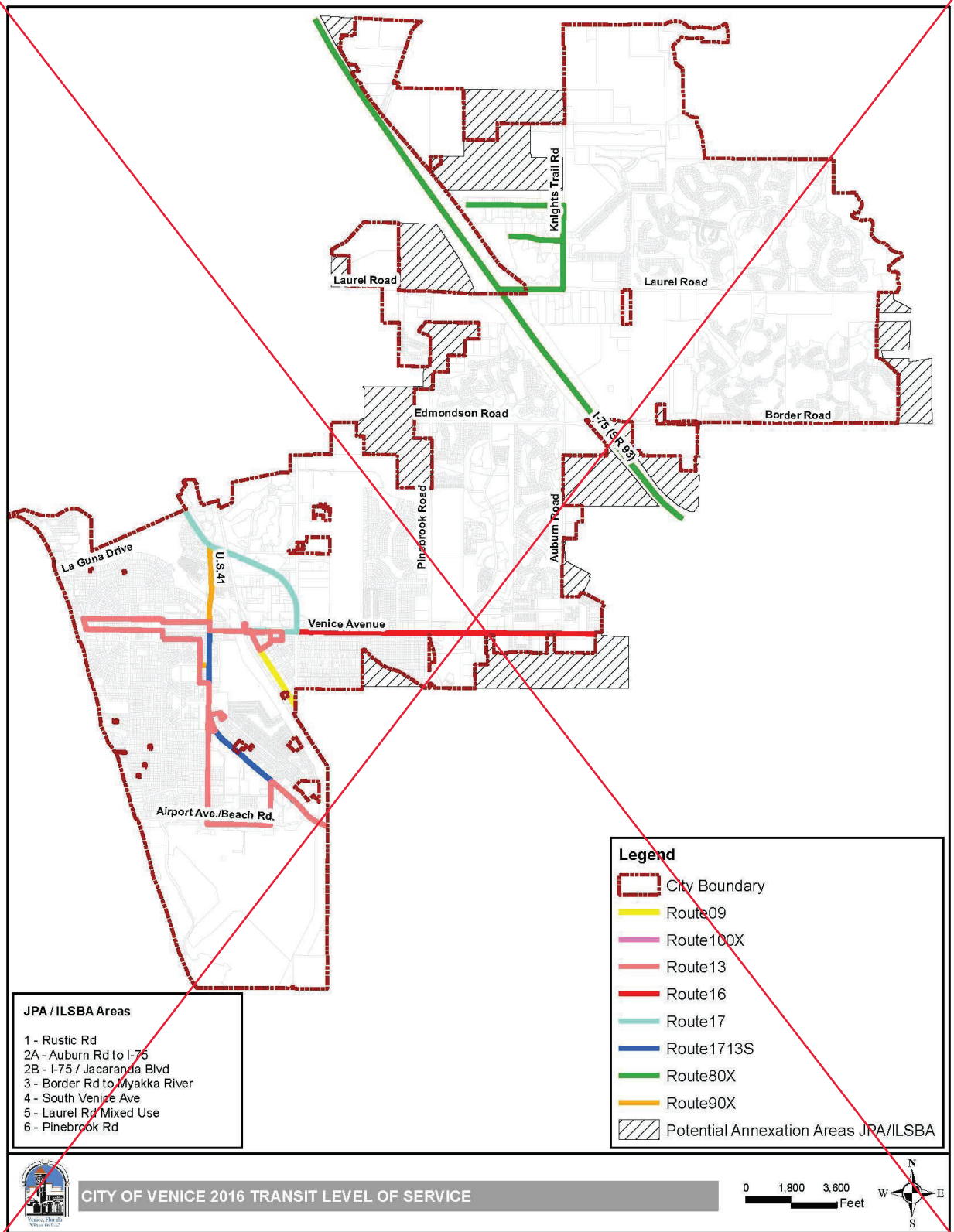


Figure (Map) TR-5: Existing Transit Level of Service

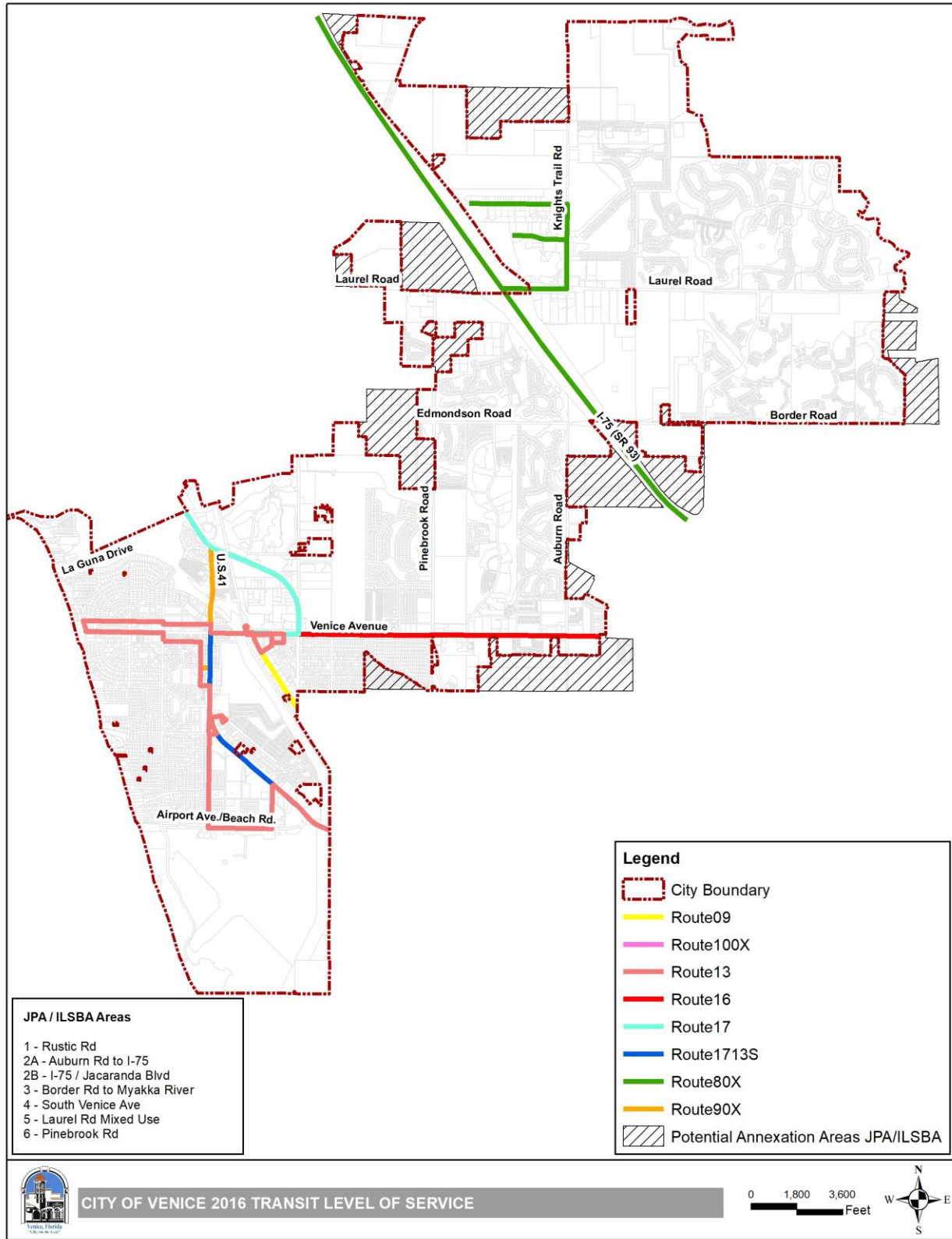


Figure (Map) TR-8: Possible Complete Street Map

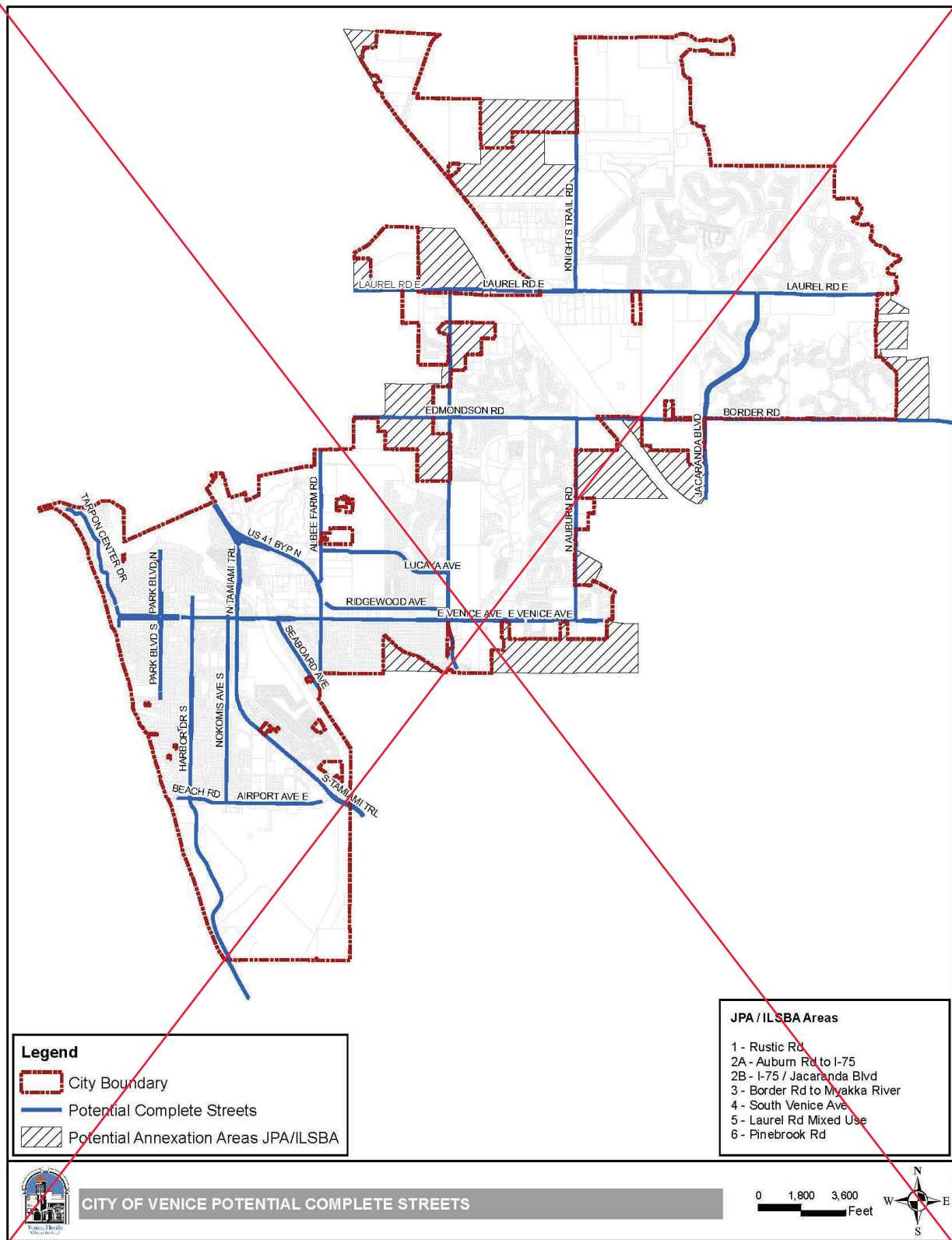


Figure (Map) TR-8: Possible Complete Street Map

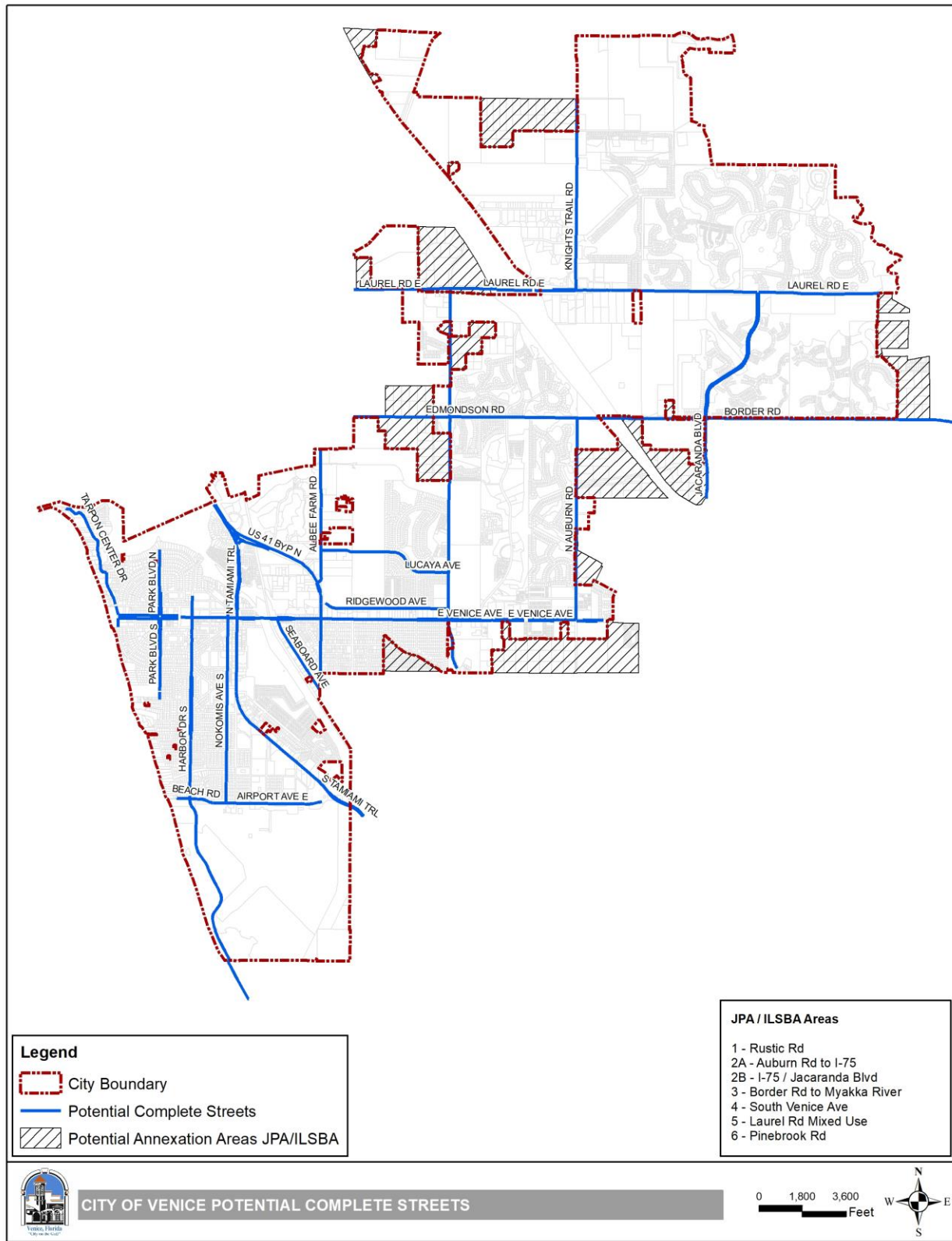


Figure (Map) OS-1: Coastal High Hazard Area (CHHA)

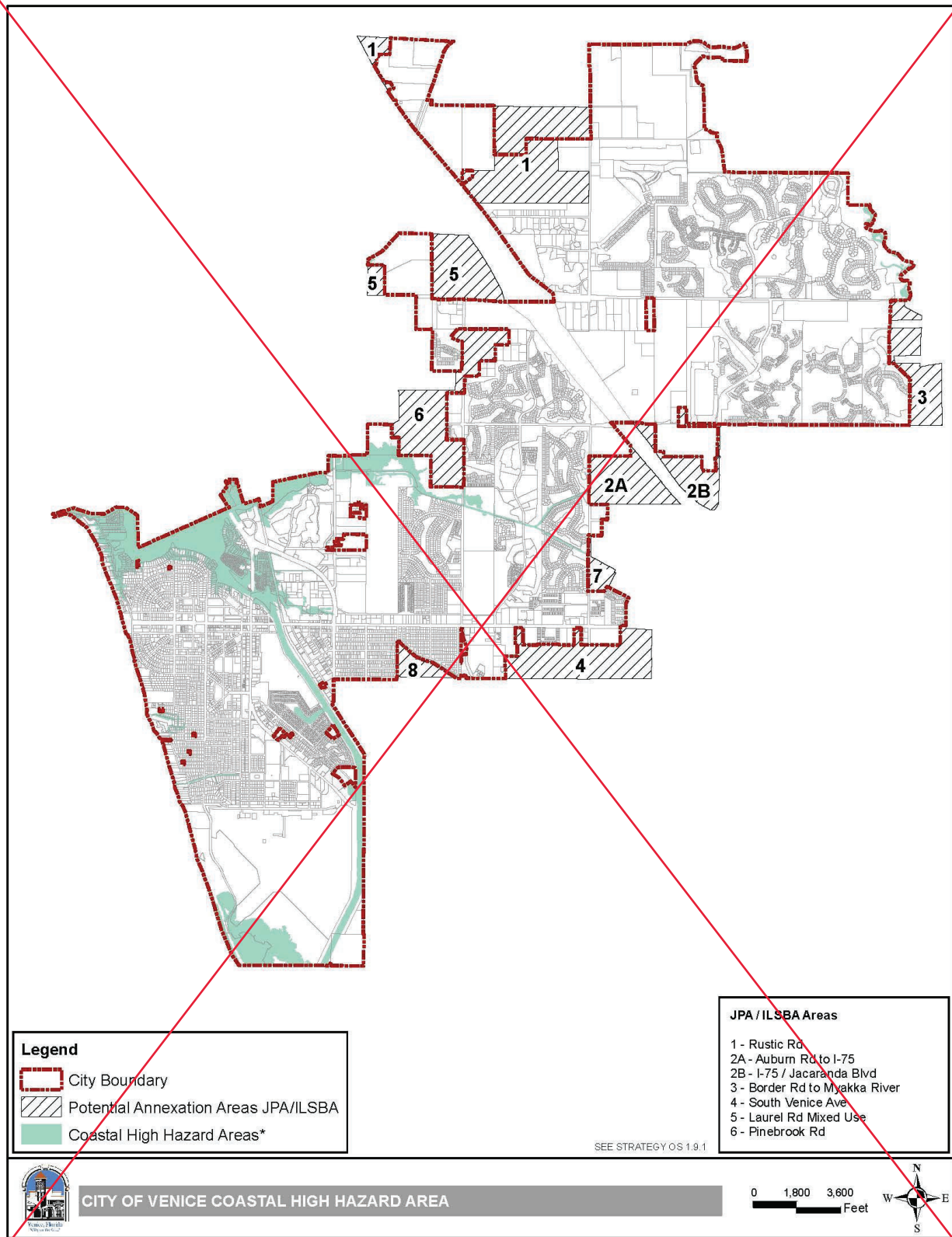


Figure (Map) OS-1: Coastal High Hazard Area (CHHA)

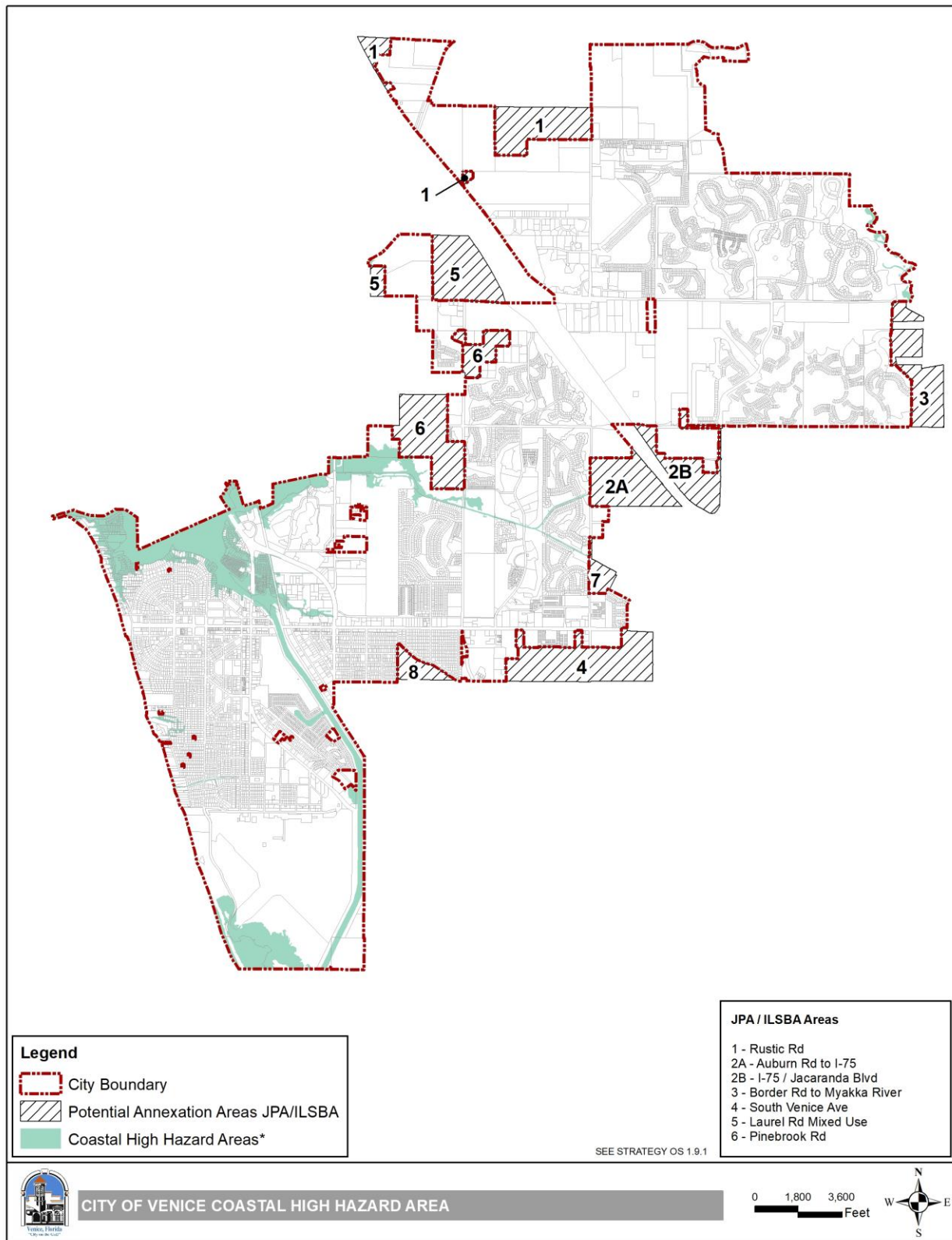


Figure (Map) OS-2: Coastal High Hazard Area with Future Land Use

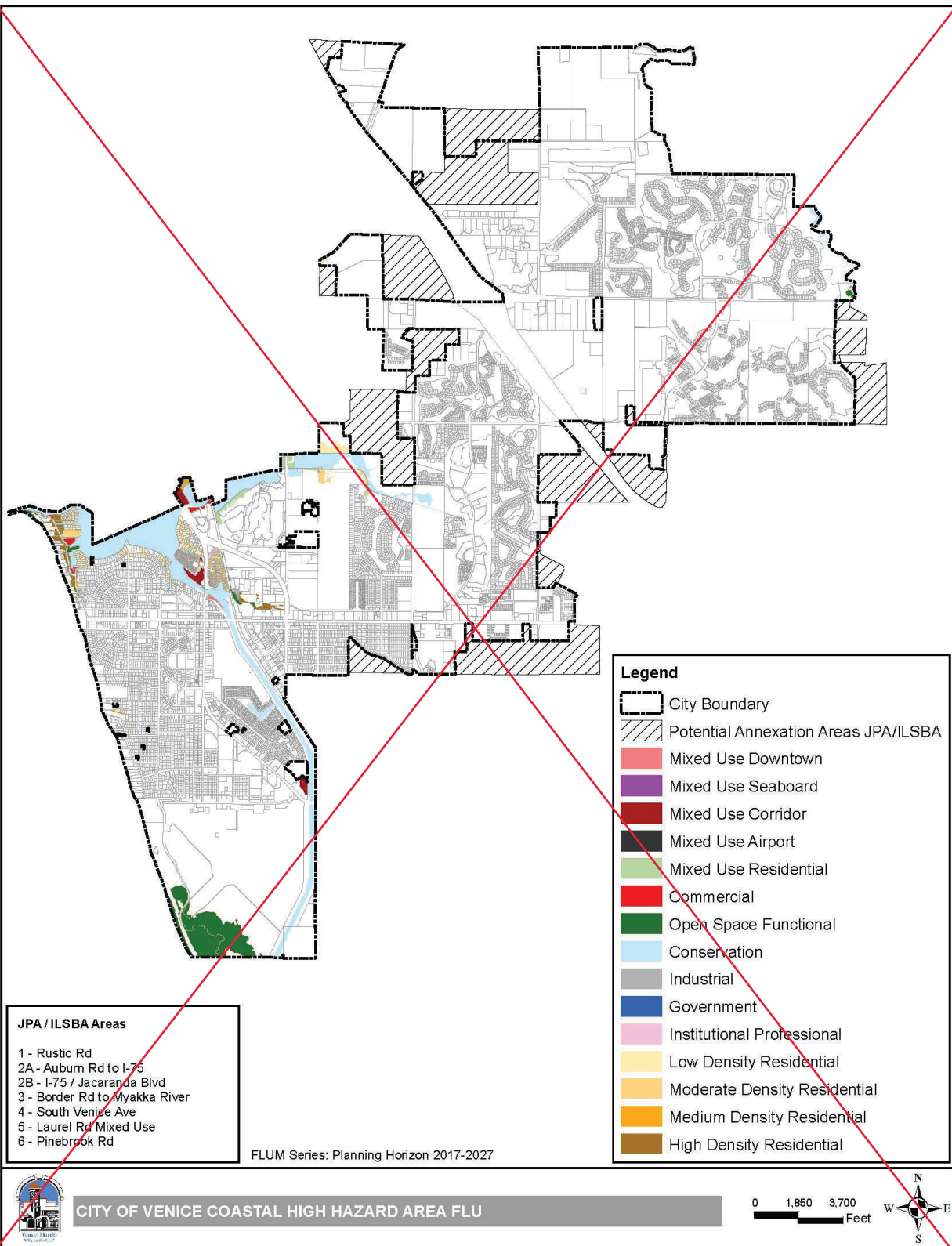
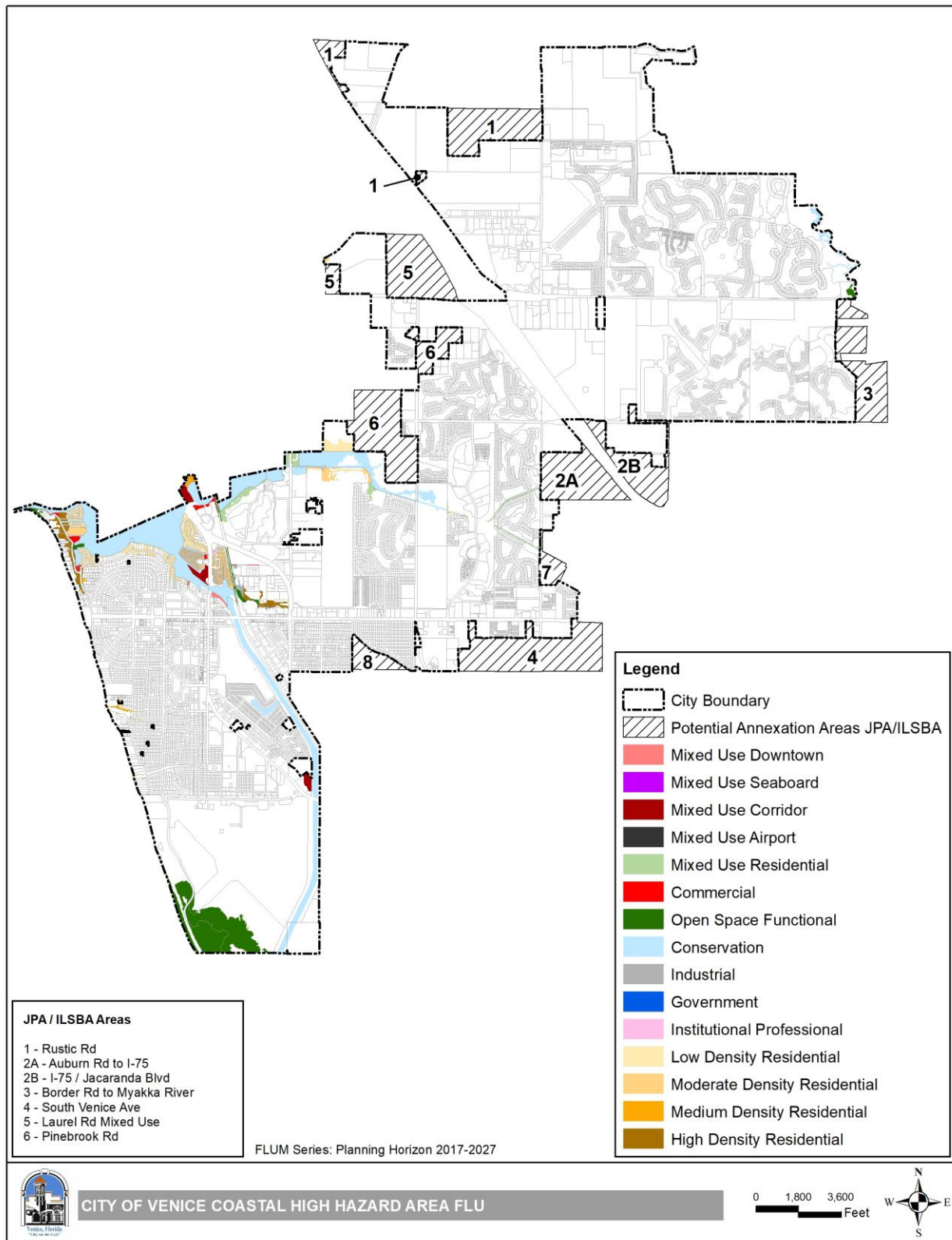


Figure (Map) OS-2: Coastal High Hazard Area with Future Land Use



## Future Land Use

The Island				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	6	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	22	479,160	0	96	2,090,880	0
LOW DENSITY RESIDENTIAL	579	0	2,895	1,021	0	5,105
MEDIUM DENSITY RESIDENTIAL	73	0	949	244	0	3,172
MIXED USE CORRIDOR	140	2,134,440	1,274	621	11,194,920	3,475
<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	4,307	3,544,477	21,169
MIXED USE TRANSITIONAL	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	74	0	666	543	0	4,887
OPEN SPACE FUNCTIONAL	436	0	0	568	0	0
				<u>10,024</u>	<u>80,412,849</u>	<u>42,746</u>
	2,455	6,713,903	8,070	<u>9,810</u>	<u>76,218,021</u>	<u>41,359</u>
ROW	362			887		
Total City Boundary	2,817			<u>10,911</u>		
				<u>10,697</u>		

## 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	96	2,090,880	0
LOW DENSITY RESIDENTIAL	25	0	125	1,021	0	5,105
MEDIUM DENSITY RESIDENTIAL	10	0	130	244	0	3,172
MIXED USE CORRIDOR	13	254,826	127	621	11,194,920	3,475
<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	4,307	3,544,477	21,169
MIXED USE TRANSITIONAL	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	31	0	279	543	0	4,887
OPEN SPACE FUNCTIONAL	41	0	0	568	0	0
	366	6,842,187	1,893	10,024 9,810	80,412,849 76,218,021	42,746 41,359
ROW	74			887		
Total City Boundary	440			10,911 10,697		

### 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	32	696,960	0	96	2,090,880	0
LOW DENSITY RESIDENTIAL	167	0	835	1,021	0	5,105
MEDIUM DENSITY RESIDENTIAL	92	0	1,196	244	0	3,172
MIXED USE CORRIDOR	0	0	0	621	11,194,920	3,475
<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	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	288	543	0	4,887
OPEN SPACE FUNCTIONAL	2	0	0	568	0	0
	497	4,846,486	2,634	10,024	80,412,849	42,746
ROW	61			887	76,218,021	41,359
Total City Boundary	558			10,911		
				10,697		

## 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	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	32	696,960	0	96	2,090,880	0
LOW DENSITY RESIDENTIAL	119	0	595	1,021	0	5,105
MEDIUM DENSITY RESIDENTIAL	67	0	871	244	0	3,172
MIXED USE CORRIDOR	0	0	0	621	11,194,920	3,475
<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	1,267	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	543	0	4,887
OPEN SPACE FUNCTIONAL	79	0	0	568	0	0
	2,139	2,279,930	10,879	10,024	9,810	80,412,849
ROW	227			887		76,218,021
Total City Boundary	2,366			10,911	10,697	42,746

## 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	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	96	2,090,880	0
LOW DENSITY RESIDENTIAL	0	0	0	1,021	0	5,105
MEDIUM DENSITY RESIDENTIAL	0	0	0	244	0	3,172
MIXED USE CORRIDOR	299	5,860,998	972	621	11,194,920	3,475
<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	543	0	4,887
OPEN SPACE FUNCTIONAL	0	0	0	568	0	0
	442	5,860,998	1,620	10,024	80,412,849	42,746
ROW	31			887		
Total City Boundary	473			10,911	80,412,849	42,746

## 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

Figure (Map) LU-LR-1: Aerial

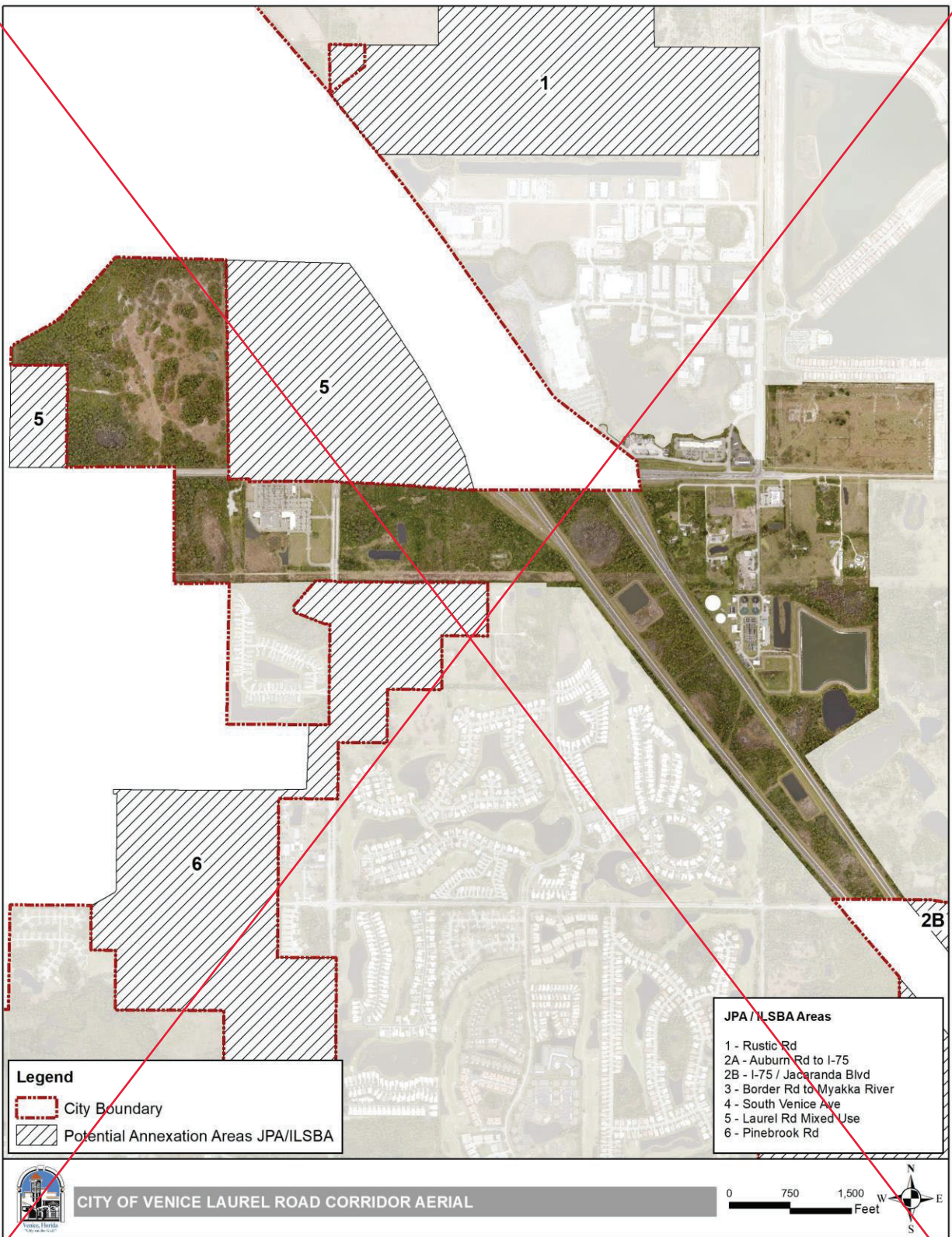


Figure (Map) LU-LR-1: Aerial

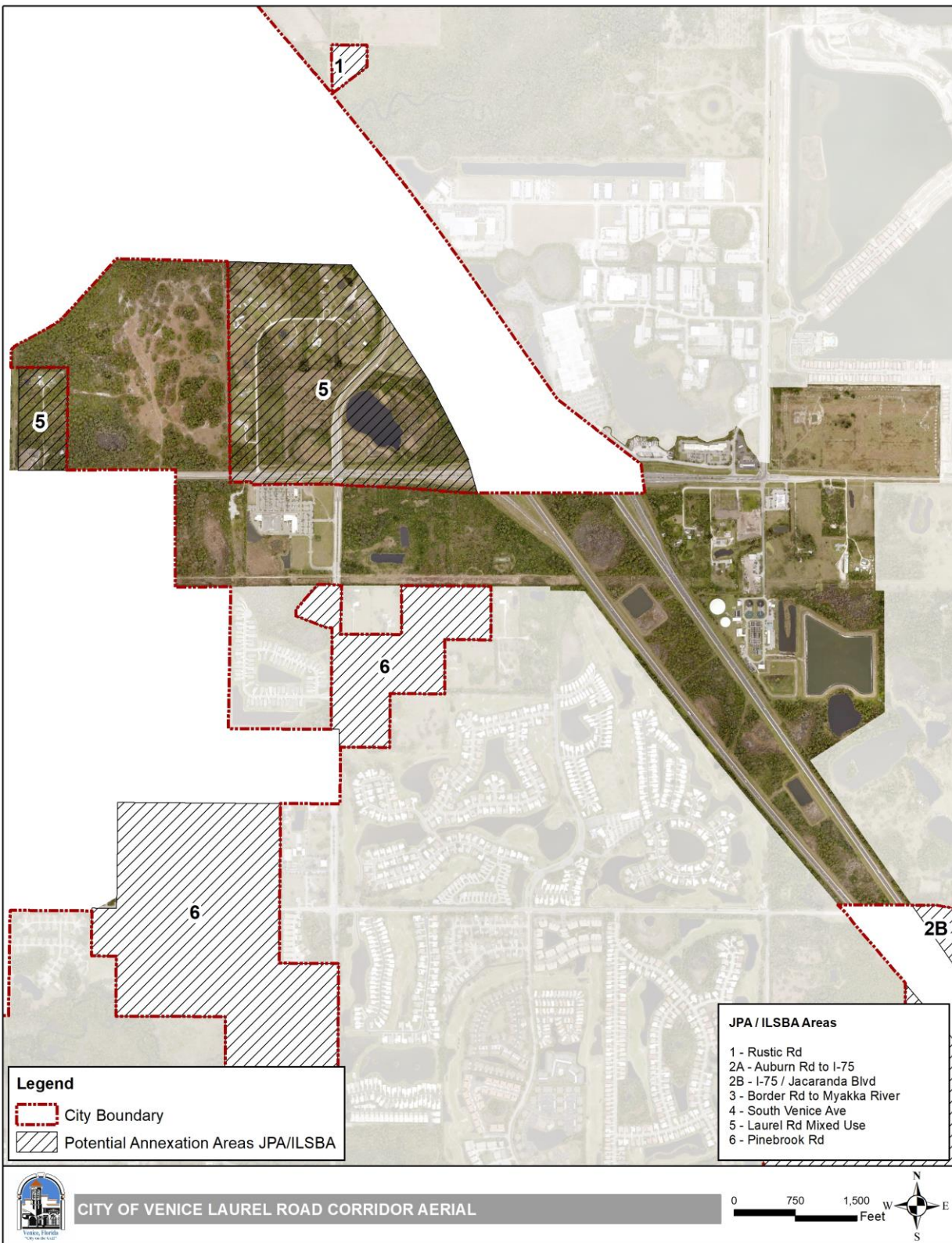


Figure (Map) LU-LR-2: Future Land Use Map

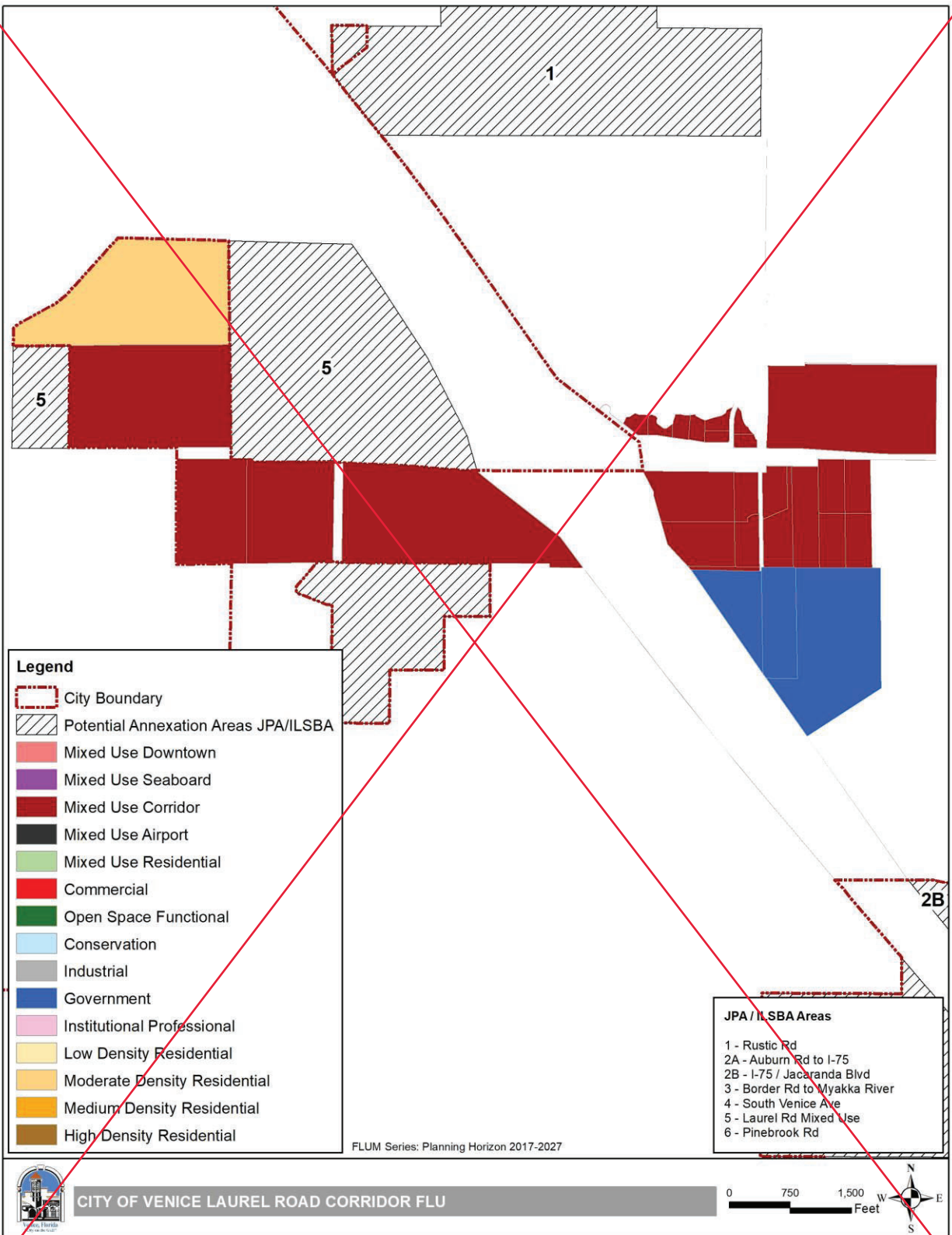


Figure (Map) LU-LR-2: Future Land Use Map

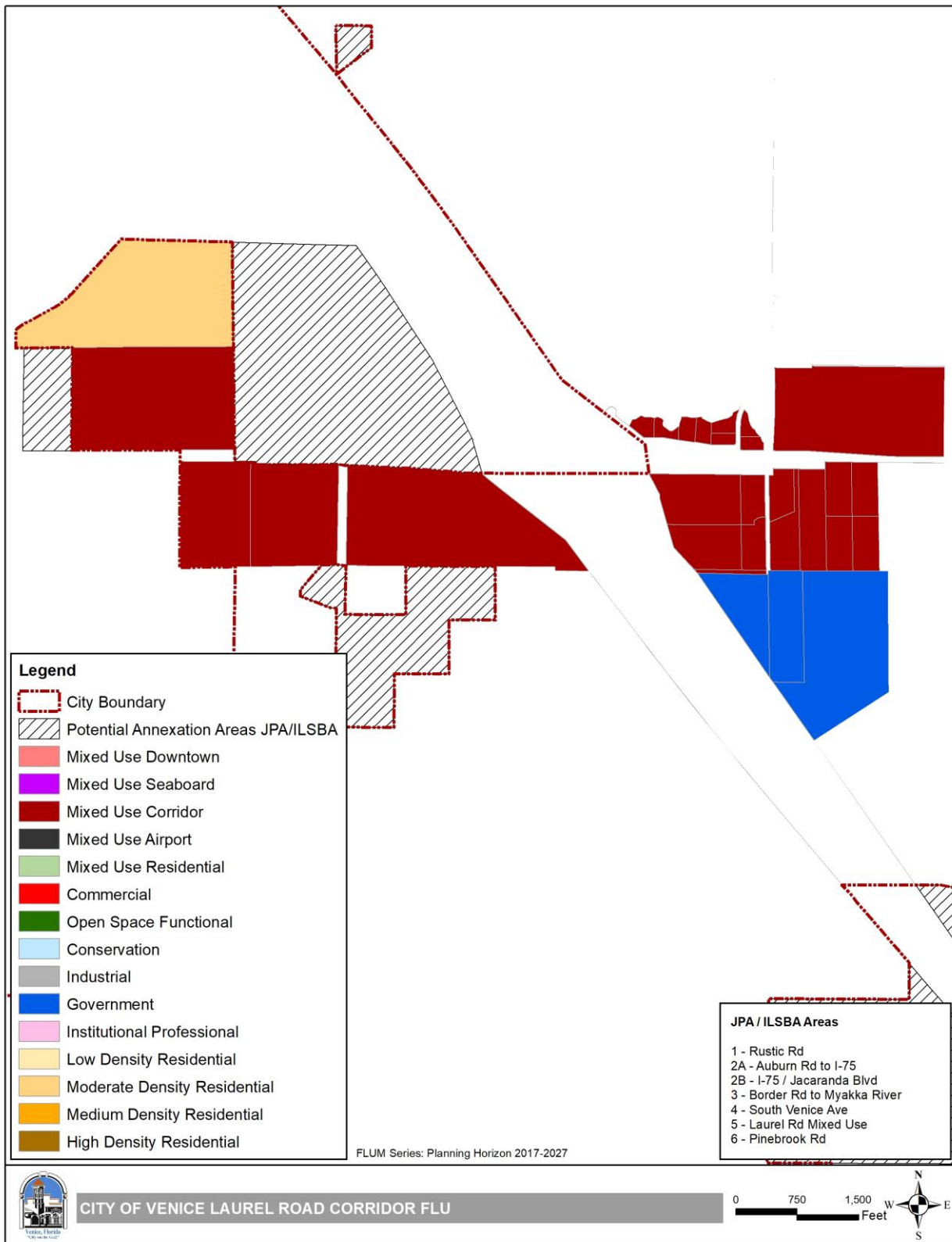


Figure (Map) LU-LR-3: Coastal High Hazard Area

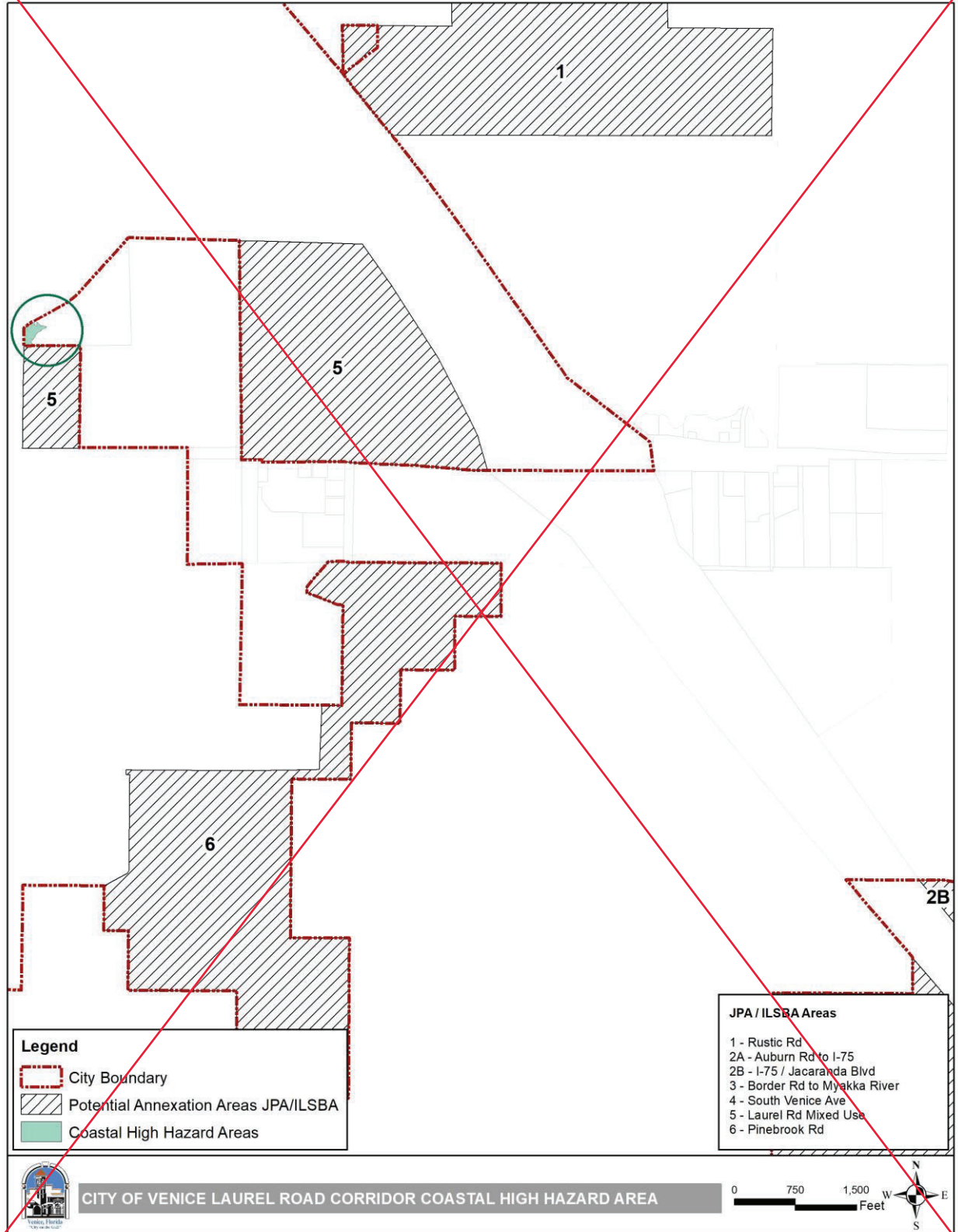


Figure (Map) LU-LR-3: Coastal High Hazard Area

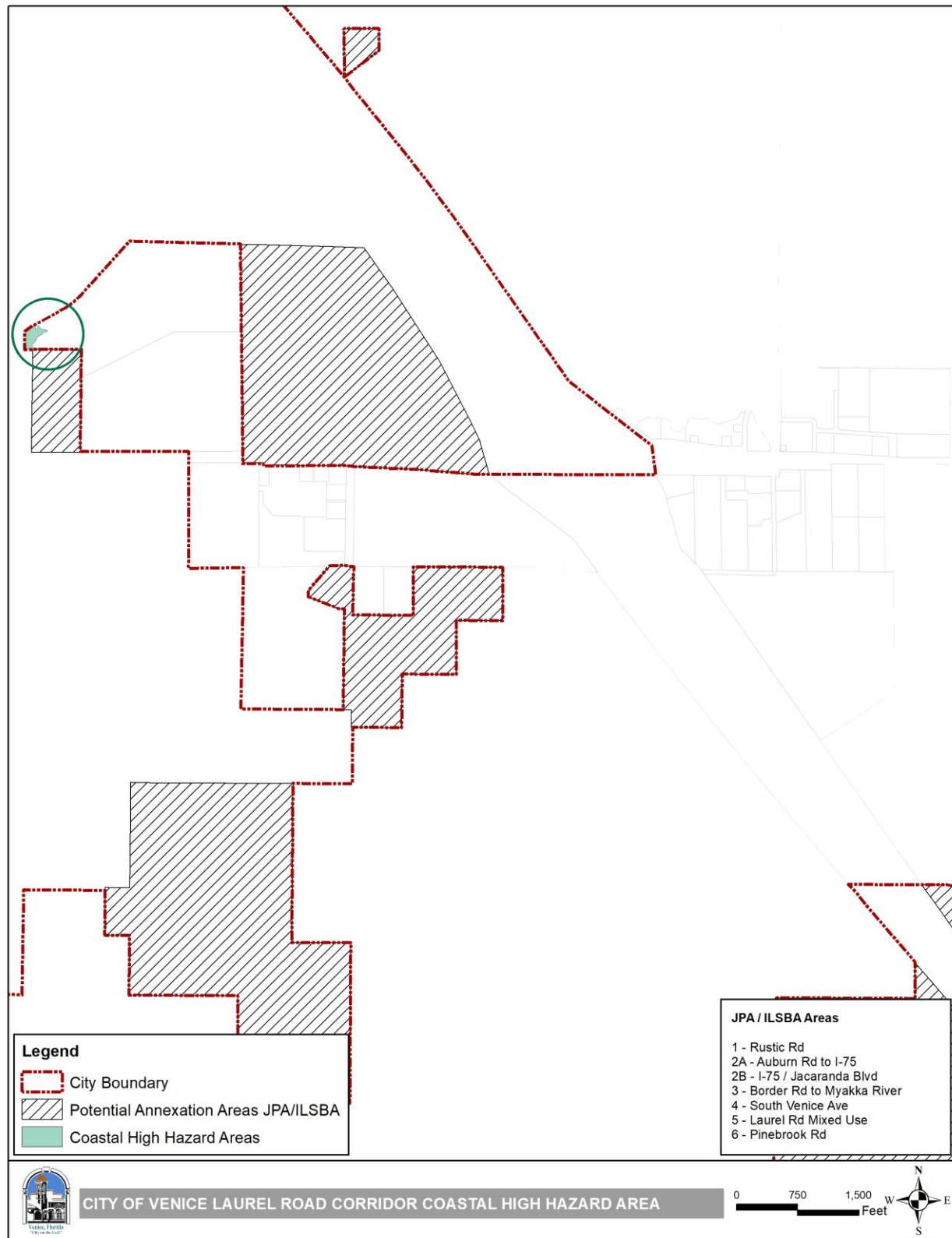


Figure (Map) LU-LR-4: Coastal High Hazard Area identified (w/ FLU)

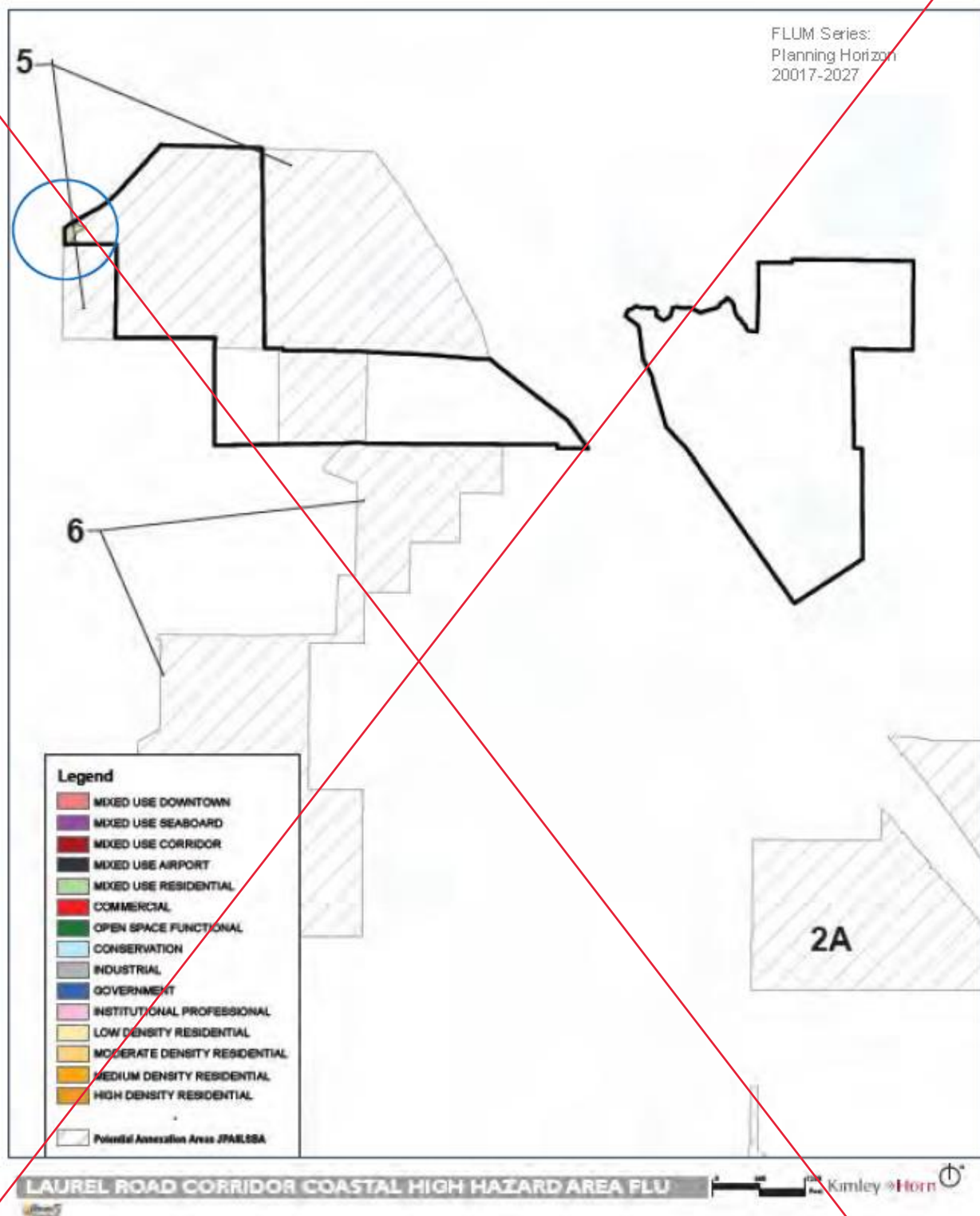
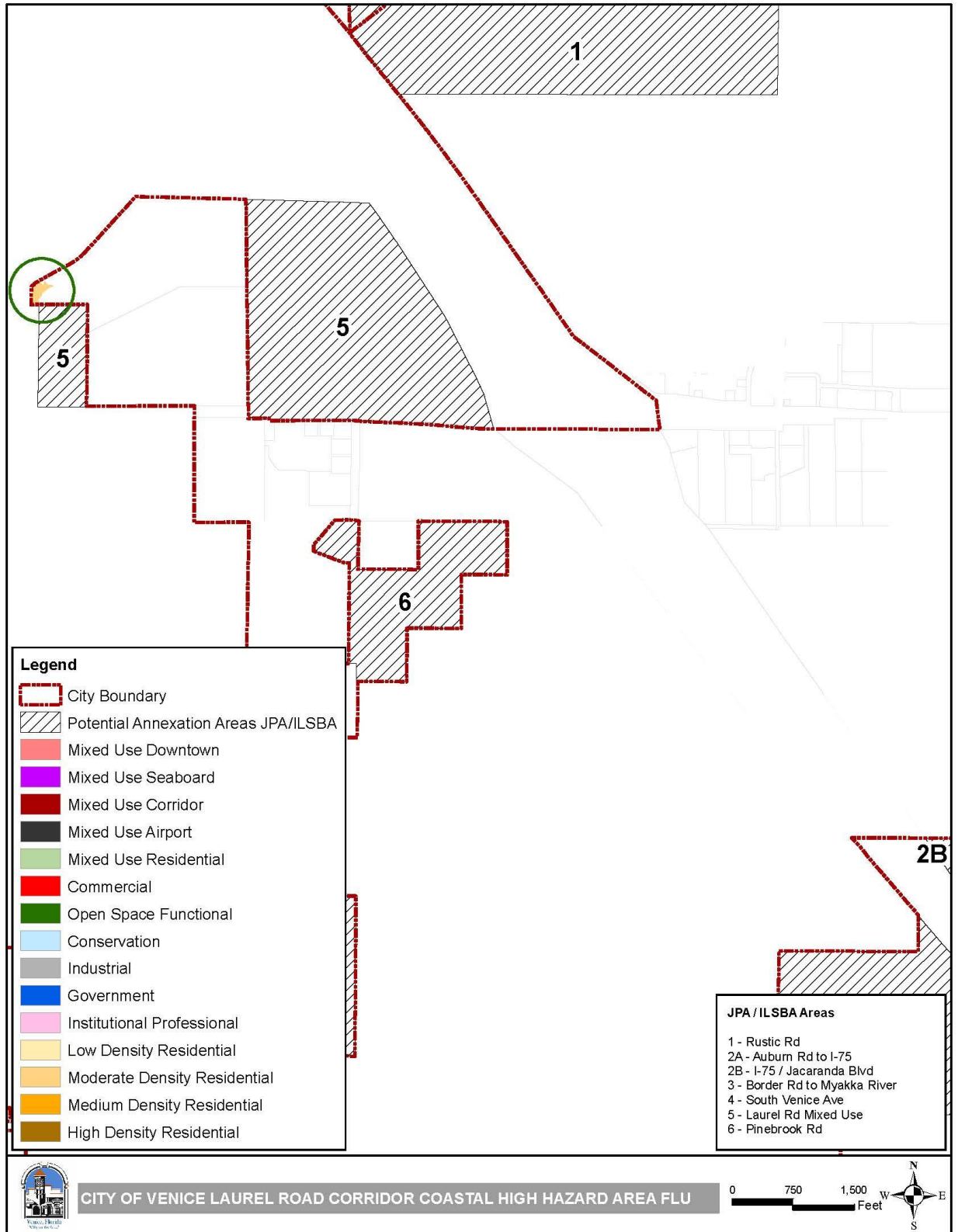


Figure (Map) LU-LR-4: Coastal High Hazard Area identified (w/ FLU)



### Overview

The Northeast Neighborhood is the largest of the neighborhoods (area) and generally includes all of the residential areas east of Interstate 75 extending to the Myakka River. This Neighborhood is bordered along its western boundary by both the Laurel Road and the Knights Trail Neighborhoods. This Neighborhood has been witnessing the majority of the City's residential growth and currently includes the following active residential communities (developed and/or approved for development):

- Venetian Golf and River Club
- Villages of Milano
- Toscana Isles
- Willow Chase



### Existing Land Use & Development

The Northeast Neighborhood encompasses approximately 2,907 acres (gross acreage) or approximately 27.2 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:

- 1,647 residential units (single family detached, single family attached, multifamily/ condominium), and
- 67,423 square feet of non-residential uses (commercial, office, civic, professional)

### Overview

The Northeast Neighborhood is the largest of the neighborhoods (area) and generally includes all of the residential areas east of Interstate 75 extending to the Myakka River. This Neighborhood is bordered along its western boundary by both the Laurel Road and the Knights Trail Neighborhoods. This Neighborhood has been witnessing the majority of the City's residential growth and currently includes the following active residential communities (developed and/or approved for development):

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- 67,423 square feet of non-residential uses (commercial, office, civic, professional)

## 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	96	2,090,880	0
LOW DENSITY RESIDENTIAL	131	0	655	1,021	0	5,105
MEDIUM DENSITY RESIDENTIAL	2	0	26	244	0	3,172
MIXED USE CORRIDOR	0	0	0	621	11,194,920	3,475
<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	4,307	3,544,477	21,169
MIXED USE TRANSITIONAL	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	0	0	0	543	0	4,887
OPEN SPACE FUNCTIONAL	10	0	0	568	0	0
	2,806	2,316,521	13,976	<u>10,024</u> <u>9,810</u>	<u>80,412,849</u> <u>76,218,021</u>	<u>42,746</u> <u>41,359</u>
ROW	101			887		
Total City Boundary	2,907			<u>10,911</u> <u>10,697</u>		

## 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.

Figure (Map) LU-NE-1: Aerial



Figure (Map) LU-NE-1: Aerial



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

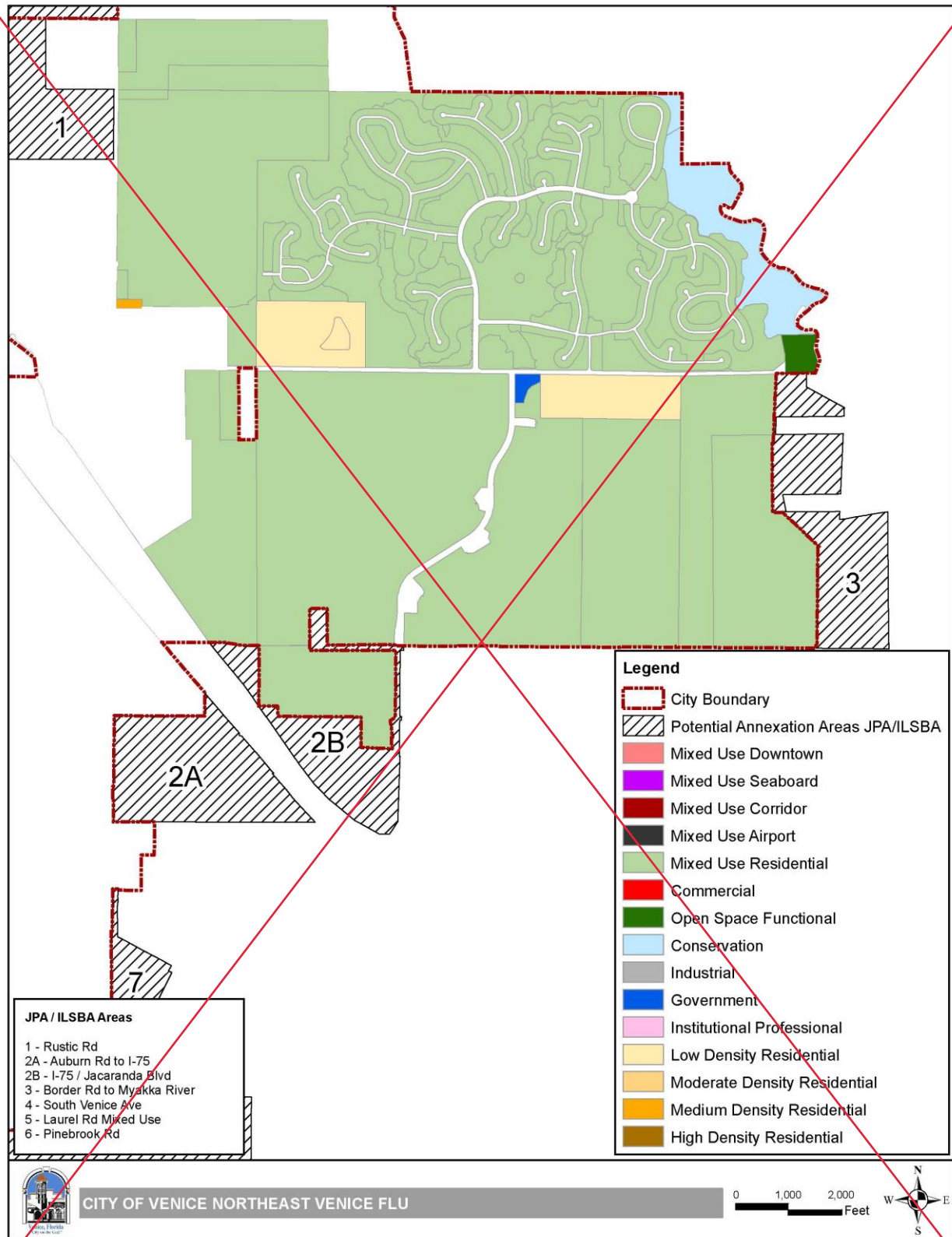


Figure (Map) LU-NE-2: Future Land Use Map

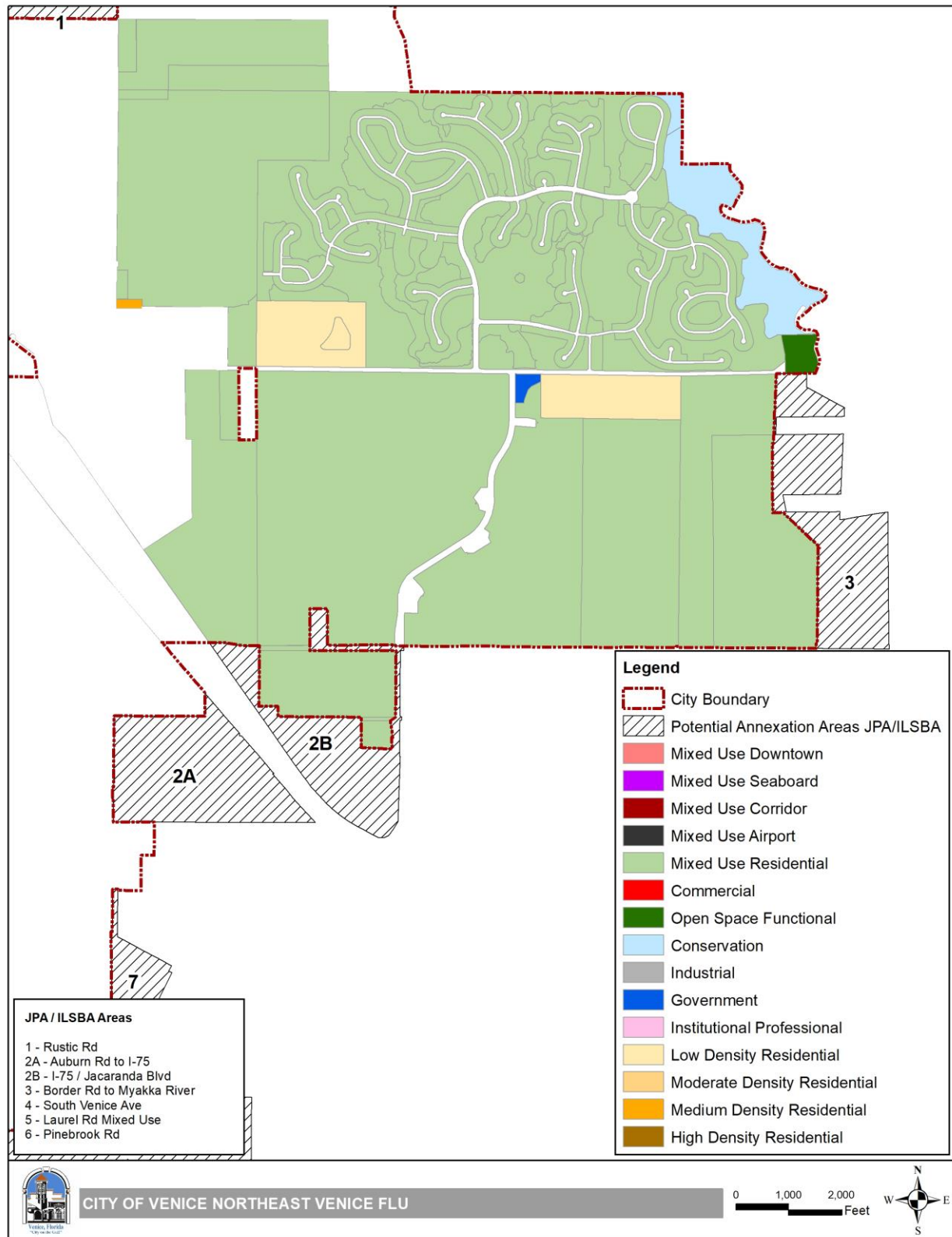


Figure (Map) LU-NE-3: Coastal High Hazard Area

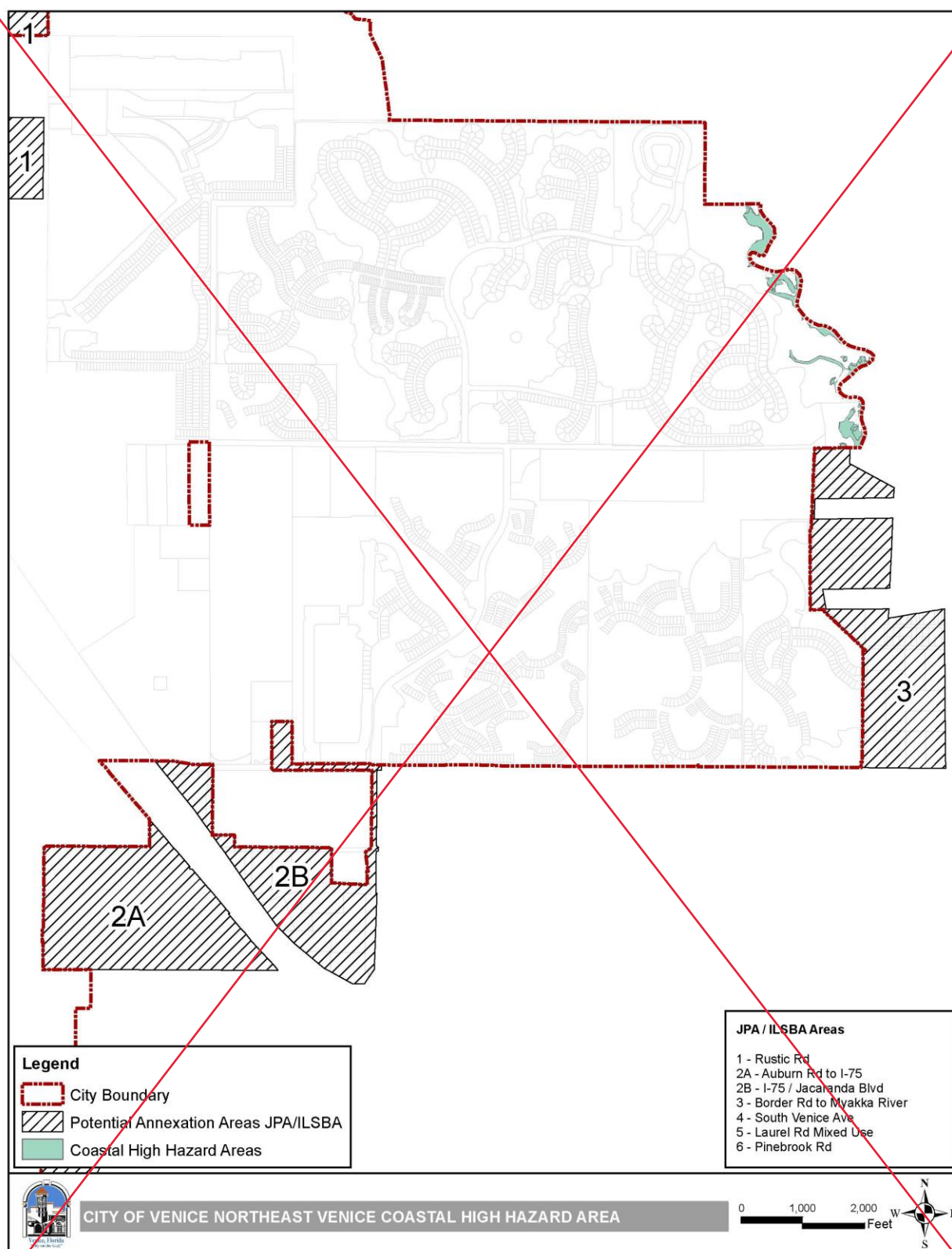


Figure (Map) LU-NE-3: Coastal High Hazard Area

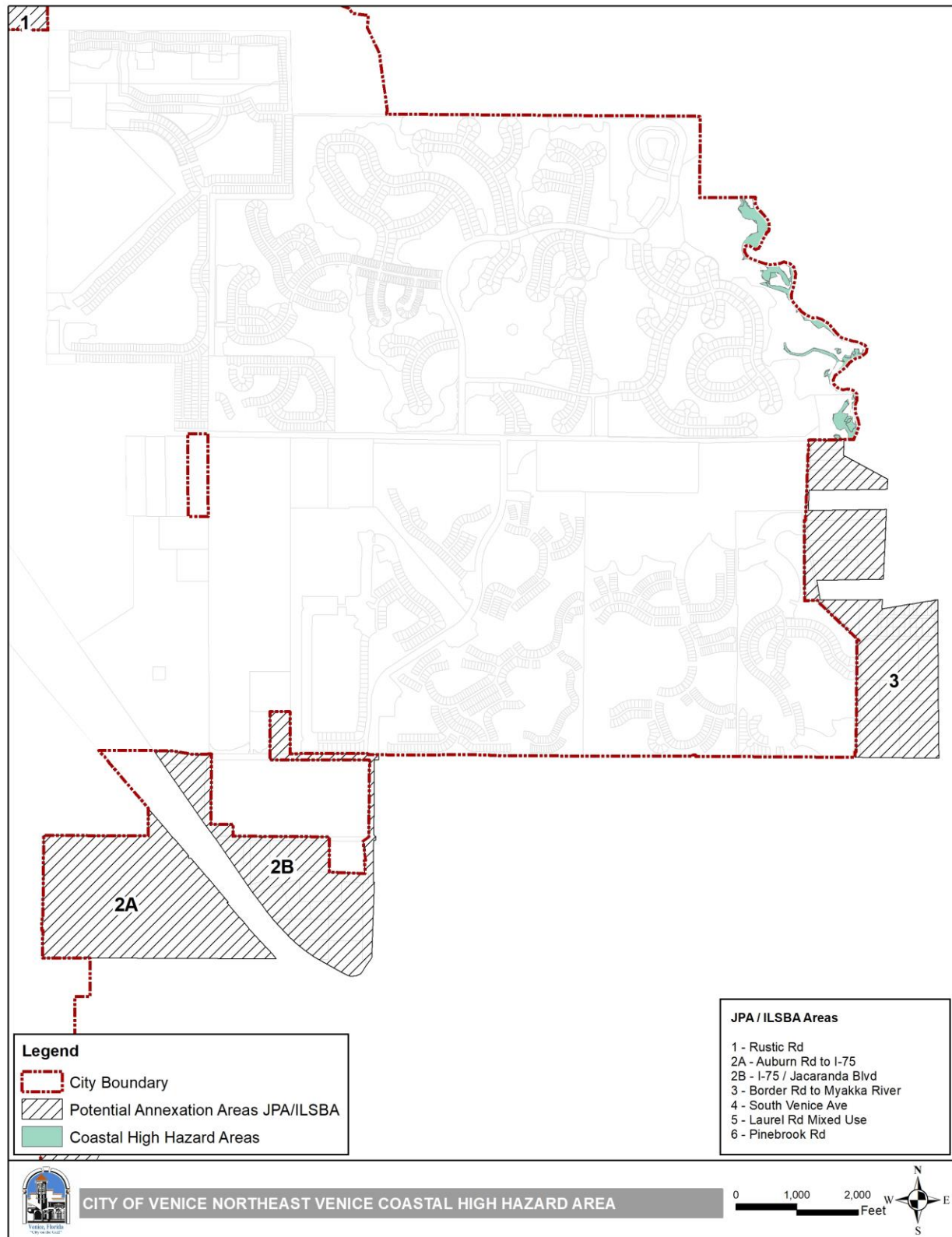


Figure (Map) LU-NE-4: Coastal High Hazard Area identified (w/ FLU)

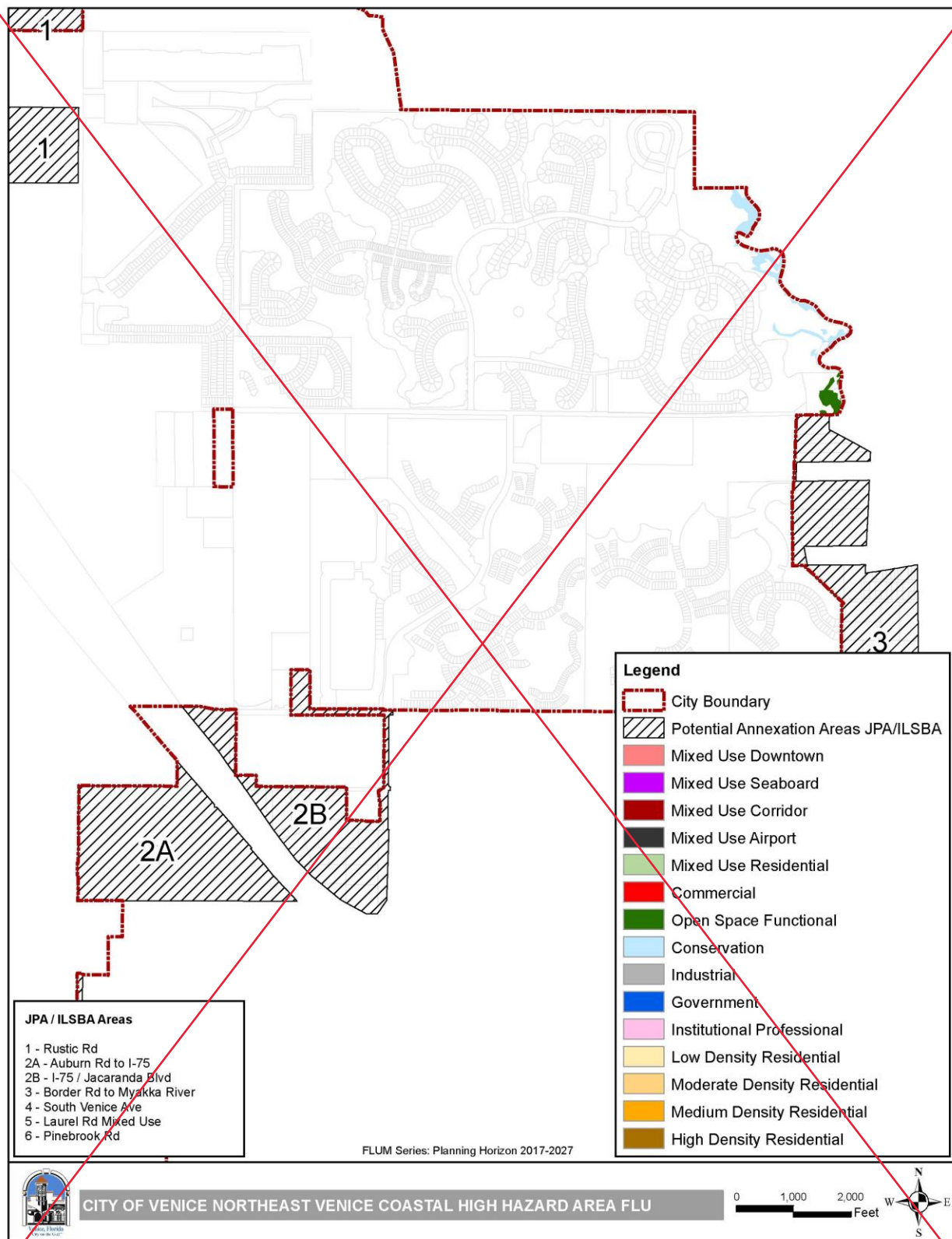
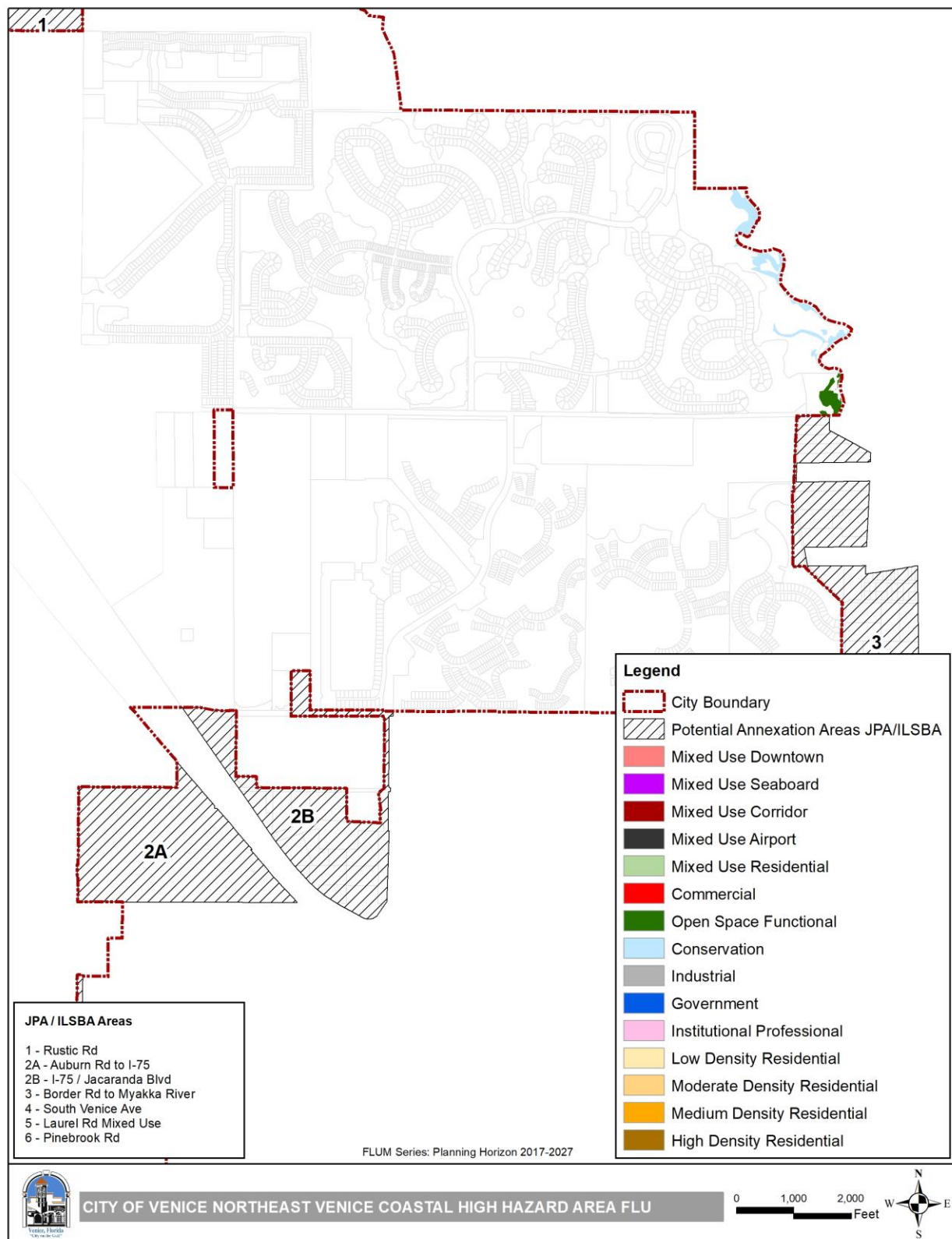


Figure (Map) LU-NE-4: Coastal High Hazard Area identified (w/ FLU)



## Section IV – ELEMENTS – KNIGHTS TRAIL NEIGHBORHOOD

### 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 1,136 acres (gross acreage) or approximately 10.6 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:

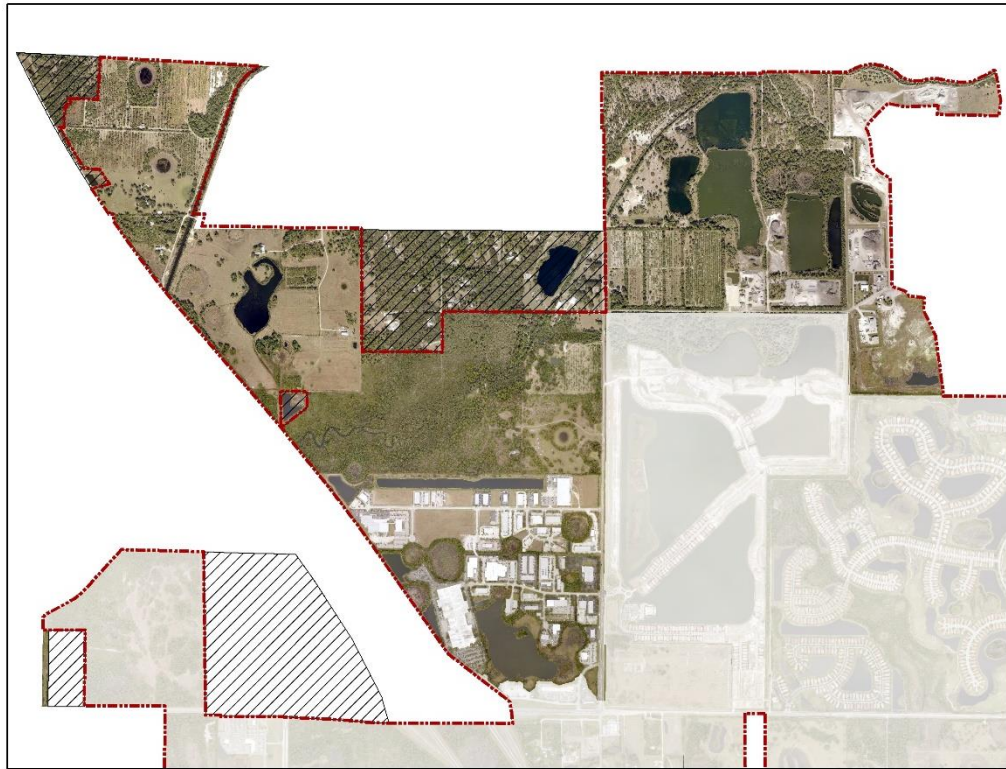
- 3 residential units (single family detached, single family attached, multifamily/ condominium), and
- 1,381,705 square feet of non-residential uses (industrial, commercial, office, civic, professional)

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

### 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



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### Existing Land Use & Development

The Knights Trail Neighborhood encompasses approximately 1,136 acres (gross acreage) or approximately 10.6 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.

## 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	96	2,090,880	0
LOW DENSITY RESIDENTIAL	0	0	0	1,021	0	5,105
MEDIUM DENSITY RESIDENTIAL	0	0	0	244	0	3,172
MIXED USE CORRIDOR	169	2,944,656	1,099	621	11,194,920	3,475
<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	4,307	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	543	0	4,887
OPEN SPACE FUNCTIONAL	0	0	0	568	0	0
	<u>1,319</u> 1,105	<u>51,552,824</u> <u>47,357,996</u>	<u>3,671</u> <u>2,232</u>	<u>10,024</u> 9,810	<u>80,412,849</u> <u>76,218,021</u>	<u>42,746</u> <u>41,359</u>
ROW	31			887		
Total City Boundary	<u>1,350</u> 1,136			<u>10,911</u> <u>10,697</u>		

## 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:

- 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 01/01/17
<b>MUC</b>	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 01/01/17
<b>MUC</b>	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 01/01/17
<b>MUR</b>	318	3.85	95%	100%	<b>1,163</b>	<b>1,224</b>	<b>3</b>

- 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 01/01/17
<b>MUR</b>	318	0.10	0%	5%	<b>0</b>	<b>69,260</b>	<b>13,014</b>

- 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.

#### Strategy LU-KT 1.1.7 – Mixed Use Transitional

The MUT within the Knights Trail Neighborhood comprises approximately 214 acres generally located west of Knights Trail Road and south of Rustic Road (see mixed use descriptions in the Future Land Use Element). The following shall apply for the MUT designation:

- A. The minimum residential density is 5.1; the maximum residential density is 9.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUT is:

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing as of 01/01/17
<b>MUT</b>	214	9.0	10%	70%	<b>110</b>	<b>1,348</b>	<b>1</b>

- 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 MUT is:

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing as of 01/01/17
<b>MUT</b>	214	0.50	30%	90%	<b>1,398,276</b>	<b>4,194,828</b>	<b>0</b>

## 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”:

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

### Strategy TR-KT 1.1.7 - Transportation - Connectivity

The City shall require, through the Land Development Code and review processes, access to industrial designated lands via Knights Trail Road and other industrial lands; access shall not be supported through lower intensity lands including agricultural or residential.

### Strategy TR-KT 1.1.8 - Transportation – Knights Trail Road

The City shall support the extension of Knights Trail Road north by Sarasota County to provide a secondary through access to this Neighborhood and the industrial lands.

### Strategy TR-KT 1.1.9 - Transit

The City supports the expansion of SCAT to serve the Knights Trial Neighborhood as a means of providing accessibility options to employees and the development of attainable housing areas within this neighborhood.

### Areas for Future Consideration:

The following topics have been identified but are not included within this planning horizon. However, changing conditions may require their consideration:

- A. The City needs to coordinate and review the Joint Planning Areas with Sarasota County to include properties between JPA Area 1 to the north and the northern portion of the Triple Diamond Industrial Park that were excluded from the JPA when it was developed. This would provide for a contiguous area for the orderly expansion of the City.

Figure (Map) LU-KT-1: Aerial

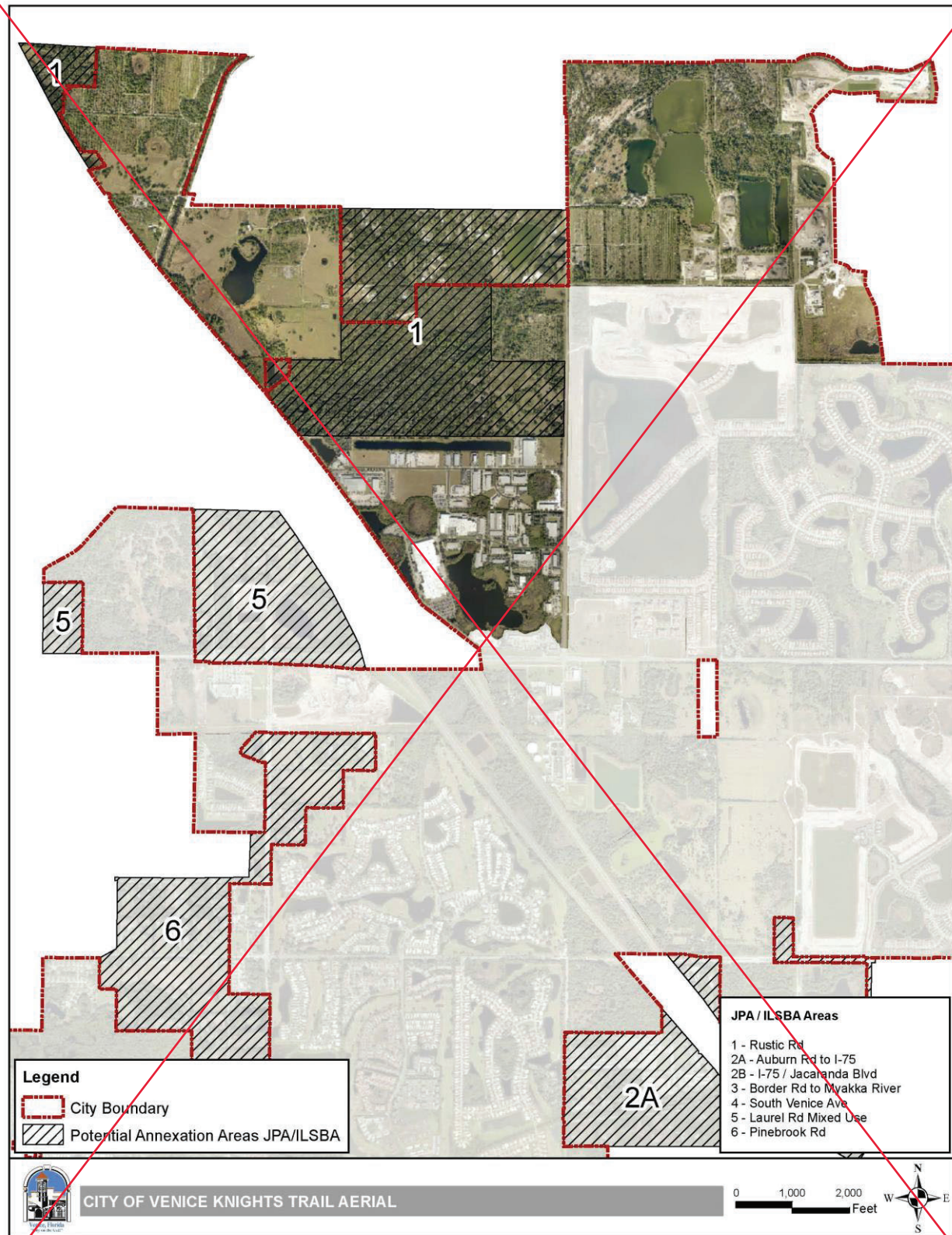


Figure (Map) LU-KT-1: Aerial

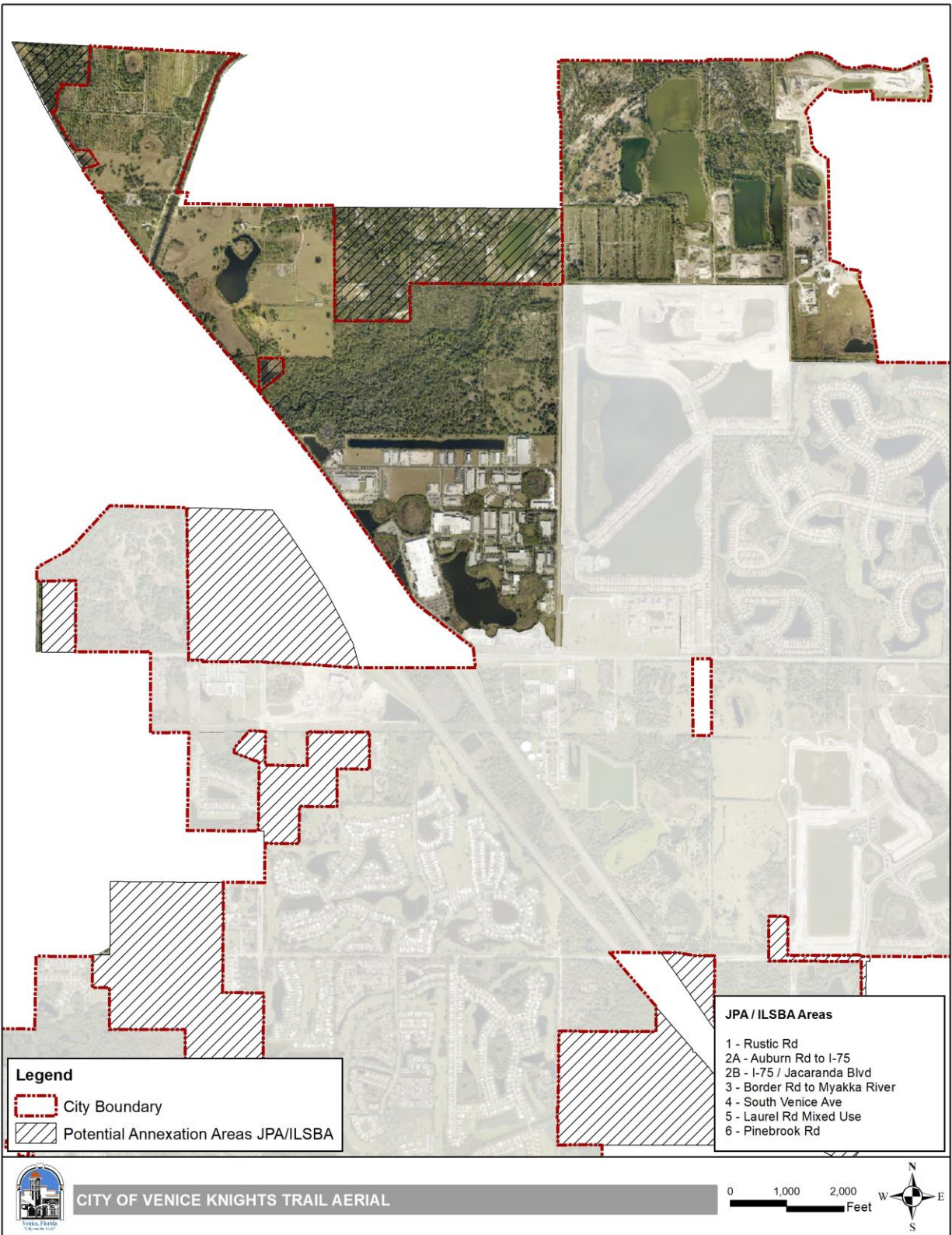


Figure (Map) LU-KT-2: Future Land Use Map

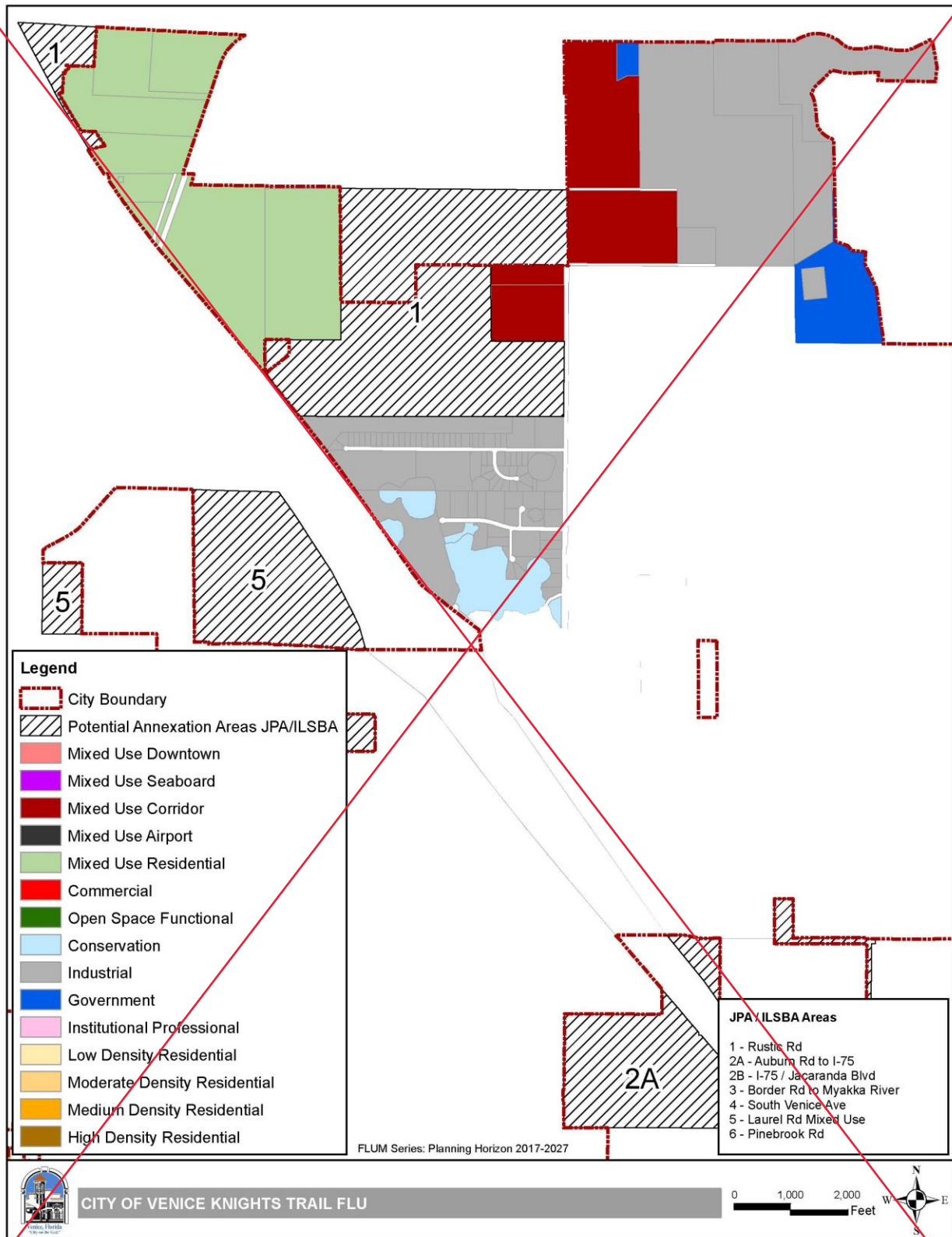


Figure (Map) LU-KT-2: Future Land Use Map

