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Graphics and Images

The use of graphics, images, photographs, or similar throughout the **Venice Comprehensive Plan 2017-2027** are for illustrative purposes only and not intended to convey or require a specific element(s).

Use of Terms: “Shall”, “Should”, “Will” and “May”

The terms “shall”, “should”, “will”, and “may” are included within this Comprehensive Plan and are understood to be used in the following manner:

Shall: provisions or items that are mandatory

Will: declares a purpose to accomplish an item in the future

Should/May: items that are more flexible in nature and are non-mandatory but encouraged

Plan Interpretation

- A. The ~~Development Services~~ Planning and Zoning Director (hereinafter referred to as the Director) or his or her designee shall interpret the Comprehensive Plan and its application to public and private land, and to activities permitted thereon. Plan interpretations are to be based on the applicable text, maps, figures, and tables within the adopted Comprehensive Plan along with the Data Inventory and Analysis (DIA) developed to support the Comprehensive Plan.
- B. Use and Status of Support Documentation – The DIA is not adopted as part of the Plan but may be used in any review, interpretation, and update of the adopted Comprehensive Plan.
- C. Interpretation of Conflicts – Conflicts shall be judged under the following guidelines:
 1. In the event of any difference of meaning or implication between the text of the Plan and any caption, illustration, graphic, summary table, or illustrative table, the text shall control
 2. In the event of an apparent conflict between the Future Land Use Map and any other map or figure in the adopted Comprehensive Plan, the Future Land Use Map shall control
- D. Interpretation of Undefined Terms – Terms not otherwise defined in the Comprehensive Plan, Appendix 1, shall be interpreted first by reference to the relevant provisions of the Community Planning Act Part II, Chapter 163 F.S., or other relevant and appropriate State Statutes if specifically defined therein; secondly, by reference to terminology adopted by City Ordinance; thirdly, by reference to terminology generally accepted by Federal or State agencies; fourthly, by reference to terminology generally accepted by the planning profession; and otherwise according to the latest edition of Webster’s New Collegiate Dictionary.
- E. Administrative Interpretations – It is the responsibility of the Director to make Comprehensive Plan administrative interpretations. Applications for an administrative interpretation together with the appropriate fee as may be required by resolution of the City Council shall be filed with the Director. Administrative interpretations may be required as a result of one of the following actions:
 1. *Failure to obtain a Comprehensive Plan consistency finding based on submission of a development order application:* In the event a development order application is found inconsistent with the Plan; the application may be forwarded to the Director for an administrative interpretation. The building permit, subdivision, or site plan application, or conditional use application shall serve as the application for an administrative interpretation.
 2. *Request for interpretation of land use designation boundaries:* Written requests are required for administrative interpretations related to land use designation boundaries. The request shall include a legal description of the parcel(s) and depending on the circumstance a current survey may be required.

- Changes in the Florida Growth Management Laws which have either rendered certain policies moot or would require an update to existing policies for the Plan to comply
Note: Changes to the currently adopted comprehensive plan based on regulatory changes are identified within the Appendix.

The City took this opportunity to redefine its land uses and their related polices, develop a Plan that was based on the City’s neighborhoods and more importantly, create a document that is simple, direct, and easy to use.

Comprehensive Plan Review Summary

In addition to the items identified previously in the “Why Change the Plan?” section, the Planning Commission identified several obstacles or challenges which led to inconsistencies in the current plan, changes in state statutes, policy language better suited for the City’s Land Development Code, as well as items that were not defined or provided insufficient guidance to the City (Table I-1). Specifically, the following items were reviewed as part of the initial Comprehensive Plan review:

- Growth Management (GM) Change (changes in Florida Statutes)
- Regulatory (Code related)
- Consistency (with Other Elements and/or Policies)
- Studies/Dates
- Master Plans
- Other/Planning Areas
- Undefined Topics
- Insufficient Guidance

The current Comprehensive Plan includes over 721 Goals, Objectives and Policies within its Elements, most which are included in the Future Land Use & Design Element. Based on analysis and review with the Planning Commission, 647 items were identified as items of possible concern (see following Table I-1). These items were further identified (color coded) within the existing Comprehensive Plan based on their recommended disposition (language to remain, language modified, language deleted). The full color coded 2010 Comprehensive Plan and the initial review matrix are retained within the ~~Development Services~~ Planning and Zoning office for public review.



Land Use defines a community's physical form and function and provides a framework for all infrastructure related decisions, including transportation, economic development, public utilities, community facilities, parks, and environmental protection. Land Use is the generalized term used to include information including Vision, Intent and Strategies addressing the types of development, identification of the Neighborhoods (on the larger scale), residential densities, and non-residential intensities envisioned to be developed within the City. Land Use also includes the

City's strategies regarding Historic Preservation, development design and strategies that link development with the built environment components.

Neighborhoods are an integral part of the City and as such, the City has created Neighborhood Planning Strategies. Neighborhoods form the backbone of the community. Quality neighborhood planning and development identifies and capitalizes on the assets of the neighborhood and the City of Venice as a whole.

Vision LU 1 - The City of Venice envisions a development pattern that balances the economic, social, historical and environmental needs of the community and that preserves the high quality-of-life for all residents.

Neighborhoods

Intent LU 1.1 - Neighborhoods.

The intent of the neighborhood planning approach is to link a variety of efforts to improve the City's neighborhoods in a broad-based way respecting and incorporating the different aspects of community life (residential, commercial, public, recreational) and to provide a method for addressing development issues within the City.

Strategy LU 1.1.1 - Neighborhoods Established.

The City shall create seven (7) separate and distinct "Neighborhoods" which facilitate area specific development and redevelopment strategies. Neighborhoods are identified for reference purposes on Map LU-1. Seven (7) Neighborhoods have been identified, each including certain unique Strategies that shall apply in addition to those included in this Element. The Neighborhoods are:

1. The Island
2. Gateway
3. East Venice
4. Pinebrook
5. Laurel Road Corridor
6. Northeast Venice
7. Knights Trail

Strategy LU 1.1.2 – Planning Areas. In support of the Neighborhood Planning approach, the Planning Areas previously identified in the Land Use and Urban Design Element are eliminated except as identified in the transitional language Strategies.



Figure (Map) LU-1: Neighborhoods

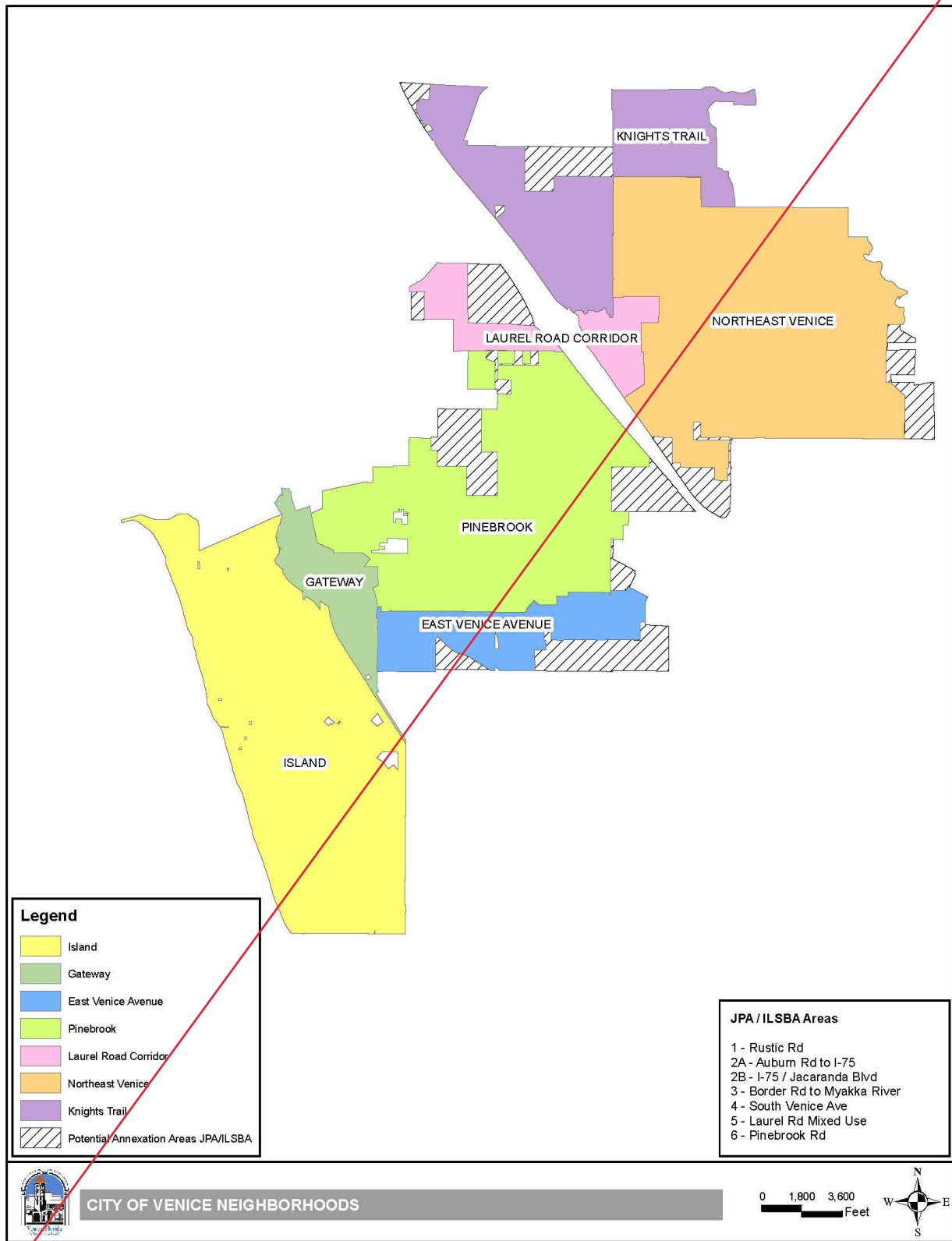


Figure (Map) LU-1: Neighborhoods

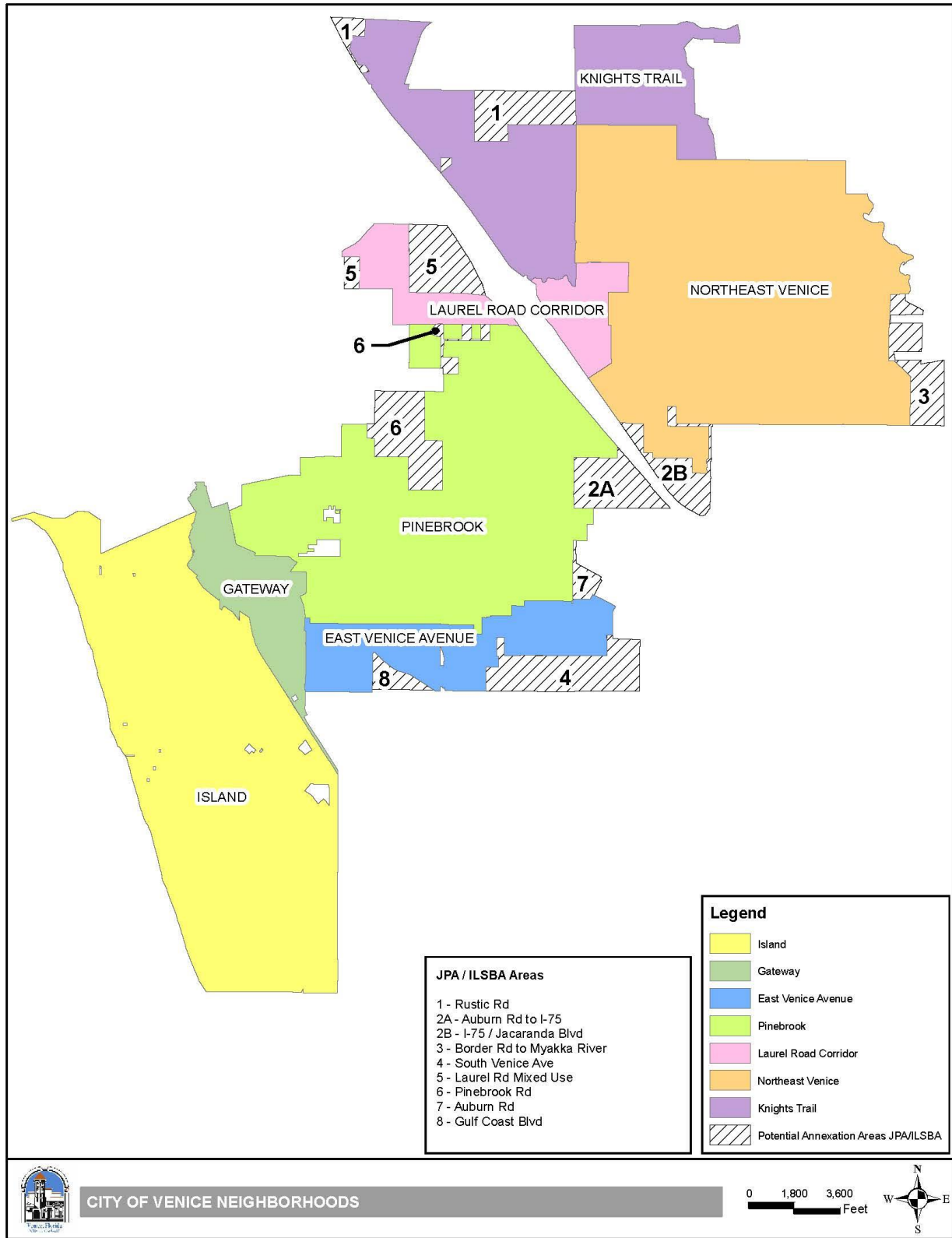


Figure (Map) LU-2: Future Land Use Map (see full size map for additional detail and information)

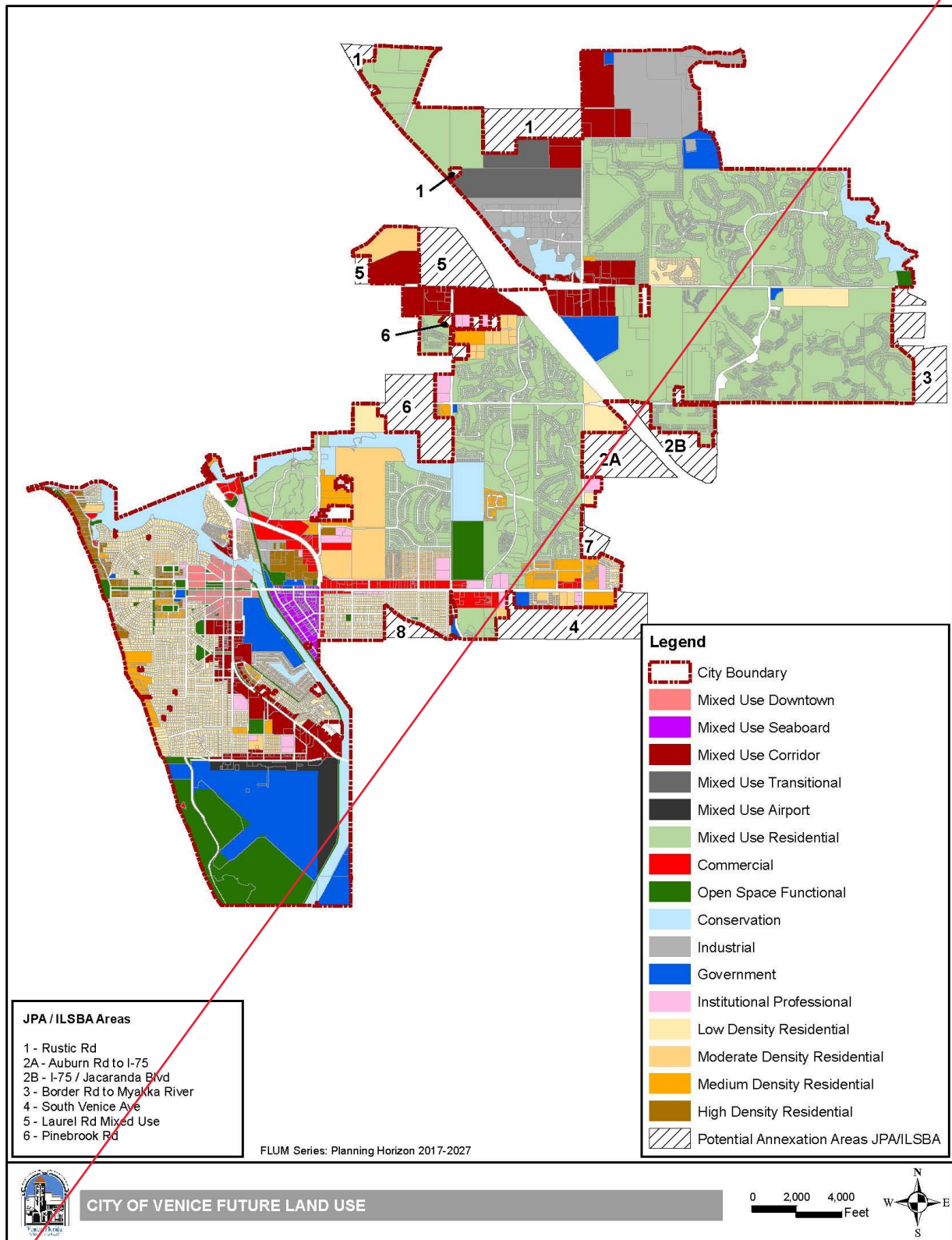
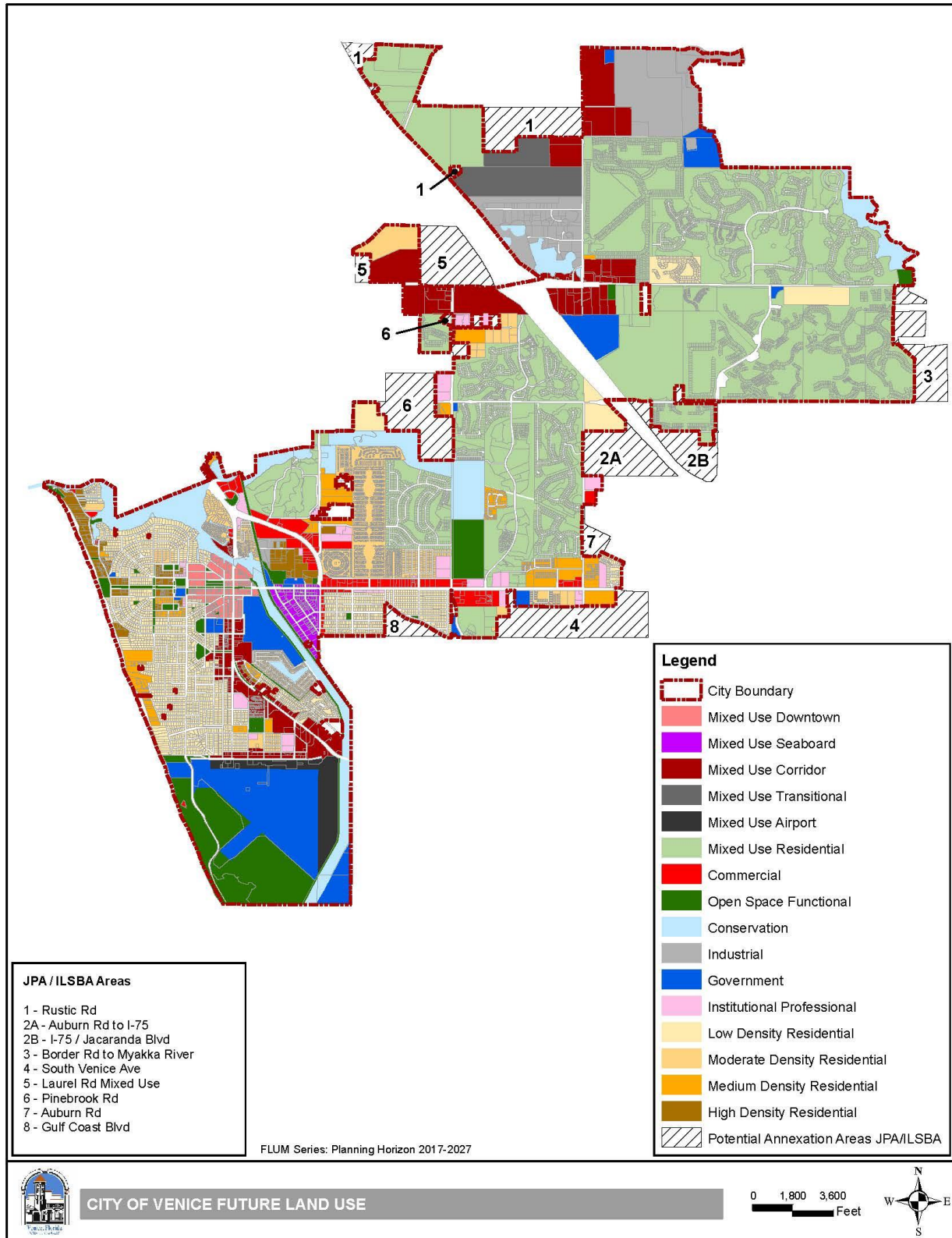


Figure (Map) LU-2: Future Land Use Map (see full size map for additional detail and information)



Future Land Use

Intent LU 1.2 - Land Use Designations.

The City shall provide land use categories that include a variety of densities and intensities appropriate to the different neighborhoods, and link these land uses to implementing zoning districts.

Strategy LU 1.2.1 - Future Land Use Map.

The Future Land Use Map, Map LU-2, shall identify the future land use designations for all property within the City of Venice. The Future Land Use Map/Map Series shall also identify the Neighborhood Boundaries and CHHA at a minimum. The Future Land Use Map Series reflects the Planning Horizon of 2017 through 2027.

Strategy LU 1.2.2 - Land Use Designations.

The City's Land Use Designations, general description and implementing Zoning Districts are provided in the Strategies below. The Designations are grouped by the overarching Planning Categories of conventional designation of *Residential, Non-Residential, Open Space* and *Mixed Use*.

Strategy LU 1.2.3 - Residential.

Density Defined. Dwelling Units Per Acre (DU/AC): Residential Development ("Density") is measured in dwelling units per (gross) acre.

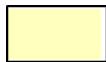
Density lower than the range provided in the Table below is permitted for individual lots or parcels of less than one acre in size. For all other properties, density lower than the range provided in the Table below may be requested as part of a land use petition, rezoning, or by separate request to be processed as a ~~special exception~~ conditional use as defined within the Land Development Code using the below review criteria. The reviewing body shall consider the following:

1. Compatibility of the proposed density and intensity with all properties within 250 feet of the subject property's boundary shall be evaluated using ~~the following: Strategy LU 1.2.8 - Compatibility between Land Uses and Strategy LU 4.1.1 - Transitional Language specific to Comprehensive Plan regulatory language, Policy 8.2 Land Use Compatibility Review Procedures.~~
2. Whether the size and/or shape of the subject property is appropriate for a lesser density.
3. Compliance with all other Strategies of this Comprehensive Plan.

If a lower density is permitted or granted, the appropriate residential zoning district shall be deemed an implementing zoning district even if not listed as such below.

Residential Land Use	Density per Gross Acre	Implementing Zoning Districts
Low Density	1.0 to 5.0	<u>RE, RSF1, RSF2, RSF3, GOV</u>
Moderate Density	5.1 to 9.0	<u>RSF4, RMF1, RMF2, RMH*, RMHS, RMHP, GOV</u>
Medium Density	9.1 to 13.0	<u>RMF3, GOV</u>
High Density	13.1 to 18	<u>RMF4, GOV</u>

*Inactive District. See Section 2.2.5 of the Land Development Regulations.



Strategy LU 1.2.3.a - Low Density Residential:

1. Supports single family detached residential and limited attached residential
2. Establishes and maintains single family areas within the neighborhoods.





Strategy LU 1.2.3.d - High Density Residential:

1. Supports higher density residential uses including multi-family residential
2. Non-Residential Uses in the High Density Residential Designation. In order to provide predictable land uses, non-residential uses previously provided for or permitted through the conversion factor, including its allocation ratio, have been removed from this Comprehensive Plan

Figure LU-6: High Density Residential Example



Strategy LU 1.2.4 Non-Residential.

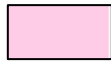
Non-Residential Land Use	Intensity (Floor Area Ratio)	Implementing Zoning Districts
Commercial	1.0	CN*, CG , CI , CBD , CHI* , <u>CM</u> , <u>CSC*</u> , <u>PCD</u> , <u>GOV</u>
Institutional-Professional	0.5	OPI, OMI <u>GOV</u>
Industrial	2.0	ILW, PID, <u>GOV</u>
Government	No Maximum	GU <u>GOV</u>

*Inactive District. See Section 2.2.5 of the Land Development Regulations



Strategy LU 1.2.4.a - Commercial:

1. Reflects more conventional commercial uses and development patterns
2. Typical uses may include retail, service, financial, automotive convenience centers, and similar
3. Transient lodging (i.e., hotels) may be provided consistent with the underlying zoning district



Strategy LU 1.2.4.b - Institutional-Professional:

1. Provides areas within the City for professional offices, educational, healthcare, religious or similar uses



Strategy LU 1.2.4.c - Industrial:

1. Supports industrial uses located within the City either on individual lots or part of an industrial park
2. Typical uses may include manufacturing, storage and warehouse/distribution uses including those with outdoor storage; agricultural and agricultural related uses are also permitted. 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 1.2.4.d - Government:

1. Property owned by the City of Venice, Sarasota County, Sarasota County School Board, State of Florida, or United States Government.
2. Typical government uses include educational facilities, cultural, social services, transportation facilities including aviation functions, which support the City and its residents
3. Depending on the nature of certain intensive governmental uses such as water and wastewater treatment plants, solid waste facilities including transfer facilities, significant mitigation techniques shall be provided

Strategy LU 1.2.5 - Residential Uses in Non-Residential Designations

In order to provide predictable land uses, residential uses previously provided for or permitted through the conversion factor, including its allocation ratio, have been removed from this Comprehensive Plan.

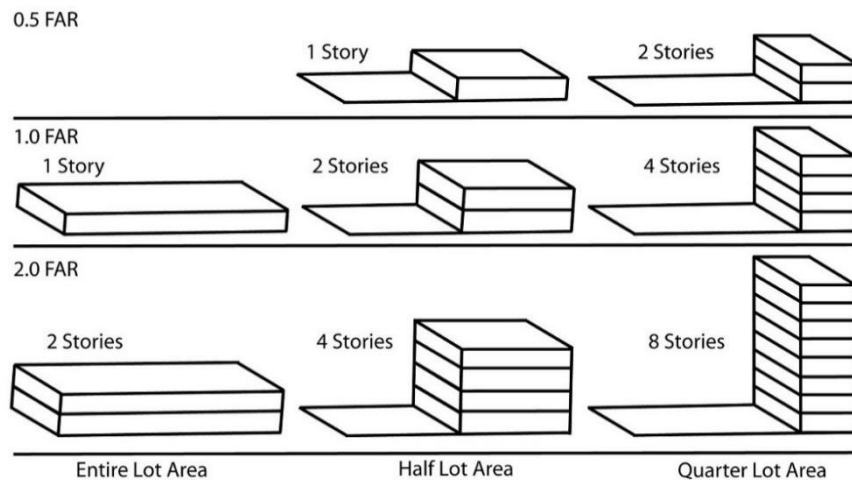
Strategy LU 1.2.6 - Non-Residential Intensity Defined; Floor Area Ratio (FAR)

Non-Residential Development (“Intensity”) is measured in Floor Area Ratio (FAR). FAR is calculated by dividing the total size of the building/structure (in square feet) by the total size (in square feet) of the lot on which the building is located.

EXAMPLE

A 5,000-square foot building on a 10,000 square foot lot equals an FAR of 0.5.

Figure LU-7: FAR Examples



Strategy LU 1.2.7 - Open Space.

Open Space Land Use	Intensity (Floor Area Ratio)	Implementing Zoning Districts
Functional	0.05	<u>GU, PUD, PID, PCD, GOV</u>
Conservation	Incidental to Conservation uses	<u>GU, PUD, PID, PCD, OUC, MP-CON, REC, GOV</u>





Strategy LU 1.2.7.a - Functional

1. Identifies public parks, trails, natural systems (not including those provided or required as part of a conservation easement), and publicly accessible lands for either active or passive recreation.
2. May include community amenities, focal points comprised of publicly accessible outdoor gathering spaces (great lawn, shade structures/trellis, or similar as determined by the Development Services Planning and Zoning Director, golf courses, sports fields, playgrounds, public beaches, stormwater facilities as identified below. In addition, portions of existing and or proposed parks may be utilized for City public safety uses.



Strategy LU 1.2.7.b - Conservation:

1. Identifies those areas including but not limited to protected open spaces (wetland, wetland buffers, coastal and riverine habitats), preserves, native habitats including those of endangered or threatened species or species of special concern, wildlife corridors; natural lands owned and managed by the City, Sarasota County, State (i.e., FDEP, SWFWMD) or Federal Agency that do not qualify as Open Space (Functional) defined above; watercourses, other surface waters, aquifer recharge areas, or other areas as identified within the Open Space Element of this Plan.

Strategy LU 1.2.8 - Compatibility Between Land Uses.

Figure LU-8 (below) establishes the Compatibility Review Matrix between existing and proposed Future Land Use categories. The Land Development Code shall set forth a similar matrix for zoning districts and associated mitigation techniques and review processes. Compatibility does not mean “the same as” rather, it refers to the sensitivity of development proposals in maintaining the character of existing development. An application to amend the Future Land Use designation (map) of a particular property shall demonstrate to the City Council’s approval, upon recommendation by the Planning Commission, how potential incompatibilities are addressed. Options to address potential incompatibilities include but are not be limited to a reduction in density and or intensity, reduction or stepping down of building heights, increased setbacks, increased buffering and opacity standards.

Figure LU-8: FLU Compatibility Review Matrix

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

	Presumed Compatible
	Potentially Incompatible



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
Downtown	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 <u>VA, DE, ST1, GOV</u>
Seaboard			RMF-3, RMF-4, CN, CG, CI, CSC, PCD, ILW, PID, CMU <u>SBI, VA, GOV</u>
Corridor			RMF-3, RMF-4, PUD, CN, CG, CI, OPI, OMI, PCD, ILW, CMU, RTR, PID <u>KT, NTG, ST2, LE, LW, AA, GOV</u>
Airport			GU, PCD, PID <u>GOV</u>
Transitional			RSF-4, RMF-2, CN, CG, CI, OPI, PID, ILW, GU <u>KTT, GOV</u>
Residential			PUD, <u>GOV</u>

Any redevelopment of property with a Mixed Use Future Land Use designation with a traditional zoning district designation as defined in the Land Development Regulations Section 2.2, with the exception of PUD and GOV, will require rezoning of the property to an implementing zoning district.



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) 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 and PID Zoned properties shall be permitted to remain as “grandfathered”, and properties with existing industrial uses at the time of adoption of the 2017-2027 Comprehensive Plan shall be permitted to be rezoned to the ILW zoning district.~~

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 its southern branch and, notwithstanding Strategy LU 1.2.11, compatibility of industrial uses with other uses within the MUT category shall 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~~ Functional being no less than 10% and Conservation being no less than 20%. 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

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

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 Zoning 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.



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

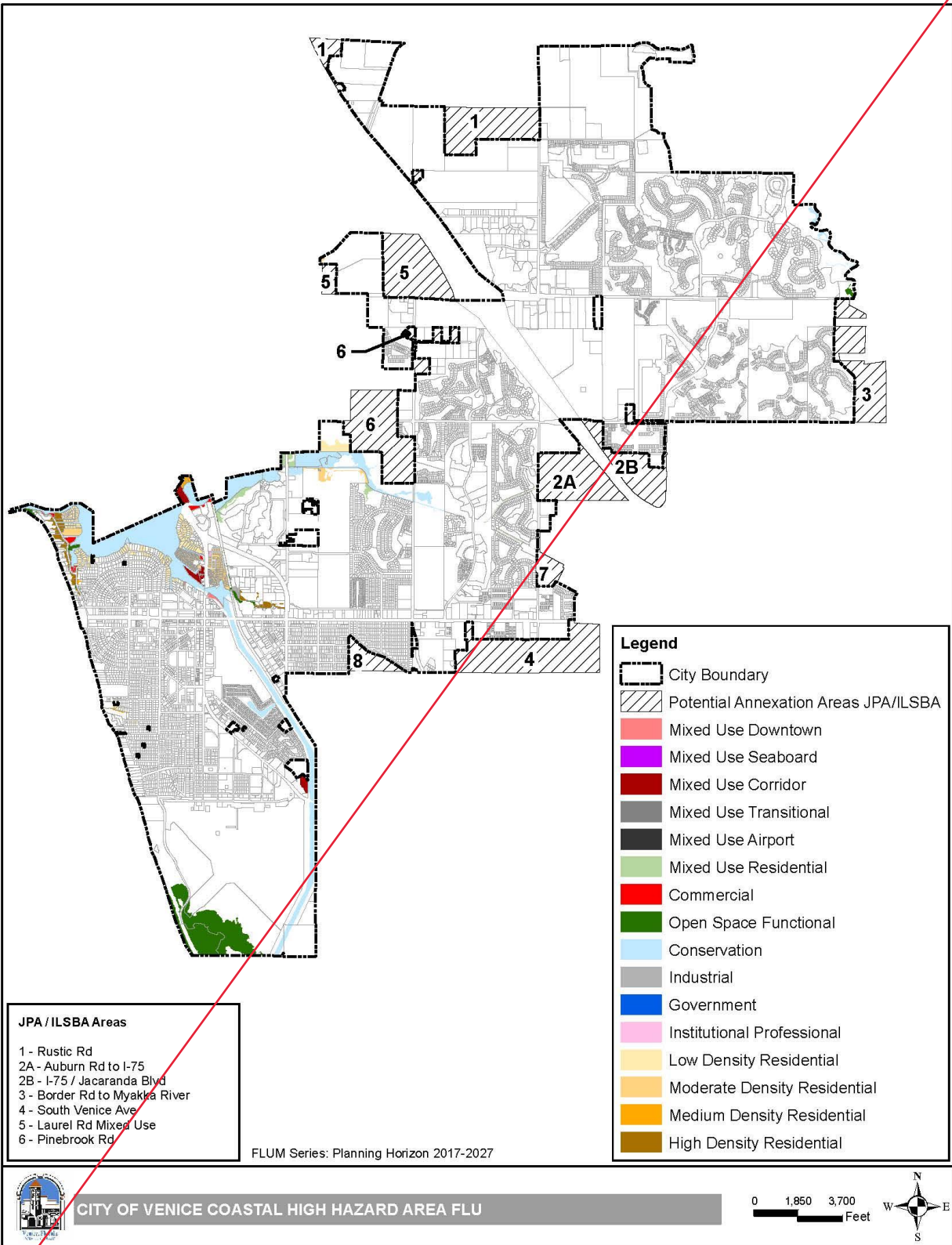
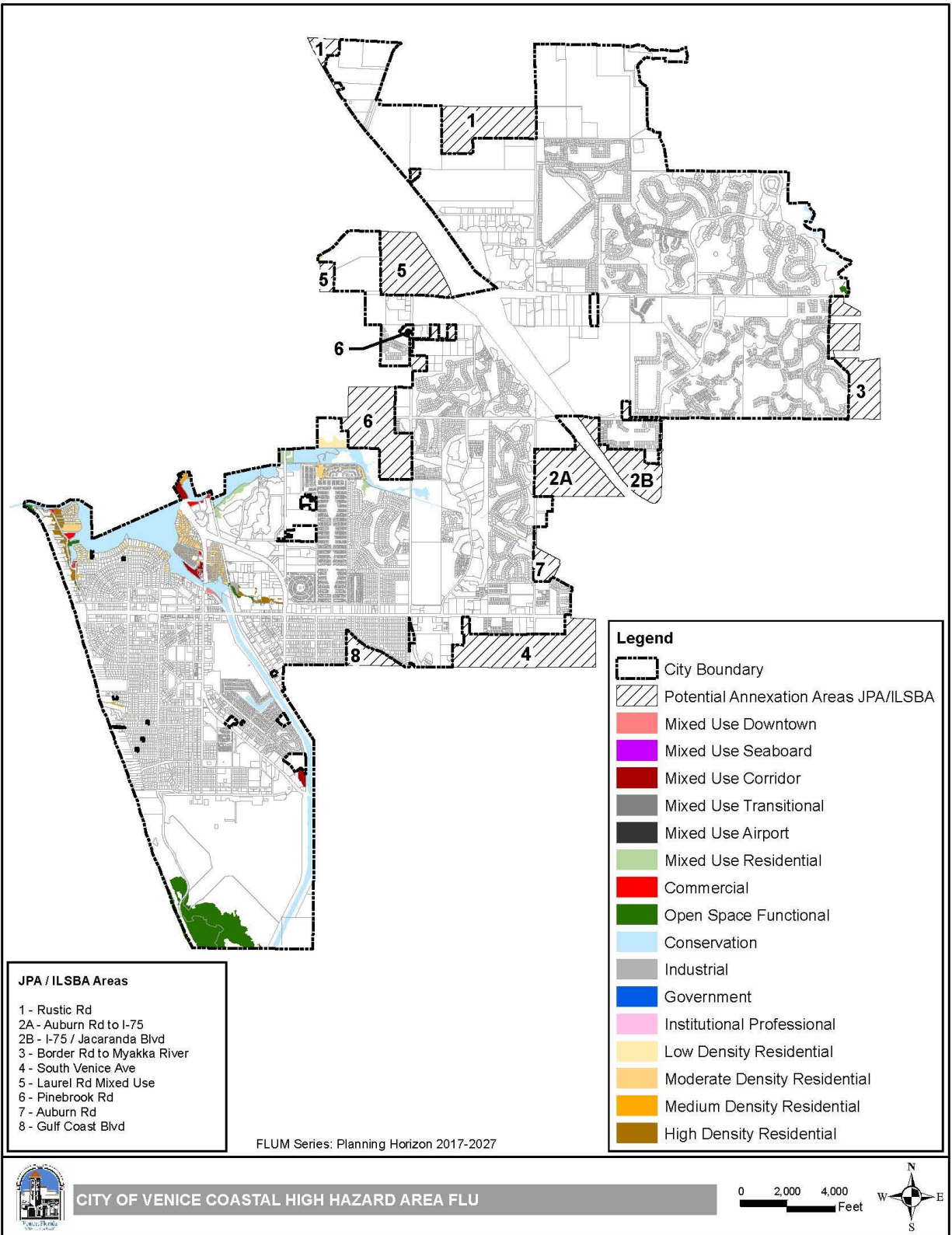


Figure (Map) LU-12: Coastal High Hazard Area FLU



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:~~

- ~~A. Land use density and intensity.~~
- ~~B. Building heights and setbacks.~~
- ~~C. Character or type of use proposed.~~
- ~~D. Site and architectural mitigation design techniques.~~

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

- ~~E. Protection of single family neighborhoods from the intrusion of incompatible uses.~~
- ~~F. Prevention of the location of commercial or industrial uses in areas where such uses are incompatible with existing uses.~~
- ~~G. The degree to which the development phases out nonconforming uses in order to resolve incompatibilities resulting from development inconsistent with the current Comprehensive Plan.~~
- ~~H. 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:~~

- ~~I. Providing open space, perimeter buffers, landscaping and berms.~~
- ~~J. Screening of sources of light, noise, mechanical equipment, refuse areas, delivery and storage areas.~~
- ~~K. Locating road access to minimize adverse impacts.~~
- ~~L. Adjusting building setbacks to transition between different uses.~~
- ~~M. Applying step down or tiered building heights to transition between different uses.~~
- ~~N. 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:



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

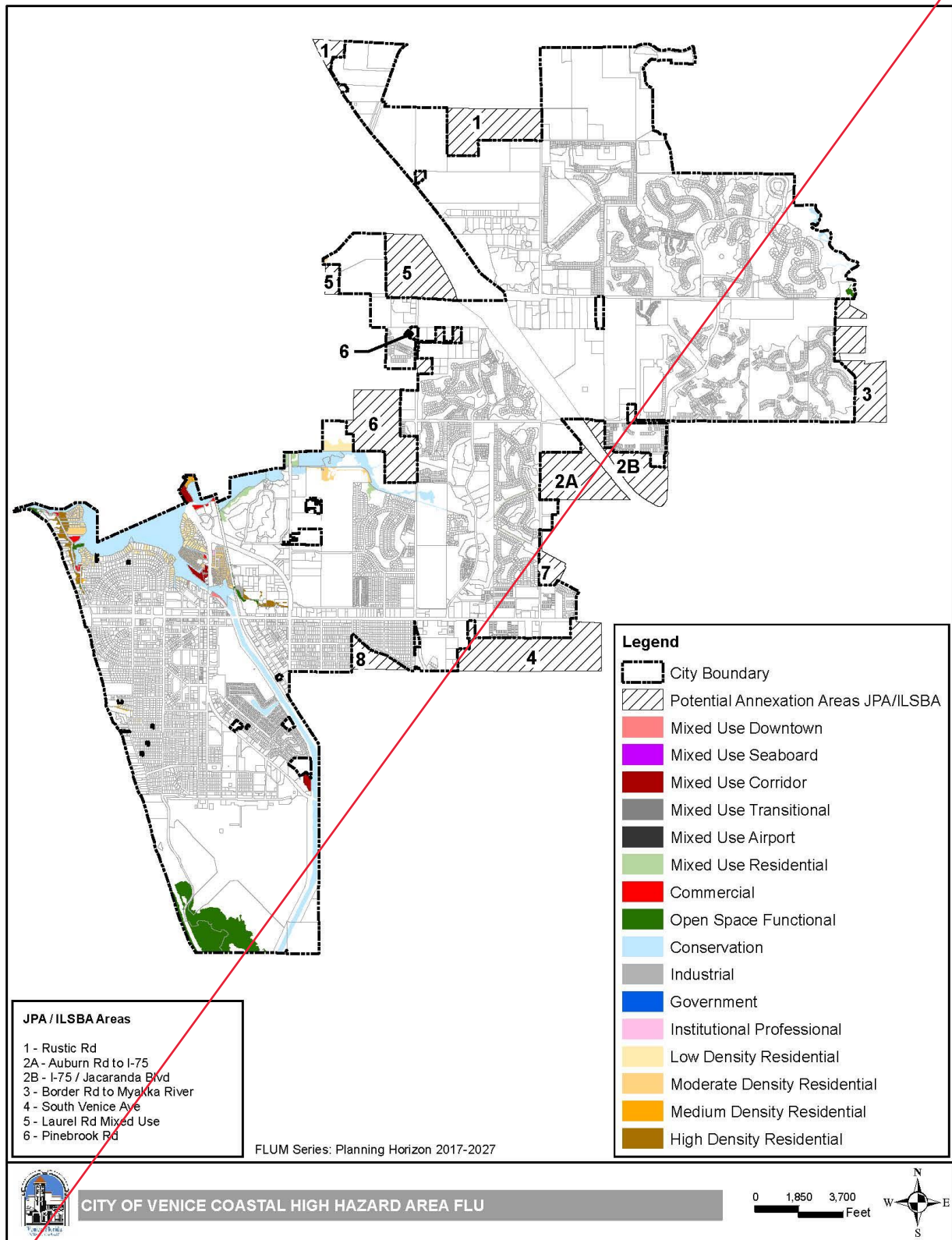
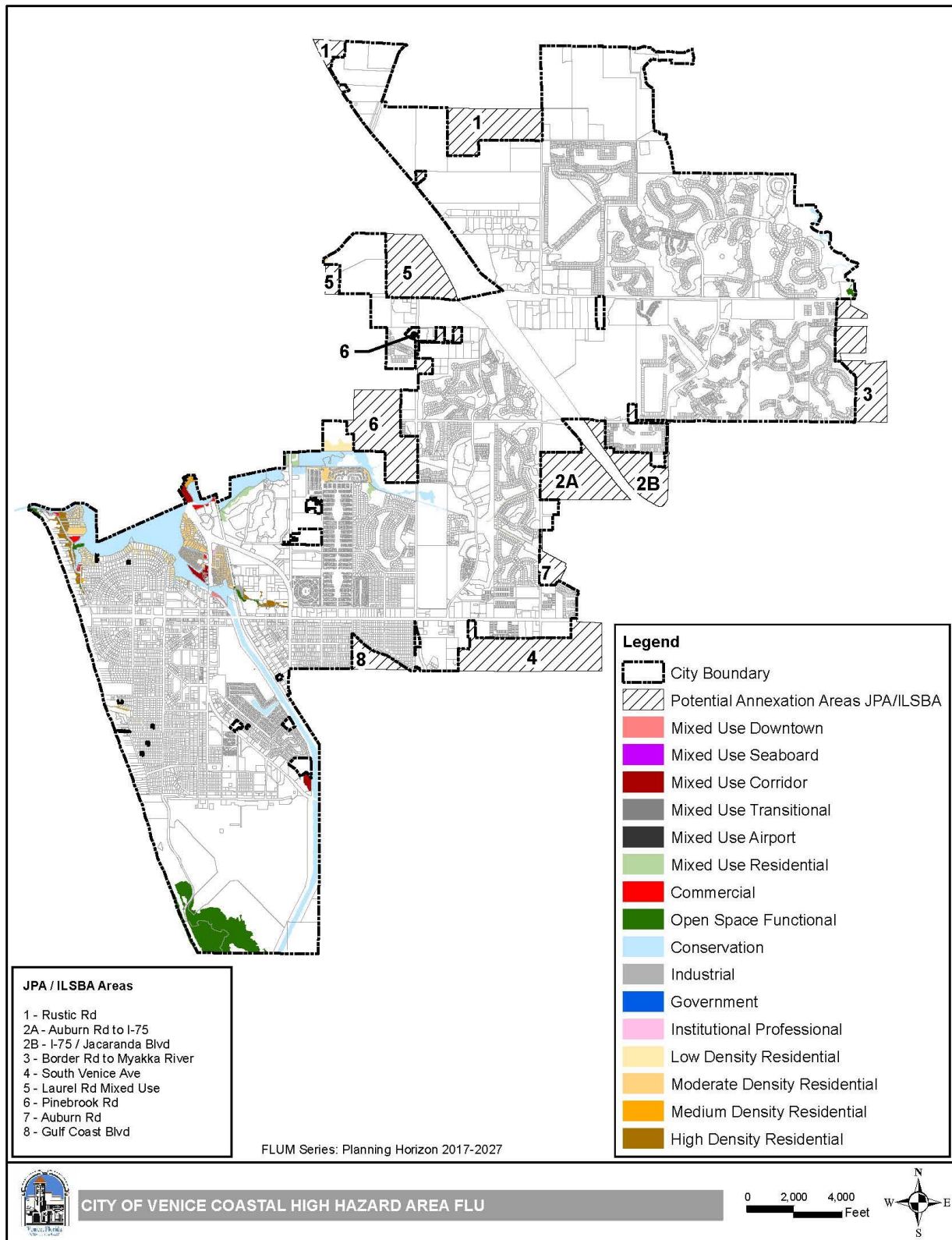


Figure (Map) OS-2: Coastal High Hazard Area with Future Land Use



Conservation Design and Development Considerations

Intent OS 1.10 - Conservation Design and Development Considerations

The City will implement design and development strategies in the City’s Land Development Code and review processes that reduce the negative effects of development on water, energy, natural resources, global, and climate impact.

Strategy OS 1.10.1 - Land Development Code Considerations

The Land Development Code and review processes will include the following conservation design and development considerations:

- 1. Green Building Strategies
- 2. Tree resources
- 3. Landscaping
- 4. Low impact site and development practices
- 5. Water and groundwater resource protection and conservation
- 6. Natural drainage channel protection
- 7. Location, control, and monitoring of pollutants and hazardous substances
- 8. Runoff filtration and treatment
- 9. Impervious surfaces

Mixed Use Residential Districts

Strategy OS 1.11.1 - Mixed Use Residential District Requirements

The City shall require open space components in Mixed-Use Residential designated areas. Within the Land Development Code, the City shall require:

- 1. A minimum of 50 percent of the gross land area, on a per property (development) basis shall be provided as Open Space. Open spaces shall not be less than a minimum ~~40~~ 20 percent conservation or a minimum 10 percent functional. These percentages may vary based on site conditions.
- 2. Functional open spaces
 - a. Amenities/recreation
 - b. Design characteristics consistent with the architectural character and landscape features
 - i. Type and function of resources
 - ii. Location of resources in relationship to other amenities, residential dwelling units, and park or public space facilities both within the development and the surrounding area
 - iii. Resource plan that incorporates the facility design, types, size, location, and sidewalk access, into an overall development plan; issues to be addressed by this plan include mobility features, pedestrian accessibility and connectivity, architectural standards, and landscaping/hardscaping components
 - iv. Accessibility to open spaces
- 3. Conservation open spaces
 - a. Design characteristics consistent with the landscape features
 - b. Conservation initiatives



Affordable Housing - serves incomes between 30-80% of AMI.
 Community Housing - serves incomes less than 120% of AMI.
 Workforce Housing - serves incomes of less than 140% of AMI.

The City has identified the need to further refine these categories to focus on providing incentives to facilitate housing that is **attainable** – does not exceed 30% of an individual or family annual income.

The table below is based on the 2016 U.S. HUD AMI and is subject to change on an annual basis. The dollar amounts are shown in shaded rows and represent monthly rental amounts that do not exceed 30% of the income levels above.

Table HG-1: Attainable Housing Monthly Housing Costs (reference only)

Attainable Housing Monthly Housing Costs						
Income Level	Family Size				Sub Category	U.S. HUD Category
	1	2	3	4		
30% of Median	\$12,999	\$14,856	\$16,713	\$18,570	Extremely Low Income Housing	Affordable Housing
Monthly Attainable Housing Costs	\$325	\$371	\$418	\$464		
50% of Median	\$21,700	\$24,800	\$27,900	\$30,950	Very Low Income Housing	
Monthly Attainable Housing Costs	\$543	\$620	\$698	\$774		
80% of Median	\$34,650	\$39,600	\$44,550	\$49,500	Low Income Housing	
Monthly Attainable Housing Costs	\$866	\$990	\$1,114	\$1,238		
100% of Median	\$43,330	\$54,320	\$55,710	\$61,900	Moderate Income Housing	Community Housing
Monthly Attainable Housing Costs	\$1,083	\$1,358	\$1,393	\$1,548		
120% of Median	\$51,996	\$59,424	\$66,852	\$74,280		
Monthly Attainable Housing Costs	\$1,300	\$1,486	\$1,671	\$1,857		
140% of Median	\$60,662	\$70,928	\$77,994	\$86,660		Workforce Housing
Monthly Attainable Housing Costs	\$1,517	\$1,773	\$1,950	\$2,166		
Source: 2016 Housing and Urban Development (HUD)						
Note: Graphic is for representative purposes only; please consult the adopted standards for complete family size information and conditions.						

Strategy HG 1.5.2 - Targeted Attainable Housing Locations

The City has identified the MUD, MUC, MUS, MUT, and Medium and High Density future land use districts as appropriate for Attainable Housing development and redevelopment. Sites within these districts shall consider their proximity:

1. Major employment centers
2. Transit corridors
3. Urban trail systems



Overview

The “Island” Neighborhood encompasses the portion of the City of Venice based on the Nolen Plan including the City’s historic downtown. The Island includes the most diverse range of land use and activities within the City, including residential, commercial/office, parks and recreational facilities, civic spaces, and the City’s primary governmental center – Venice City Hall. Major landmarks and features include:

- Venice High School
- Venice Elementary School
- Venice Regional Bayfront Health (hospital)
- Venice Municipal Airport
- United States Post Office
- Venice Theatre
- Venice Beach
- The Nolen Parks
- Venice Community Center Campus

The Island encompasses a full range of housing options including traditional single family residences up to higher density, multi-family buildings. The Island is generally bounded by the Gulf of Mexico to the west and the Intracoastal Waterway to the east. Access to the Island is via one of three existing bridges, Tamiami Trail (north and south) and Venice Avenue.



Existing Land Use & Development

The Island Neighborhood encompasses approximately 2,817 acres (gross acreage) or approximately 25.7 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:

- 7,297 residential units (single family detached, single family attached, multifamily/ condominium), and
- 3,669,309 square feet of non-residential uses (commercial, office, civic, professional)

Future Land Use

The Island				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	6	261,360 245,159	0	184 190	8,015,040 8,264,210	0
CONSERVATION	304	0	0	608	0	0
GOVERNMENT	476 486	0	0	634 644	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 2,895	994 962	0	4,968 4,812
MEDIUM DENSITY RESIDENTIAL	73	0	949	273	0	3,554
MIXED USE CORRIDOR	140 130	2,134,440 1,978,603	1,274 1,181	624 606	11,194,920 10,944,108	3,475 4,021
<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 4,306	3,544,477 3,543,766	21,169 21,165
MIXED USE TRANSITIONAL	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	72	0	649	544 566	0	4,869 5,097
OPEN SPACE FUNCTIONAL	436	0	0	568 573	0	0
	2,455	6,755,285 6,583,246	8,053 7,960	10,073	81,489,652 81,487,299	42,973 43,589
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

Unique Neighborhood Strategies

Land Use:

Strategy LU-IS 1.1.1 - Redevelopment

The City recognizes this Neighborhood is primarily developed with minimal opportunities for new development. The City supports the redevelopment of underutilized properties to encourage a diversity of non-residential uses capable of supporting the adjacent residential areas. In support of this Strategy, the City shall utilize the land development regulations to require that redevelopment projects are consistent with the historical character of those portions of the Island Neighborhood specifically regarding:

- A. Historic grid street patterns established by the Nolen Plan
- B. Building massing, form, layout, and setbacks

Strategy LU-IS 1.1.2 - Mixed Use Downtown (MUD)

The MUD within the Island Neighborhood comprises 84 acres generally including the historic downtown and a portion of Business 41 (see mixed-use descriptions in the Future Land Use Element). The following shall apply for the MUD designation:

- A. The minimum residential density is 9.1 dwelling units (DUs) per gross acre; the maximum residential density is 18.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUD is:

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing as of 11/01/21
MUD	84	18	20%	50%	302	756	536

- B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.65 (designation-wide); 3.0 (for individual sites). The range of square footage permitted in the MUD is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Existing as of 11/01/21
MUD	84	0.65	50%	80%	1,189,188	1,902,7001	906,425

- C. Development and redevelopment may incorporate a vertical mix of uses within the implementing CBD VA zoning district, typically locating higher activity uses such as retail, restaurant, or similar uses on the ground floor, and lower activity uses such as professional offices, residential, or similar uses above the ground floor.
- D. Development and redevelopment for those properties within the MUD but not zoned CBD VA may be either a vertical or horizontal mix of uses.

Strategy LU-IS 1.1.3 - Mixed Use Corridor (MUC)

The MUC within the Island Neighborhood comprises approximately ~~489~~ 179 acres (~~440~~ 130 acres excluding the Areas of Unique Consideration) generally including Business 41 and Airport Avenue (see mixed use descriptions in the Future Land Use Element). The following shall apply for the MUC designation within the Island Neighborhood. For the calculations below and based on the previously adopted level of entitlements, the areas of unique ~~consideration~~ consideration within the MUC (see Strategy LU-IS 1.1.6) are not included in the

total square feet and residential units. As a result, the acreage to be utilized for determining buildout potential is ~~440~~ 130 acres:

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

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing as of 11/01/21
MUC	440 <u>130</u>	13	30%	70%	546 <u>506</u>	1,274 <u>1,181</u>	1,108

- 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	440 <u>130</u>	0.5	30%	70%	914,760 <u>847,973</u>	2,134,440 <u>1,978,603</u>	1,469,375

- C. Development and redevelopment may incorporate either a horizontal or vertical mix of uses, typically locating higher activity uses such as retail, restaurant, or similar on the ground floor, and lower intensity uses such as professional office, residential, or similar above the ground floor.

Strategy LU-IS 1.1.4 - Mixed Use Airport (MUA)

The MUA within the Island Neighborhood comprises approximately 127 acres generally defined as including 400 feet along the south side of Airport Avenue, its western boundary aligned with the eastern right-of-way line of Shore Road, proceeding east to Approach Trail Venice Airport, and including approximately 860 feet along the eastern edge of the airport property, and as shown on the Future Land Use Map (see mixed use descriptions in the Future Land Use Element). The MUA recognizes the Venice Municipal Airport, Airport Master Plan and its proposed uses. The following shall apply when within the MUA designation:

- A. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.35 (designation-wide); 1.0 (for individual sites). The range of square footage permitted in the MUA is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Existing as of 11/01/21
MUA	127	0.35	NA	NA	NA	1,936,242	104,887

- B. Within the MUA designation, development and redevelopment shall be limited to those uses designated and defined within the Airport Master Plan as may be amended, including aeronautical, aeronautical support services, non-retail commercial, office, and limited light industrial; residential uses shall not be permitted.
- C. Uses within the MUA are subject to the adopted Airport Master Plan, Chapter 333, F.S., and the implementing Airport Zoning and Land Use Compatibility Standards.

Strategy LU-IS 1.1.5 - Mixed Use Designations and Form Based Code

The City has identified that all mixed-use areas, excluding MUR, shall be implemented through Form Based Code. The implementing Code is intended to focus on the form of buildings rather than the land use; the physical character of buildings and the relationship of buildings to each other and to the street. Specific to the Island Neighborhood, characteristics shall include:

- A. Historic design (John Nolen Plan)
- B. Building Height
- C. Architecture
- D. Building form, massing, and setbacks
- E. Parking
- F. Mobility

Strategy LU-IS 1.1.6 - Identification and Standards for Existing Areas of Unique Concern Consideration

The following existing areas of unique ~~concern~~ consideration have been identified (see Appendix 5 – Joint Planning and Interlocal Service Boundary Agreement) as having approved development and redevelopment rights in excess of those that would be permissible per the underlying land use:

Unique Areas	Development Standards		
	Uses	Density	Intensity
Village on the Isle Campus	<ul style="list-style-type: none"> • Assisted living • Independent living • Skilled nursing facilities and services • Community services • Adult day care • Related health care services and facilities 	<ul style="list-style-type: none"> • Assisted Living Facilities: <ul style="list-style-type: none"> • 30 units per gross acre with individual kitchen facilities • 55 units per gross acre without individual kitchen facilities (Assisted Living Facilities) • Independent Living Facilities: <ul style="list-style-type: none"> • 18 units per gross acre for age restricted (Independent Living Facilities) 	<ul style="list-style-type: none"> • Shall not exceed a Floor Area Ratio of 4.0 for the gross acreage
Venice Regional Medical Center Campus <u>Hospital Campus</u>	<ul style="list-style-type: none"> • Medical and Health Care Center including emergency care, hospital, and related health care services and facilities 	<ul style="list-style-type: none"> • 18 units per gross acre 	<ul style="list-style-type: none"> • Floor Area Ratios shall range from 3.5 to 6.5 • Conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 4,000 square feet commercial space, gross acreage

Building envelope, parking requirements, architectural standards, and other standards specific to these areas shall be implemented through specialized zoning districts in the Land Development Code (until such time as the Land Development Code is updated to include these standards, the standards found in Policy 19.2 and 19.4 from the 2010 adopted Comprehensive Plan shall apply).

Transportation:

Strategy TR-IS 1.1.7 - 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							
	US 41 Tamiami Trail	W. Venice Avenue	Harbor Drive	Airport Ave.	Nokomis Ave.	Park Blvd.	Palermo Pl.	The Esplanade
Bike Lanes / Sharrows	X	X	X	X	X		X	X
Sidewalks	X	X	X	X	X	X	X	X
Multi-Use Trail	X	X		X				
Cross Walks	X	X	X	X	X	X	X	X
Pedestrian Safety Treatments	X	X						
Curb Extensions Bulb-outs		X			X			
Median Islands	X	X	X	X				
Shade Trees and Landscaping	X	X	X	X	X	X	X	X
Linear Park/Greenway		X						
On-street Parking		X			X			
Transit Improvements (bus shelters) Note: coordinate with transit routes	X	X	X	X	X			
Road Diet	X	X						
Lighting	X	X	X	X	X	X	X	X

Strategy TR-IS 1.1.8 - Parking Strategy

The City will evaluate and update its current parking standards for downtown and beach areas using best management practices such as Transportation Demand Management and availability of parking facilities and transit opportunities. The City will ensure that these areas have adequate parking facilities for existing and new development through the consideration and use of various means, including:

- A. On and off-site parking facilities.
- B. On and off-street parking facilities.
- C. Public and private parking facilities.
- D. Surface and structures parking facilities.
- E. Shared use and single use parking facilities.
- F. Specific use parking demand analysis.
- G. Alternative modes of transportation.

Strategy TR-IS 1.1.9 - Pedestrian Facilities

The City shall facilitate pedestrian movements within the Island Neighborhood through the identification of existing sidewalk locations, conditions, and connectivity requirements.

Open Space:

Strategy OS-IS 1.1.10 - Open Space Preservation

The City shall focus first on preservation of existing open space for providing the necessary open space for residents of the Island Neighborhood.

Strategy OS-IS 1.1.11 - Open Space Enhancement

The City shall focus first on adding new amenities within existing parks and trails in lieu of the acquisition and development of new park facilities.

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. Postal Service Distribution Center: Relocation of the existing postal distribution facilities outside of the Island Neighborhood
- B. Centennial Park: Evaluate options for redesigning the parking and open space components to maximize appearance and functionality
- C. Downtown Pedestrian Plaza: Evaluation of Venice Avenue and adjacent Tampa and Miami Avenues to facilitate a more attractive, functional, and safe bicycle and pedestrian environment
- D. Venice Avenue Bridge: Explore options for expansion and/or repurposing to facilitate connectivity from the downtown/Island Neighborhood to the Gateway Neighborhood

Figure (Map) LU-IS-1: Aerial



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

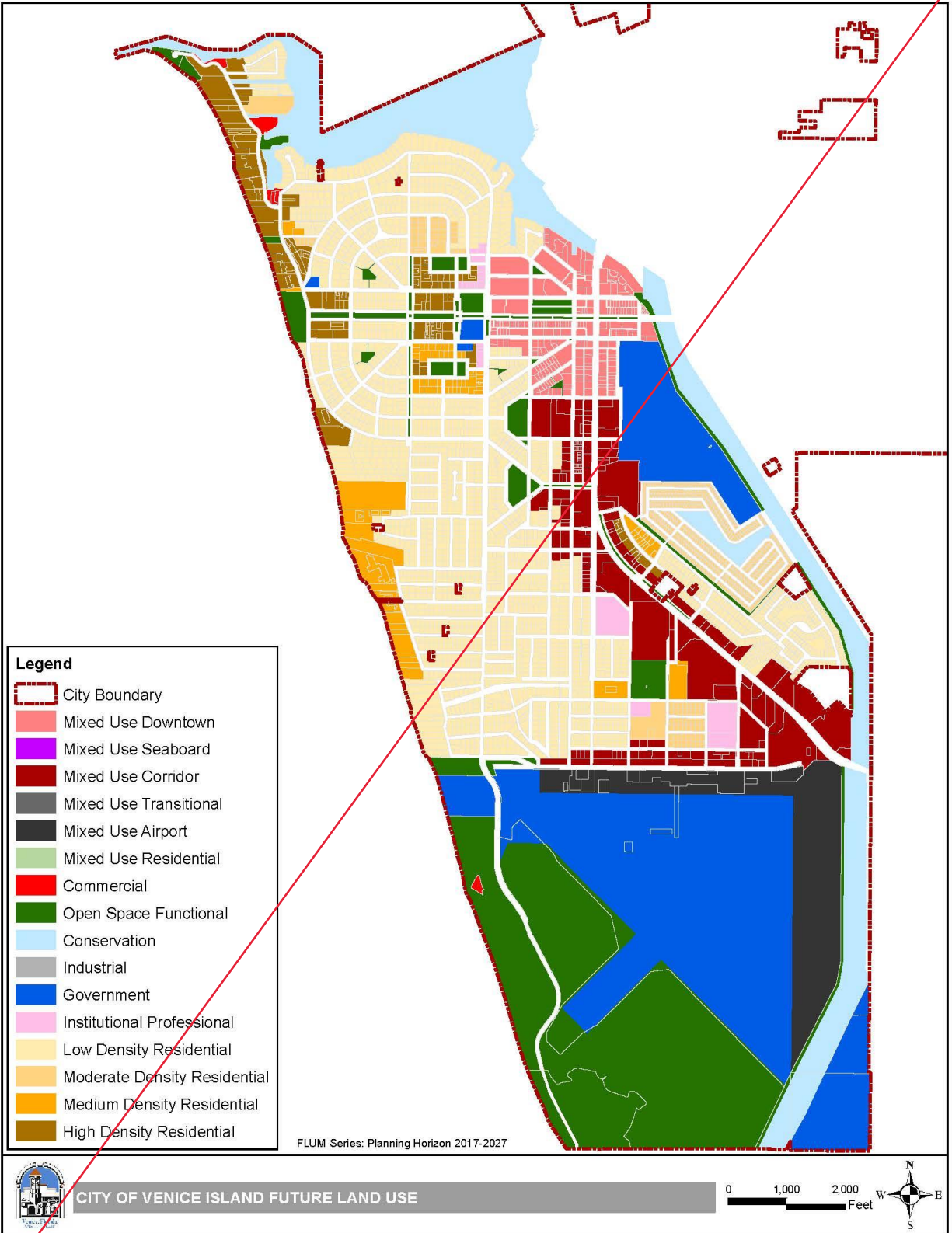


Figure (Map) LU-IS-2: Future Land Use Map

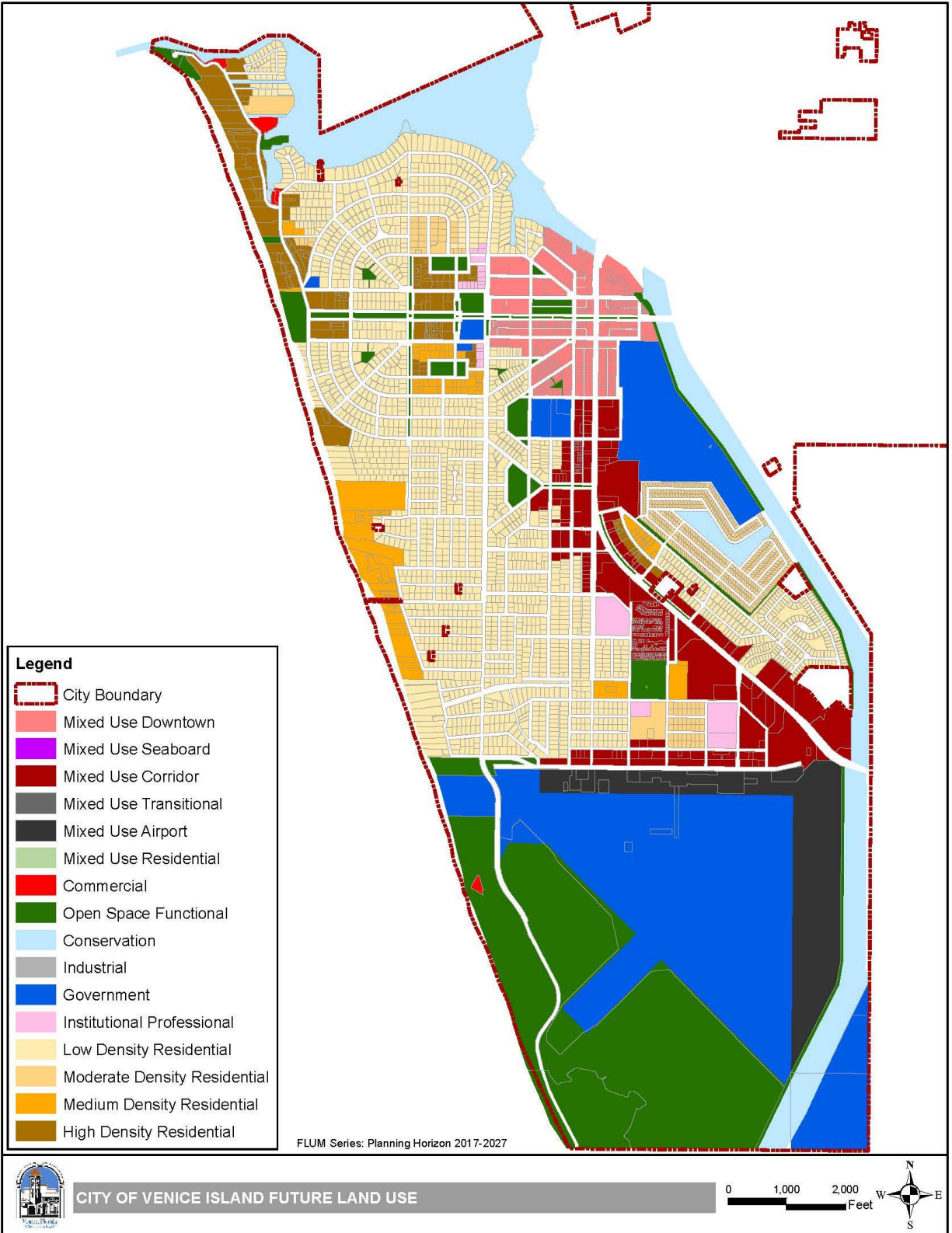


Figure (Map) LU-IS-3: Coastal High Hazard Area identified

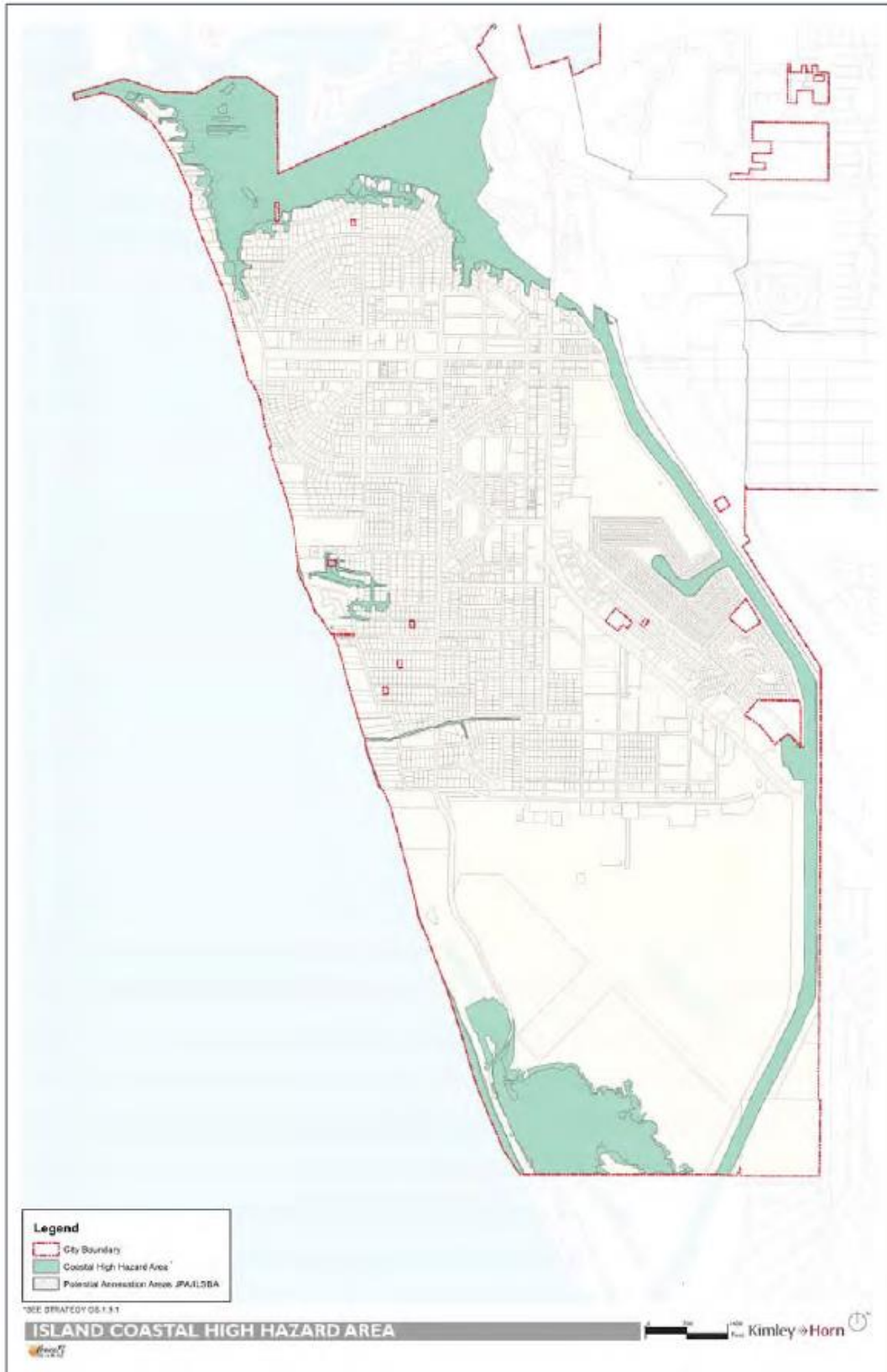


Figure (Map) LU-IS-4: Coastal High Hazard Area identified (w/ FLU)

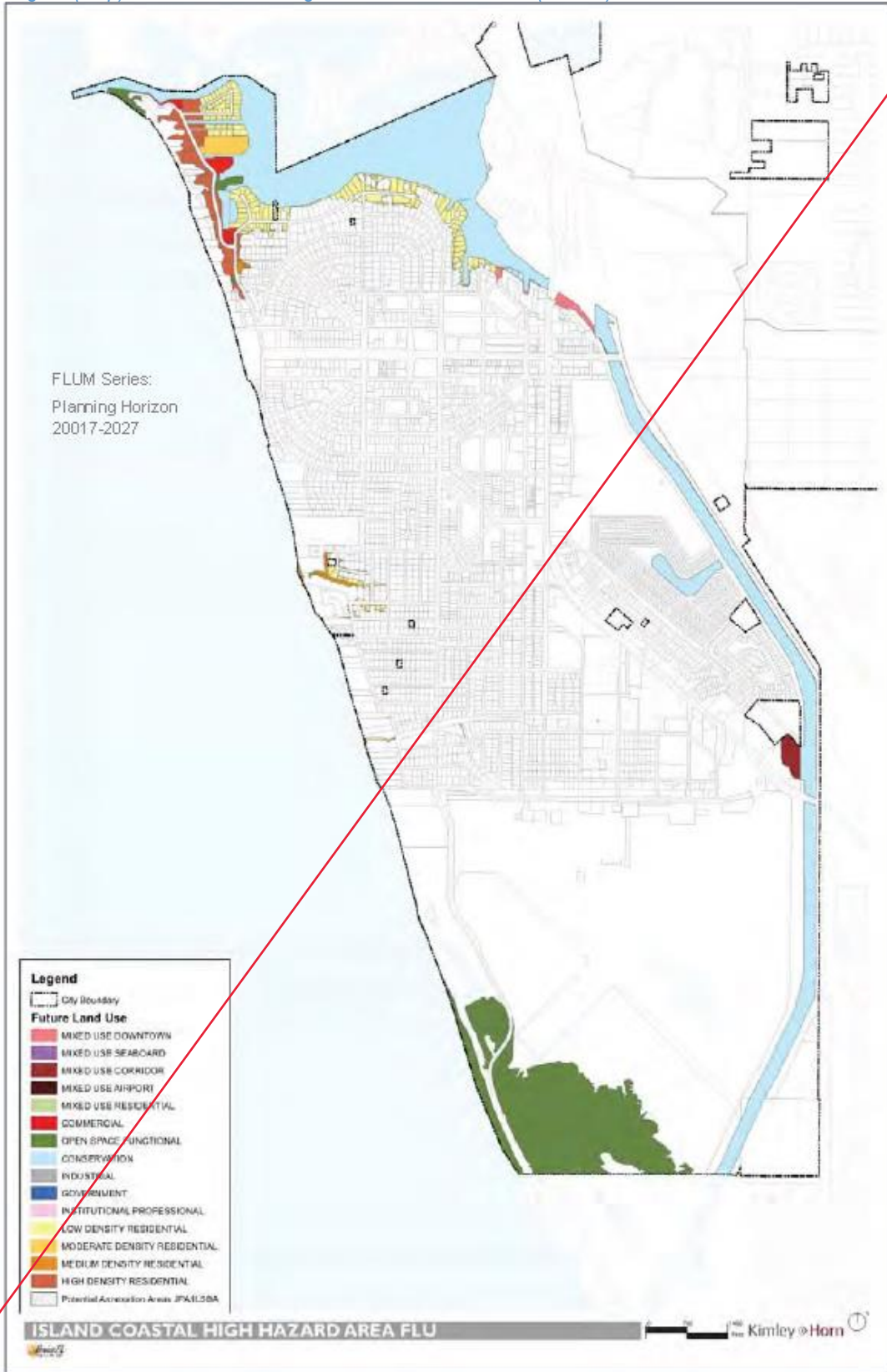
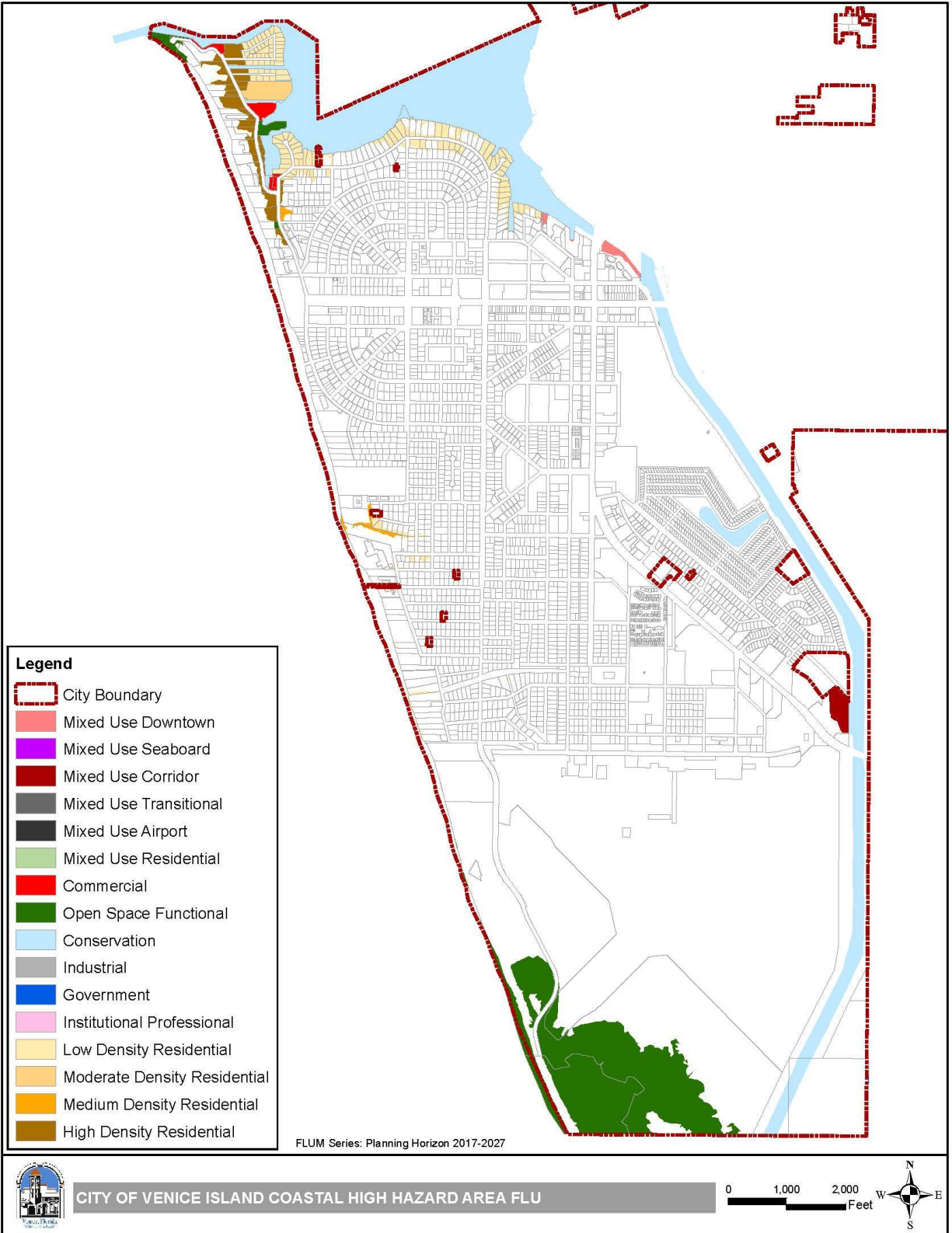


Figure (Map) LU-IS-4: Coastal High Hazard Area identified (w/ FLU)



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Overview

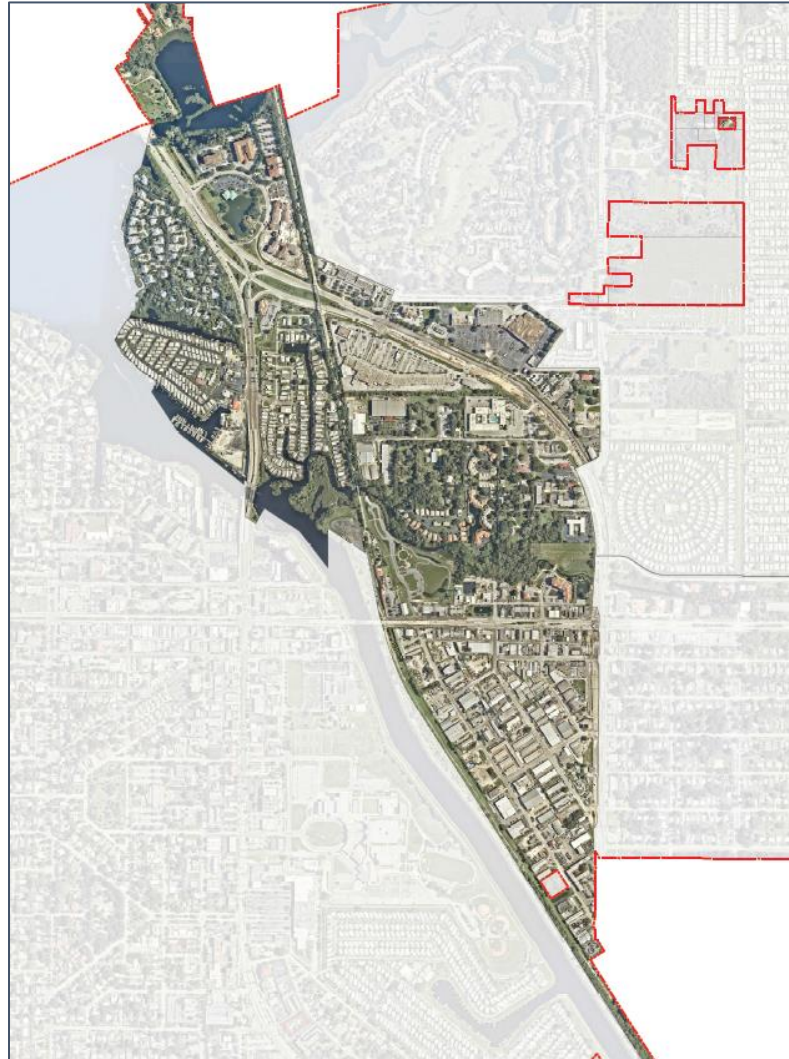
General: The “Gateway/Waterway” Neighborhood (“Gateway”) encompasses the northern portions of the City including the City’s original business and industrial area (Seaboard) and the “split” of US 41 (Business and Bypass). This neighborhood serves as the northern gateway for a number of areas including the Gateway, Pinebrook and also the East Venice Avenue neighborhoods. Although industrial uses are currently located within this Neighborhood, the majority of these types of uses are envisioned to be replaced with increased mixed-use development including commercial and residential uses.

The Gateway is generally bounded by the Intra-coastal Waterway to the west and U.S. 41 Bypass to the east. Portions of this neighborhood (i.e., Seaboard) are included within the Nolen Plan (generally south of East Venice Avenue) and reflect a more traditional grid-style roadway network. The Gateway includes a broad mix of commercial, industrial and limited residential uses. Major landmarks include:

- Venetian Waterway Park
- Venice Train Depot
- Legacy Trail and Trailhead
- Fisherman’s Wharf Marina
- Freedom Park
- City Facilities – Fire Station No. 2, Utilities Department, and Public Works

Existing Land Use & Development

The Gateway Neighborhood encompasses approximately 436 ~~440~~ acres (gross acreage) or approximately 4.0 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:



- 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	484 190	8,015,040 8,264,210	0
CONSERVATION	27	0	0	608	0	0
GOVERNMENT	10	0	0	634 644	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	0	425 0	994 962	0	4,968 4,812
MEDIUM DENSITY RESIDENTIAL	10	0	130	273	0	3,554
MIXED USE CORRIDOR	13	254,826	127	621 606	11,194,920 10,944,108	3,475 4,021
<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 4,306	3,544,477 3,543,766	21,169 21,165
MIXED USE TRANSITIONAL	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	34 56	0	279 500	544 566	0	4,869 5,097
OPEN SPACE FUNCTIONAL	41	0	0	568 573	0	0
	366	6,842,187	1,893 1,988	10,073	81,489,652 81,487,299	42,973 43,589
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

Unique Neighborhood Strategies

Land Use:

Strategy LU-GW 1.1.1 - Redevelopment

The City recognizes this Neighborhood is envisioned to support redevelopment efforts including both traditional and non-traditional (i.e., mixed-use) development. The City shall support redevelopment design in the Gateway Neighborhood to enhance its intrinsic natural, historic, and cultural characteristics.

Redevelopment Strategies shall include but not be limited to the following:

- A. Consideration of Coastal High Hazard Area (CHHA)
- B. Strengthen neighborhood connections (multimodal) to the Island Neighborhood
- C. Encourage retail, service, office, limited light industrial, and residential through mixed-use development
- D. Encourage mixed-use development and development designs that support pedestrian-oriented uses; emphasis should be placed on the placement of buildings, construction of pedestrian facilities, placement of parking, and architectural designs that create active, attractive, and functional public spaces
- E. Require the installation of pedestrian realm features including but not limited to: street trees, street furniture/furnishings, and wayfinding signage
- F. Place utilities underground where feasible

Strategy LU-GW 1.1.2 - Mixed Use Seaboard (MUS)

The MUS comprises approximately 67 acres generally including the historically industrial Seaboard area along US Bypass 41 and East Venice Ave (see mixed-use descriptions in the Future Land Use Element). The following shall apply for the MUS designation within the Gateway Neighborhood.

- A. The minimum residential density is 9.1 dwelling units (DUs) per gross acre; the maximum residential density is 18.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUS is:

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing as of 11/01/21
MUS	67	18	10%	35%	121	422	0

- B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.75 (designation-wide); 2.0 (for individual sites). The range of square footage permitted in the MUS is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Existing as of 11/01/21
MUS	67	0.75	65%	90%	1,422,779	1,970,001	898,956

- C. Development and redevelopment may incorporate either a horizontal or vertical mix of uses, typically locating higher activity uses such as retail, restaurant, or similar on the ground floor, and lower intensity uses such as professional office, residential, or similar above the ground floor.
- D. The City shall develop and maintain an inventory of all public facilities and properties to ensure that structures are safe, well maintained, and optimally utilized.
- E. The City shall identify, plan, and provide for the specific infrastructure needs of the Gateway Neighborhood such as stormwater and parking and develop a prioritization system based on project costs and benefit.

Strategy LU-GW 1.1.3 - Mixed Use Corridor (MUC)

The MUC within the Gateway Neighborhood comprises approximately 13 acres generally including two properties commonly known as Chung Property and Fisherman’s Wharf (see mixed use descriptions in the Future Land Use Element). The following shall apply for the MUC designation within the Gateway Neighborhood.

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

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing as of 11/01/21
MUC	13	13	10%	75%	127	127	54

- 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	13	0.5	25%	90%	49,005 70,785	254,826	12,061

- C. Development and redevelopment may incorporate either a horizontal or vertical mix of uses, typically locating higher activity uses such as retail, restaurant, or similar on the ground floor, and lower intensity uses such as professional office, residential, or similar above the ground floor.

Strategy LU-GW 1.1.4 - Mixed Use Designations and Form Based Code

The City has identified that all mixed-use areas shall be implemented through Form Based Code. The implementing Code is intended to focus on the form of buildings rather than the land use; the physical character of buildings and the relationship of buildings to each other and to the street. Specific to the Gateway Neighborhood, characteristics shall include:

- A. Historic design (John Nolen Plan)
- B. Building Height
- C. Architecture
- D. Building form, massing, and setbacks
- E. Parking
- F. Mobility

Strategy LU-GW 1.1.5 - Waterfront

The City recognizes that the Venetian Waterway Park and the Legacy Trail provide a valued community asset. The City encourages the redevelopment of properties adjacent to these assets, including properties owned by Sarasota County to use integrated waterfront development practices including environmental and cultural resource protection, hazard mitigation, economic development, and public access.

Transportation:

Strategy TR-GW 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 street elements to be included on a particular street segment shall be subject to evaluation and approval on a segment by segment basis. Potential candidates for complete street principles include but are not limited to items identified by “x”:

Complete Street Elements	Roadway Segments				
	US 41 Tamiami Trail	US 41 Bypass	E. Venice Avenue	Albee Farm Road	Seaboard Ave.
Bike Lanes / Sharrows	X	X	X	X	
Sidewalks	X	X	X	X	X
Multi-Use Trail	X	X			
Cross Walks	X	X	X	X	X
Pedestrian Safety Treatments	X	X	X		X
Curb Extensions Bulb-outs		X			X
Median Islands	X	X			
Shade Trees and Landscaping	X	X	X	X	X
Linear Park/Greenway					
On-street Parking					X
Transit Improvements (bus shelters) Note: coordinate with transit routes	X	X	X		
Road Diet					
Lighting	X	X	X	X	X

Strategy TR-GW 1.1.7 - Parking

The City will evaluate and update its current parking standards using best management practices such as Transportation Demand Management and availability of parking facilities and transit opportunities. The City will ensure that these areas have adequate parking facilities for existing and new development through the consideration and use of various means, including:

- A. On and off-site parking facilities
- B. On and off-street parking facilities
- C. Public and private parking facilities
- D. Surface and structures parking facilities
- E. Shared use and single use parking facilities
- F. Specific use parking demand analysis
- G. Alternative modes of transportation

Strategy TR-GW 1.1.8 - Pedestrian and Bicycle Connectivity

The City shall facilitate pedestrian and bicycle connectivity from the Neighborhood to the Legacy Trail and trail head.

Open Space:

Strategy OS-GW 1.1.9 - Functional Open Spaces

The City will continue to coordinate with Sarasota County to promote and enhance the Legacy Trail and City's Venetian Waterway Park. The City will investigate development opportunities for those properties located between the Waterway Park and private lands fronting Seaboard Avenue which could further enhance Functional Open Space within this Neighborhood.

Strategy OS-GW 1.1.10 – Open Space Enhancement

The City shall focus first on connectivity to the Legacy Trail and trail head as well as adding new amenities within existing parks and trails.

Infrastructure:

Strategy IN-GW 1.1.11 - Identified Enhancements

The City recognizes the need for increased stormwater controls and measures, parking, and streetscape improvements to maximize the utilization of properties in the Neighborhood.

Areas for Future Consideration:

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

- A. Use of City owned property to facilitate change/maximize use for properties in the Neighborhood
- B. Public/private partnerships to facilitate affordable housing

Figure (Map) LU-GW-1: Aerial

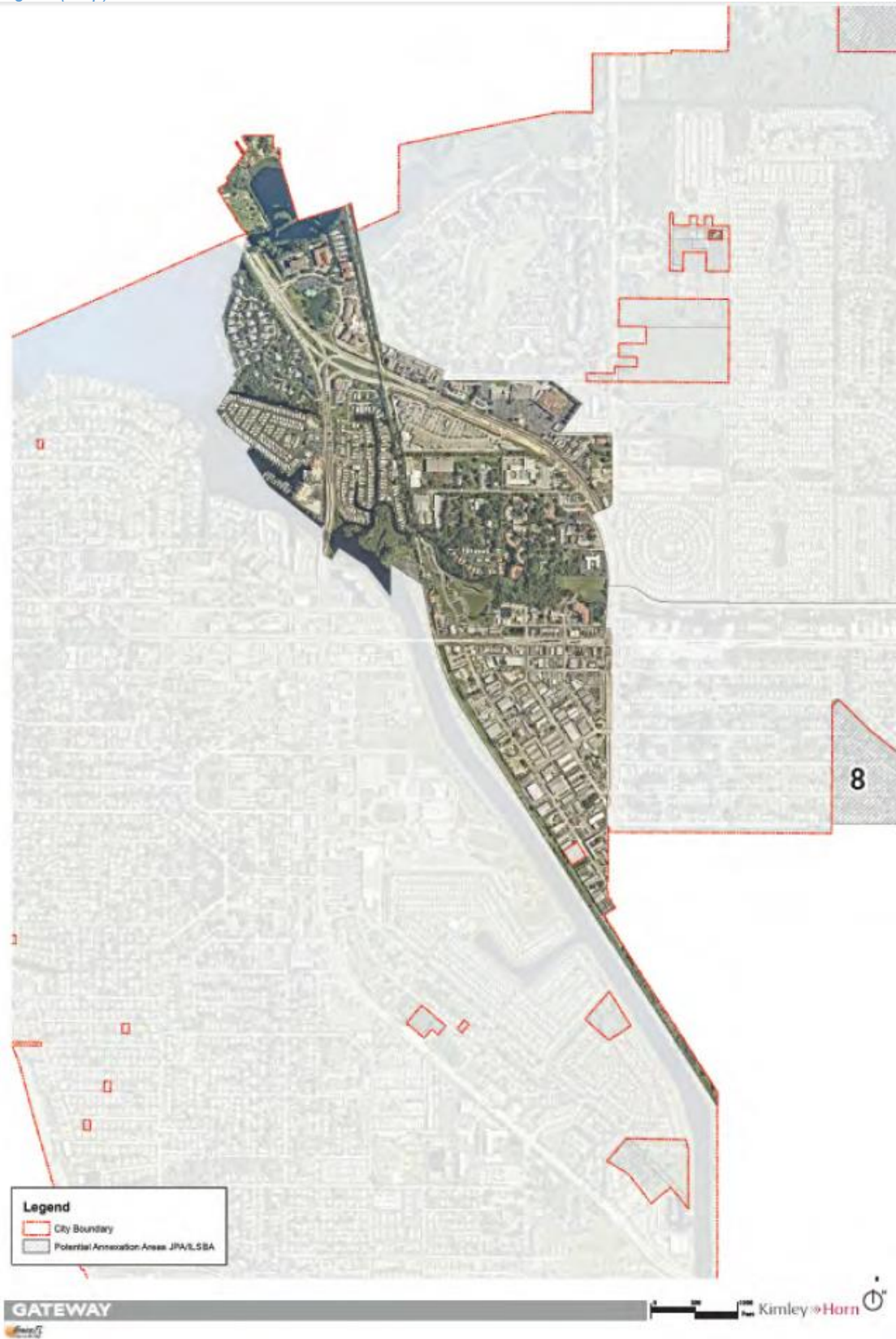


Figure (Map) LU-GW-2: Future Land Use Map

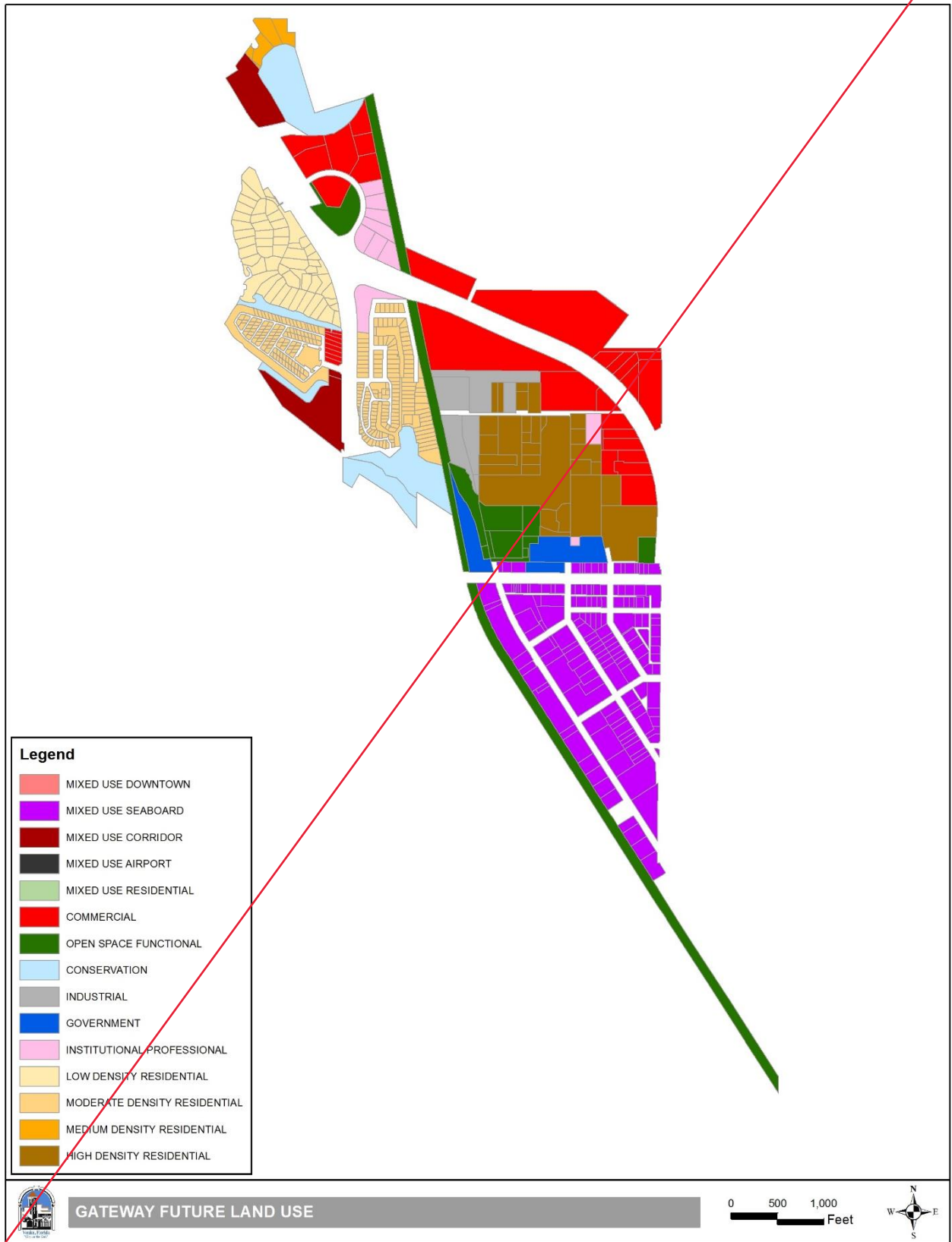


Figure (Map) LU-GW-2: Future Land Use Map

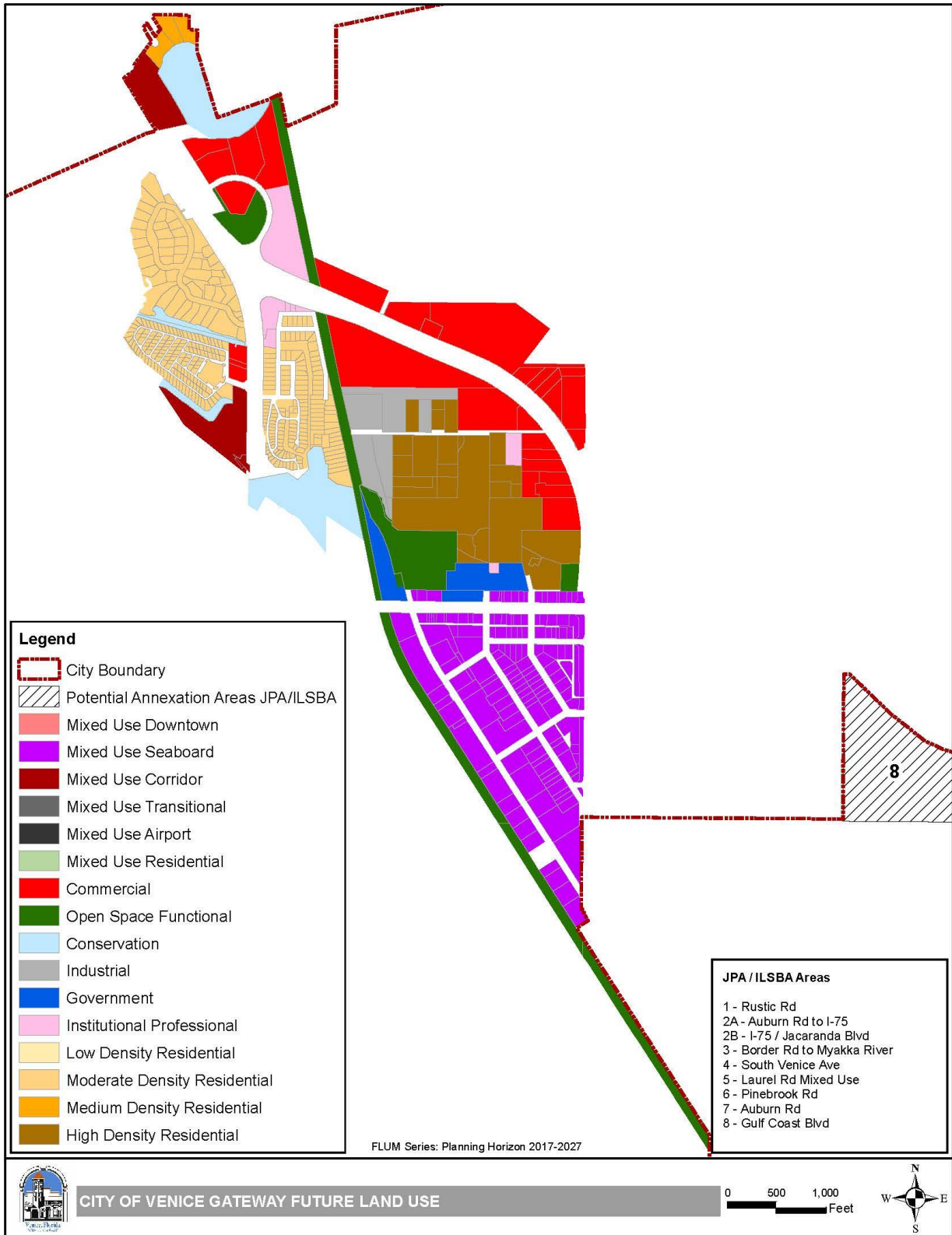


Figure (Map) LU-GW-3: Coastal High Hazard Area Identified

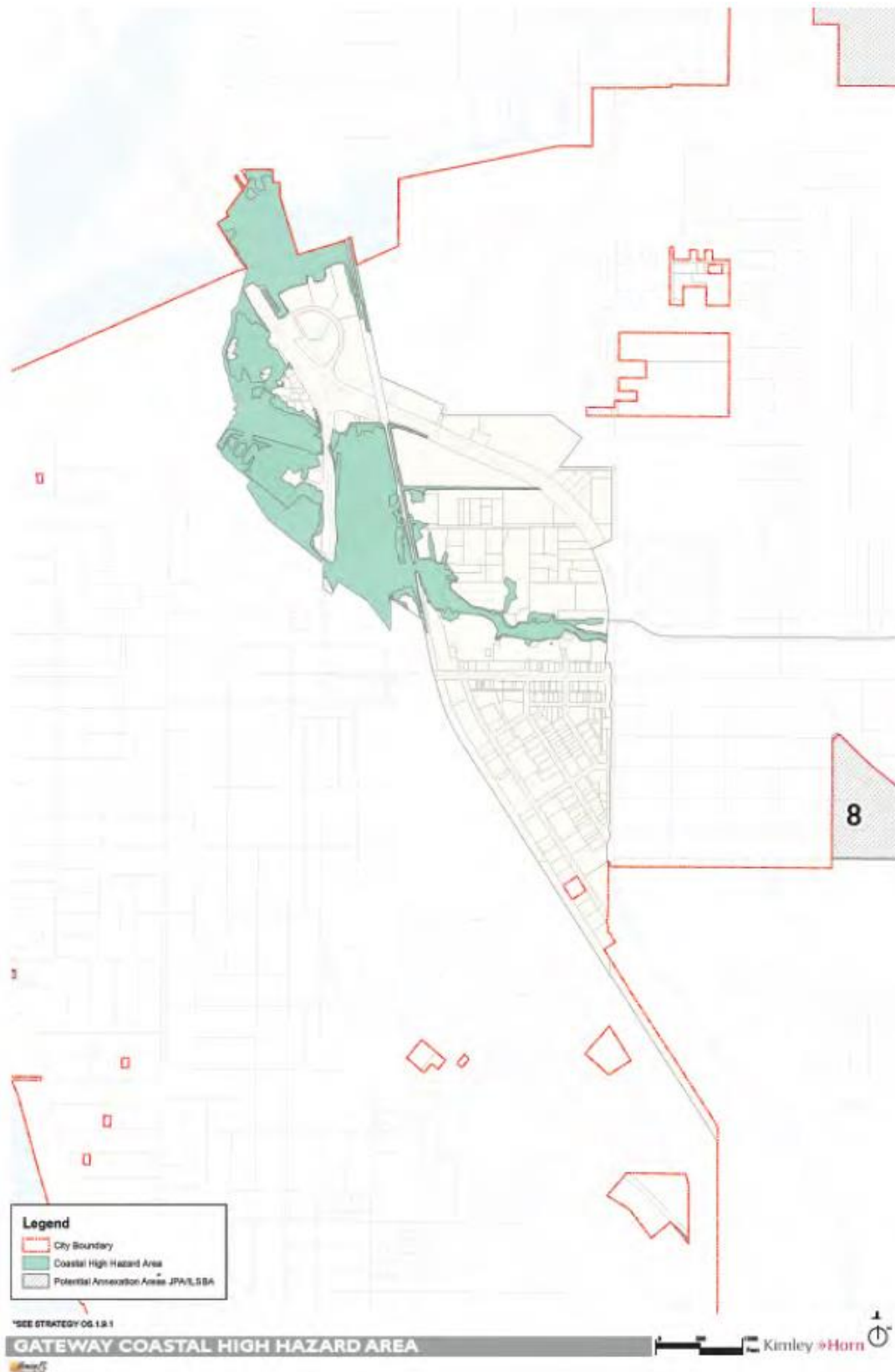


Figure (Map) LU-GW-4: Coastal High Hazard Area identified (w/ FLU)

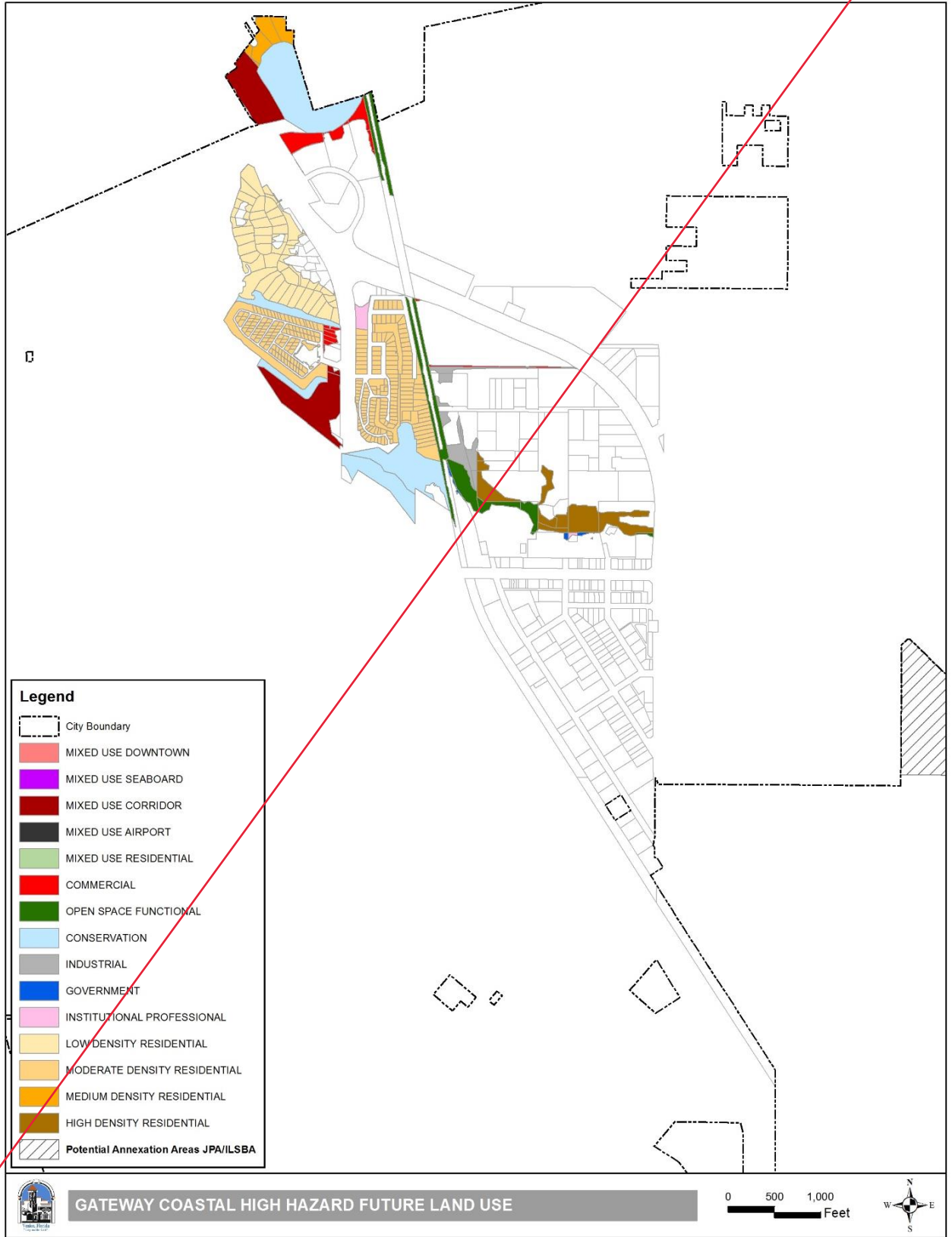
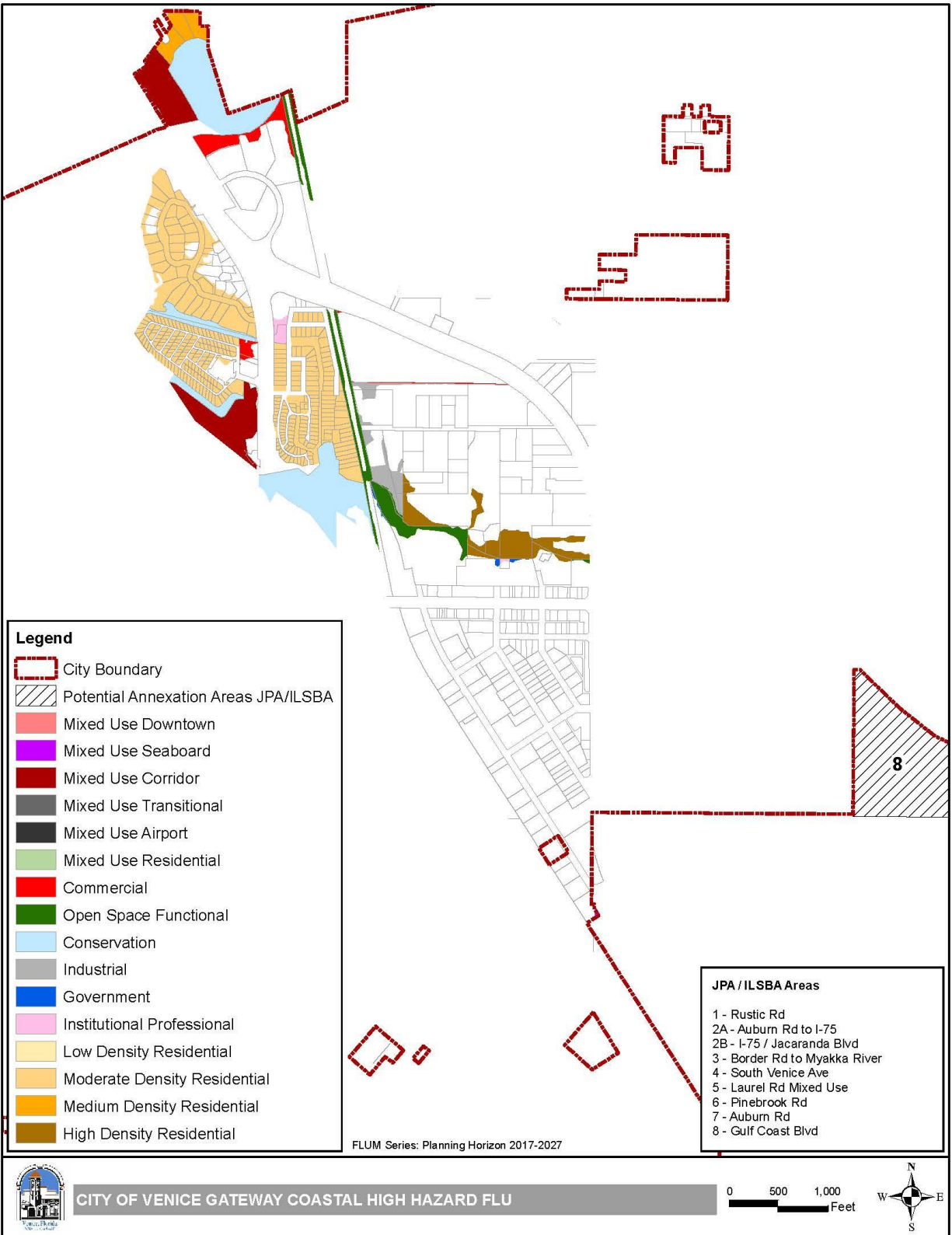


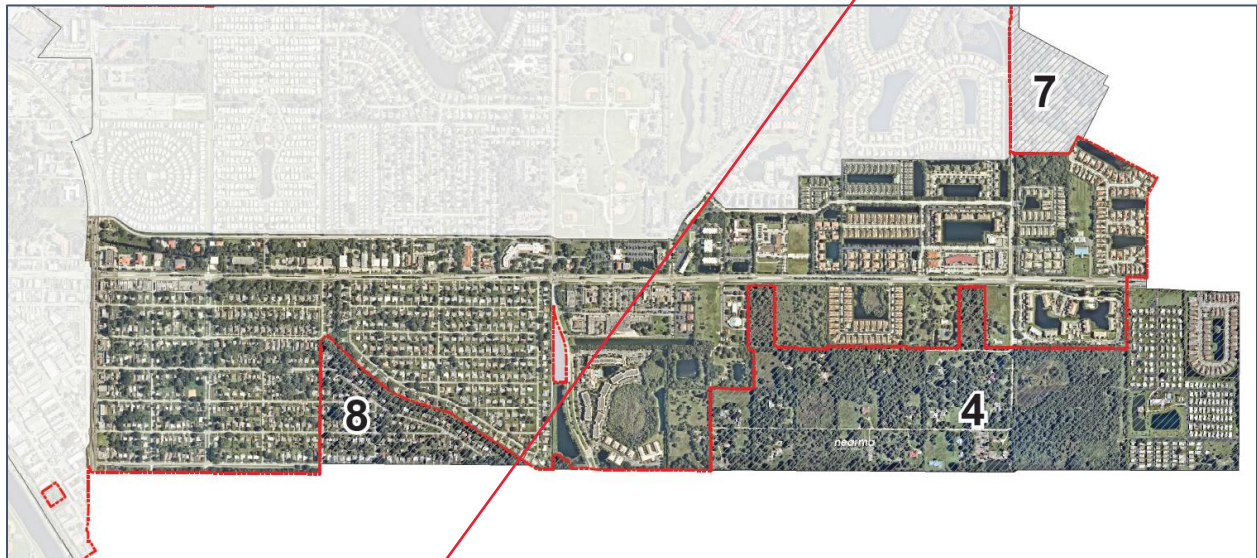
Figure (Map) LU-GW-4: Coastal High Hazard Area identified (w/ FLU)



Overview

The East Venice Ave Neighborhood is a predominately residential area with significant commercial activity along East Venice Avenue and serves as an eastern gateway into the City. This Neighborhood is bordered along its northern boundary by the Pinebrook Neighborhood, and the Gateway/Waterway Neighborhood to the west. Major landmarks include:

- Edge Wood Residential District (John Nolen)
- East Gate Residential District
- Venice Commons Shopping Center
- Aston Gardens



Existing Land Use & Development

The East Venice Avenue Neighborhood encompasses 563 acres (gross acreage) or approximately 5.1 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:

- 1,782 residential units (single family detached, single family attached, multifamily/ condominium), and
- 863,091 square feet of non-residential uses (commercial, office, civic, professional)

Overview

The East Venice Ave Neighborhood is a predominately residential area with significant commercial activity along East Venice Avenue and serves as an eastern gateway into the City. This Neighborhood is bordered along its northern boundary by the Pinebrook Neighborhood, and the Gateway/Waterway Neighborhood to the west. Major landmarks include:

- Edgewood Residential District (John Nolen)
- East Gate Residential District
- Venice Commons Shopping Center
- Aston Gardens



Existing Land Use & Development

The East Venice Avenue Neighborhood encompasses 563 559 acres (gross acreage) or approximately 5.1 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:

- 1,782 residential units (single family detached, single family attached, multifamily/ condominium), and
- 863,091 square feet of non-residential uses (commercial, office, civic, professional)

Future Land Use

East Venice Ave				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	94	4,094,640	0	184 <u>190</u>	8,015,040 8,264,210	0
CONSERVATION	0	0	0	608	0	0
GOVERNMENT	15	0	0	634 <u>644</u>	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 <u>962</u>	0	4,968 4,812
MEDIUM DENSITY RESIDENTIAL	92	0	1,196	273	0	3,554
MIXED USE CORRIDOR	0	0	0	624 <u>606</u>	11,194,920 10,944,108	3,475 4,021
<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 <u>58</u>	54,886 50,328	315 <u>289</u>	4,307 <u>4,306</u>	3,544,477 3,543,766	21,169 21,165
MIXED USE TRANSITIONAL	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	32 <u>33</u>	0	287 <u>295</u>	544 <u>566</u>	0	4,869 5,097
OPEN SPACE FUNCTIONAL	2	0	0	568 <u>573</u>	0	0
	502 <u>498</u>	4,956,693 4,952,135	2,633 2,615	10,073	81,489,652 81,487,299	42,973 43,589
ROW	61			887		
Total City Boundary	563 <u>559</u>			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 non-residential uses capable of supporting the adjacent residential areas. In support of this Strategy, the City shall utilize the land development regulations to require that redevelopment projects are consistent with the historical character of those portions of the East Venice Neighborhood (i.e., Edgewood, East Gate), specifically regarding:

- A. Historic grid street patterns established by the Nolen Plan,
- B. Building massing, form, layout, and setbacks.

Strategy LU-EV 1.1.2 - Mixed Use Residential

The MUR within the East Venice Avenue Neighborhood comprises approximately ~~63~~58 acres generally including a mix of non-residential uses and adjacent, supporting residential uses centered on East Venice Avenue (see mixed use descriptions in the Future Land Use Element). The following shall apply for the MUR designation:

- A. The minimum residential density is 1.0; the maximum residential density is 5.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUR is:

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing as of 11/01/21
MUR	63 <u>58</u>	5	95%	100%	299 <u>274</u>	345 <u>289</u> ^{*1}	388 <u>322</u>

*1 = See LU 1.2.16.5 specific to those existing PUDs that exceed current MUR and PUD Code standards

- B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.40 (designation-wide); 0.25 (for individual sites). The range of square footage permitted in the MUR is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Existing as of 11/01/21
MUR	63 <u>58</u>	0.40	0%	5%	0	54,886 <u>50,328</u> ^{*1}	38,057

*1 = See LU 1.2.16.5 specific to those existing PUDs that exceed current MUR and PUD Code standards

- C. Specific to Open Space, see LU 1.2.16.6.c.

Transportation:

Strategy TR-EV 1.1.3 - Complete Street Elements

Multimodal transportation improvements shall be designed in a context sensitive manner and incorporate appropriate complete street principles based upon the location of the improvement within the neighborhood. Specific complete street elements to be included on a particular street segment shall be subject to evaluation and approval on a segment by segment basis. Potential candidates for complete street principles include but are not limited to items identified by “x”.

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

Strategy TR-EV 1.1.4 - Driveway Connections

The City shall discourage the installation of additional driveway connections along East Venice Avenue, except where no other legal access may be provided, minimizing curb cuts. The City shall utilize appropriate access management strategies (i.e. location and spacing of permitted driveways) based on the roadway’s functional characteristics, surrounding land uses, and the roadway’s user. In support of this Strategy, the City encourages the use of cross-access between properties/uses and the sharing of existing driveways providing for more efficient access management standards.

Areas for Future Consideration:

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

- A. The City needs to coordinate and review the Joint Planning Areas with Sarasota County to confirm or assess the need for revisions to potential annexation and coordination areas.

Figure (Map) LU-EV-1: Aerial

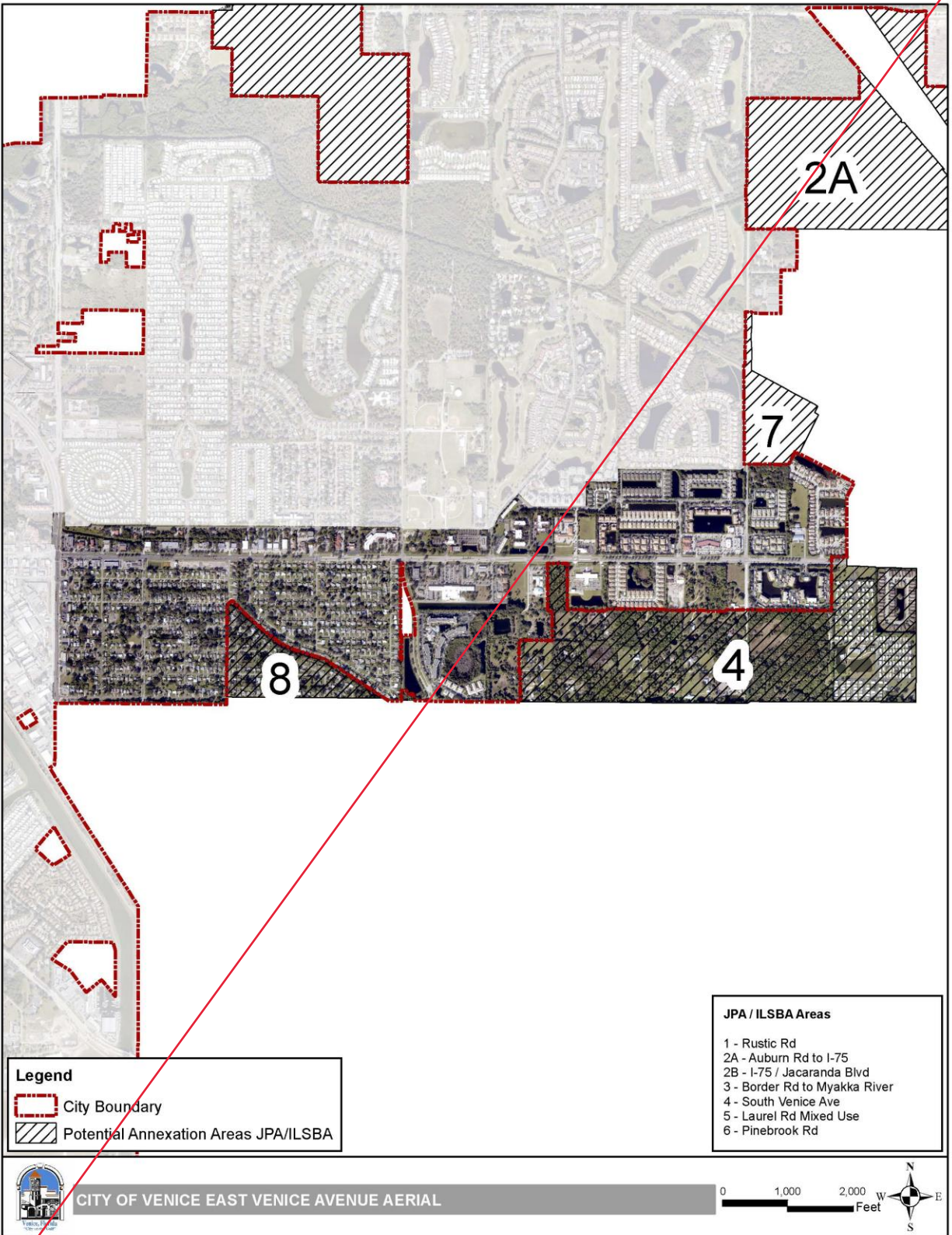


Figure (Map) LU-EV-1: Aerial

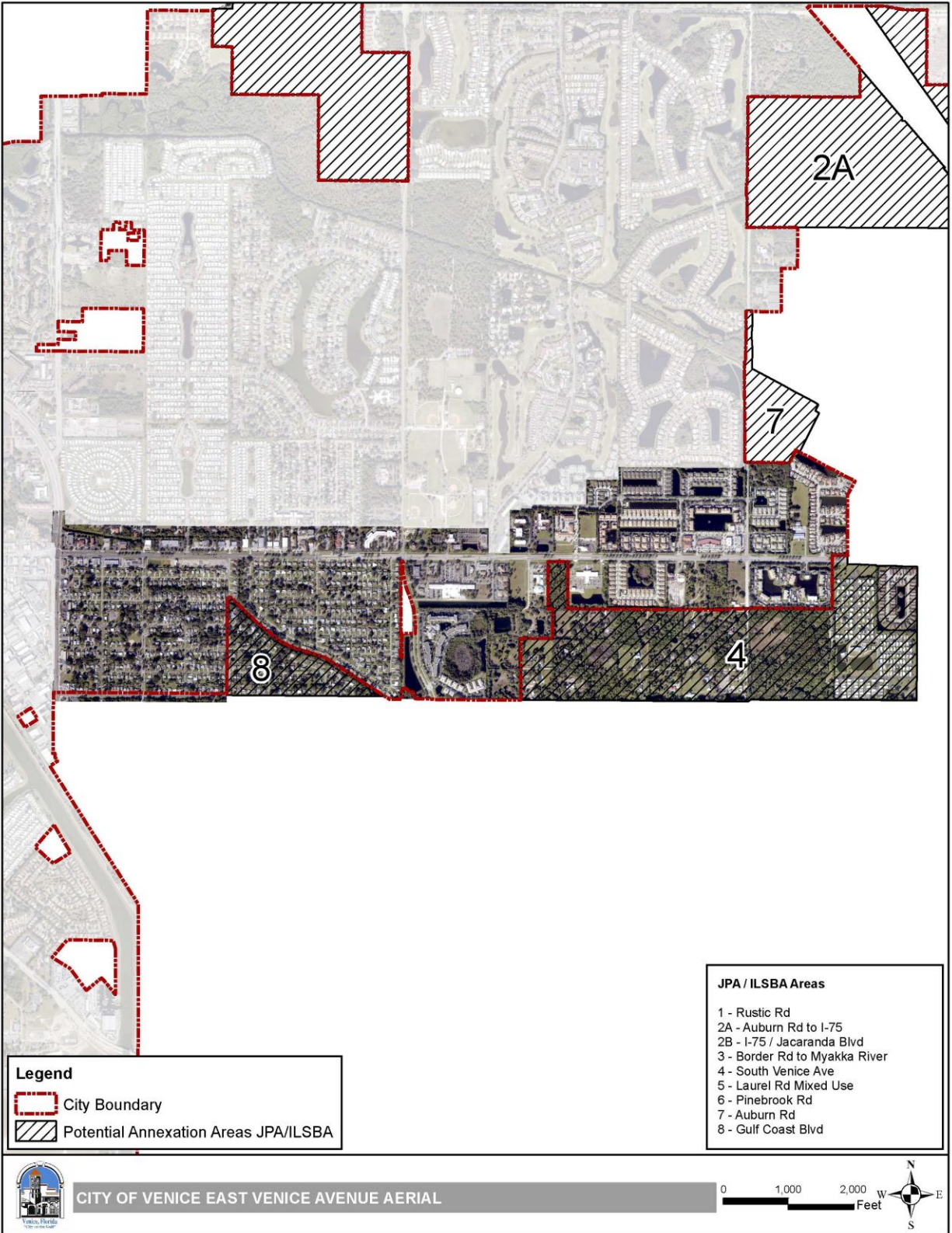


Figure (Map) LU-EV-2: Future Land Use Map

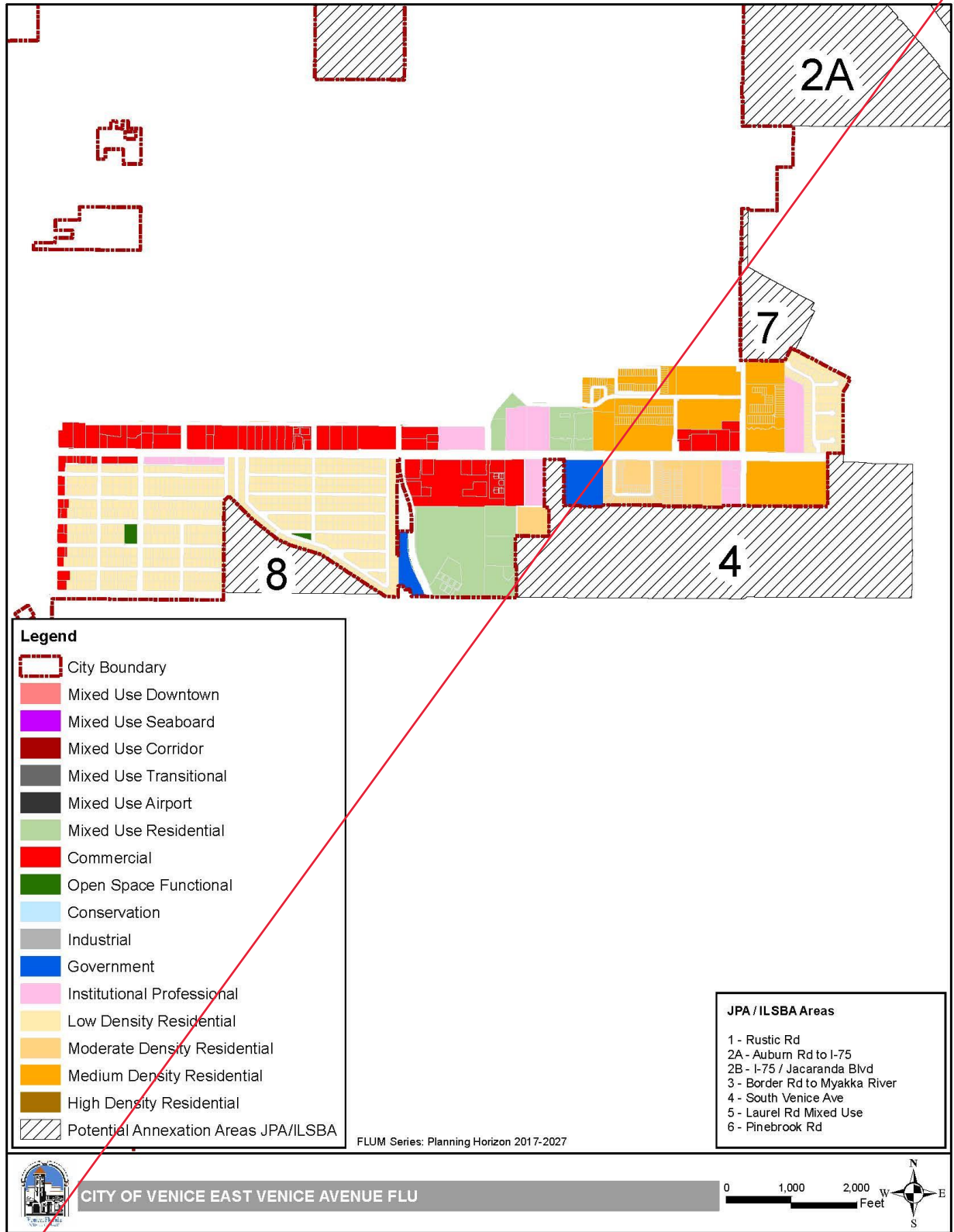
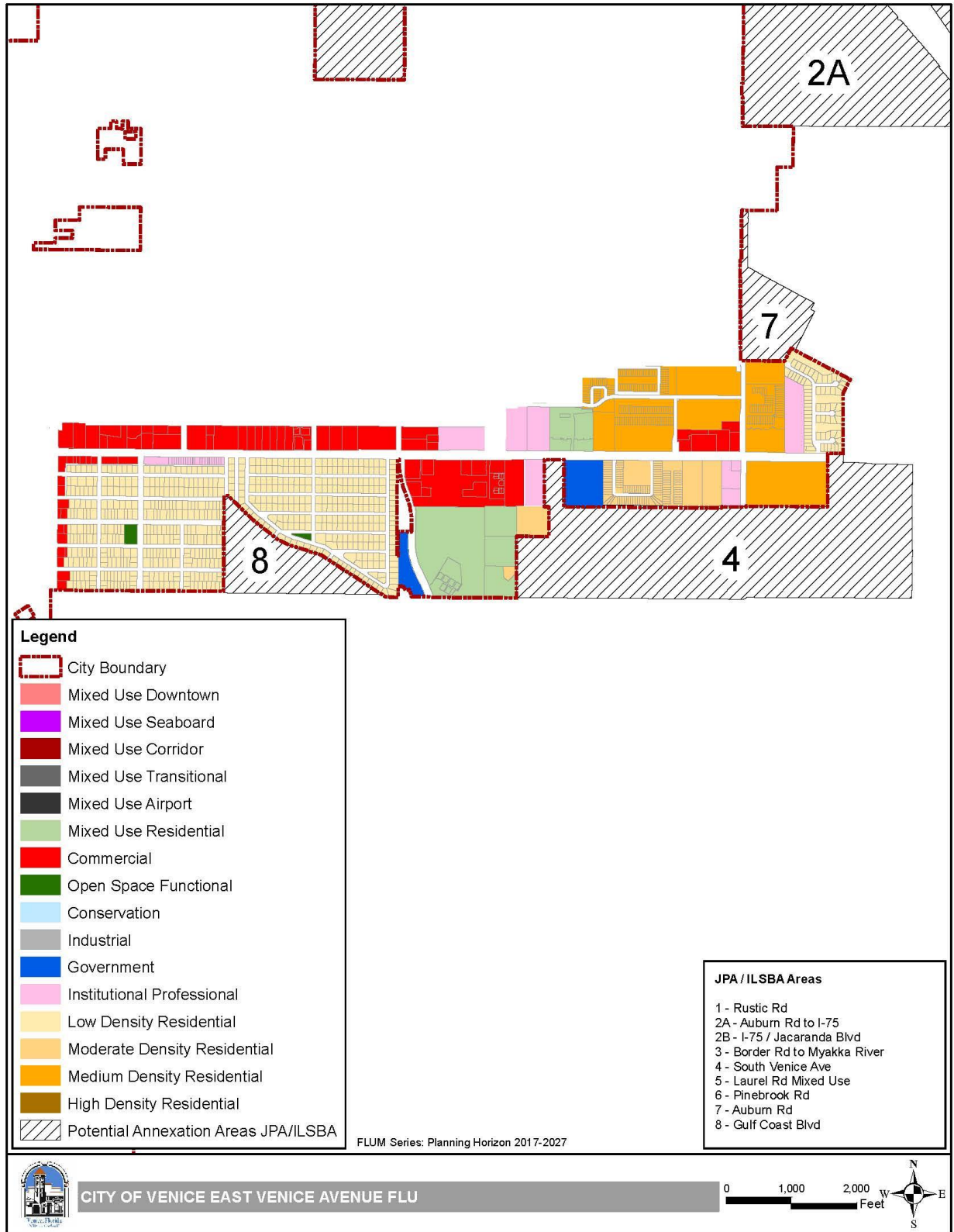
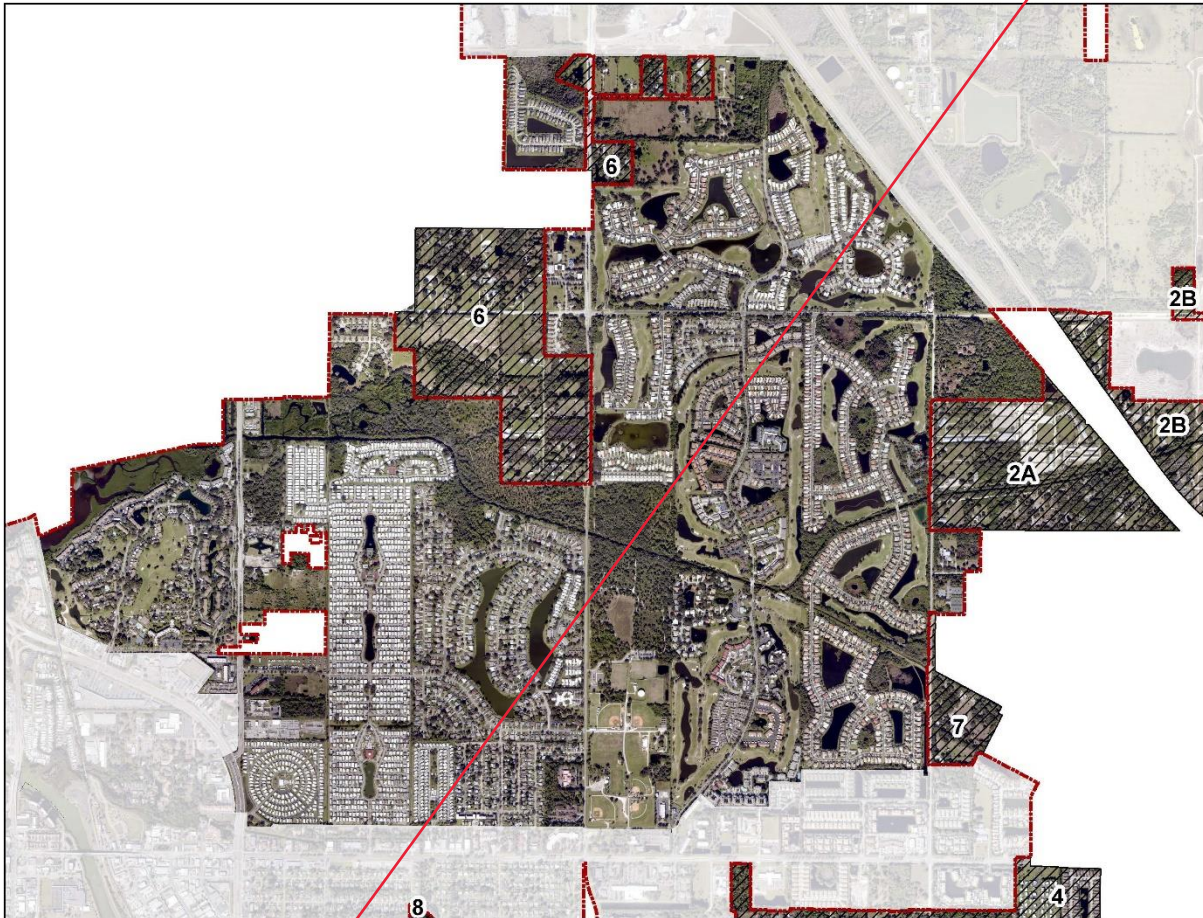


Figure (Map) LU-EV-2: Future Land Use Map



Overview

The Pinebrook Neighborhood lies east of U.S. 41 Bypass, north of East Venice Avenue, south of Laurel Road and to the west of I-75. A key feature to this neighborhood are the City parks including Wellfield, Pinebrook Park, and the Curry Creek Preserve.



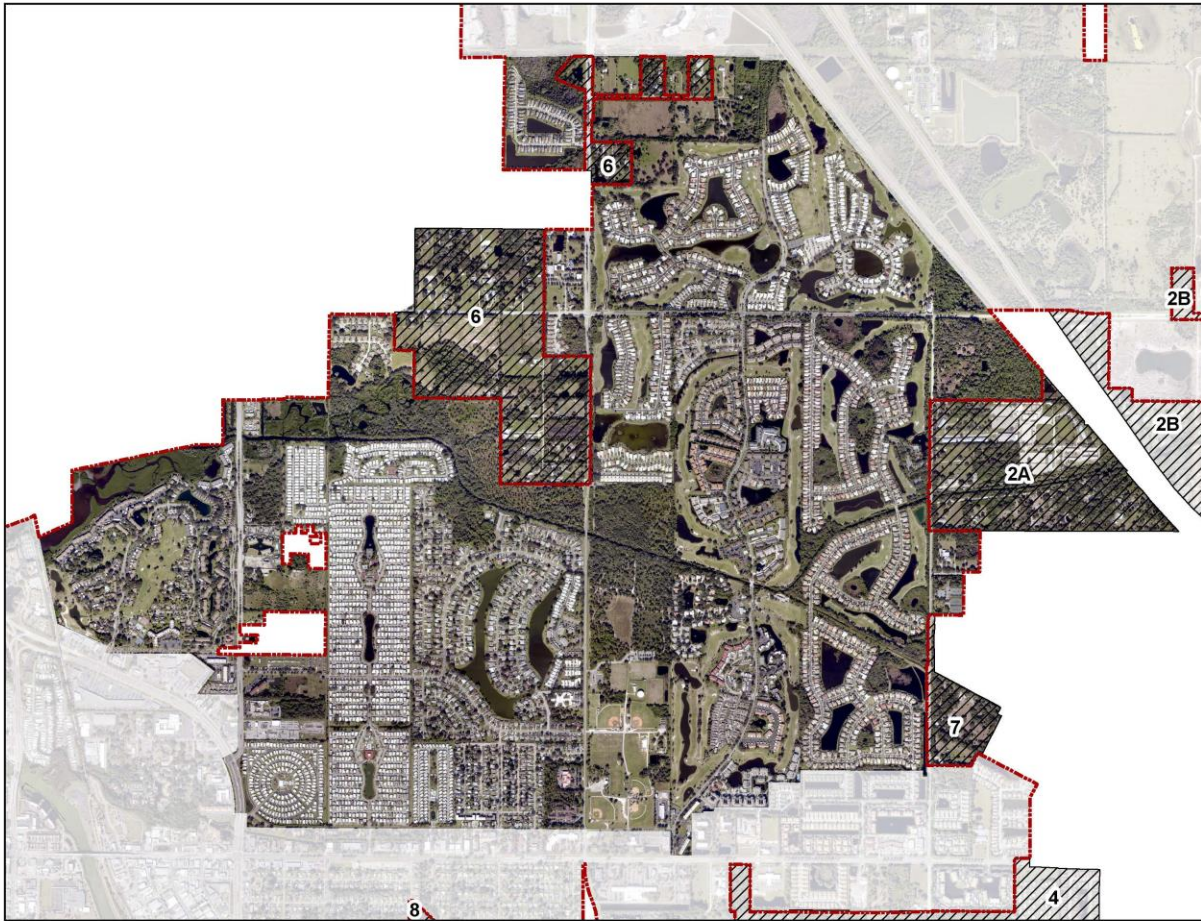
Existing Land Use & Development

The Pinebrook Neighborhood encompasses approximately 2,410 acres (gross acreage) or approximately 22 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 (within the City):

- 6,941 residential units (single family detached, single family attached, multifamily/ condominium)
 - Includes the Bay Indies Mobile Home Park and Ridgewood Mobile Home Park
- 362,628 square feet of non-residential uses (commercial, office, civic, professional)

Overview

The Pinebrook Neighborhood lies east of U.S. 41 Bypass, north of East Venice Avenue, south of Laurel Road and to the west of I-75. A key feature to this neighborhood are the City parks including Wellfield, Pinebrook Park, and the Curry Creek Preserve.



Existing Land Use & Development

The Pinebrook Neighborhood encompasses approximately 2,440 2,415 acres (gross acreage) or approximately 22 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 (within the City):

- 6,941 residential units (single family detached, single family attached, multifamily/ condominium)
 - Includes the Bay Indies Mobile Home Park and Ridgewood Mobile Home Park
- 362,628 square feet of non-residential uses (commercial, office, civic, professional)

Future Land Use

Pinebrook				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	41 17	479,160 744,531	0	484 190	8,015,040 8,264,210	0
CONSERVATION	224	0	0	608	0	0
GOVERNMENT	2	0	0	634 644	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 85	0	458 427	994 962	0	4,968 4,812
MEDIUM DENSITY RESIDENTIAL	96	0	1,253	273	0	3,554
MIXED USE CORRIDOR	0	0	0	624 606	11,194,920 10,944,108	3,475 4,021
<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 1,271	1,103,810 1,107,656	6,335 6,357	4,307 4,306	3,544,477 3,543,766	21,169 21,165
MIXED USE TRANSITIONAL	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	334	0	3,006	544 566	0	4,869 5,097
OPEN SPACE FUNCTIONAL	79	0	0	568 573	0	0
	2,183 2,188	3,205,144 3,474,362	11,124 11,116	10,073	81,489,652 81,487,299	42,973 43,589
ROW	227			887		
Total City Boundary	2,410 2,415			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.

Strategy LU-PB 1.1.2 - Mixed Use Residential

The MUR within the Pinebrook Neighborhood comprises approximately 1,26771 acres generally including residential areas west of I-75 and along Pinebrook Road (see mixed use descriptions in the Future Land Use Element). The following shall apply for the MUR designation:

- A. The minimum residential density is 1.0 dwelling units (DU's) per gross acre; maximum residential density is 5.0 DU's per gross acre. The range of dwelling units permitted in the MUR is:

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing as of 11/01/21
MUR	<u>1,26771</u>	5	95%	100%	6,04839	6,33557	<u>4,462528</u>

- B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.40 (designation-wide); 0.25 (for individual sites). The range of square footage permitted in the MUR is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Existing as of 11/01/21
MUR	<u>1,26771</u>	0.40	0%	5%	0	4,103,810 1,107,656	82,640

- C. Specific to Open Space, see LU 1.2.16.6.c.

Transportation:

Strategy TR-PB 1.1.3 - Complete Street Elements

Multimodal transportation improvements shall be designed in a context sensitive manner and incorporate appropriate complete street principles based upon the location of the improvement within the neighborhood. Specific complete street elements to be included on a particular street segment shall be subject to evaluation and approval on a segment by segment basis. Potential candidates for complete street principles include but are not limited to items identified by "x".

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

Strategy TR-PB 1.1.4 - Roadway Improvements

To achieve complete street elements, improvement to roadways may need to incorporate additional travel lanes, sidewalks, bicycle lanes, and other street improvements.

Open Space:

Strategy OS-PB 1.1.5 - Park Preservation

Consistent with the Parks Master Plan, the City shall preserve the public open spaces, both functional and conservation, including Curry Creek Preserve, Wellfield Park, and Pinebrook Park. Parks may also be expanded to address the needs identified in the Parks Master Plan. In addition, portions of existing and or proposed parks may be utilized for City government uses.

Strategy OS-PB 1.1.6 - Open Space Connectivity

The City shall preserve and enhance the existing connectivity features for both wildlife and humans within the open space areas of this Neighborhood. This strategy may be provided through, but not limited to, obtaining conservation easements, transfer of development rights, and property acquisitions.

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 confirm or assess the need for revisions to potential annexation and coordination areas
- B. Growth, development, and the Honore extension may cause Pinebrook Road to reach an unacceptable LOS between Edmondson Road and East Venice Avenue that will require improvements

Figure (Map) LU-PB-1: Aerial

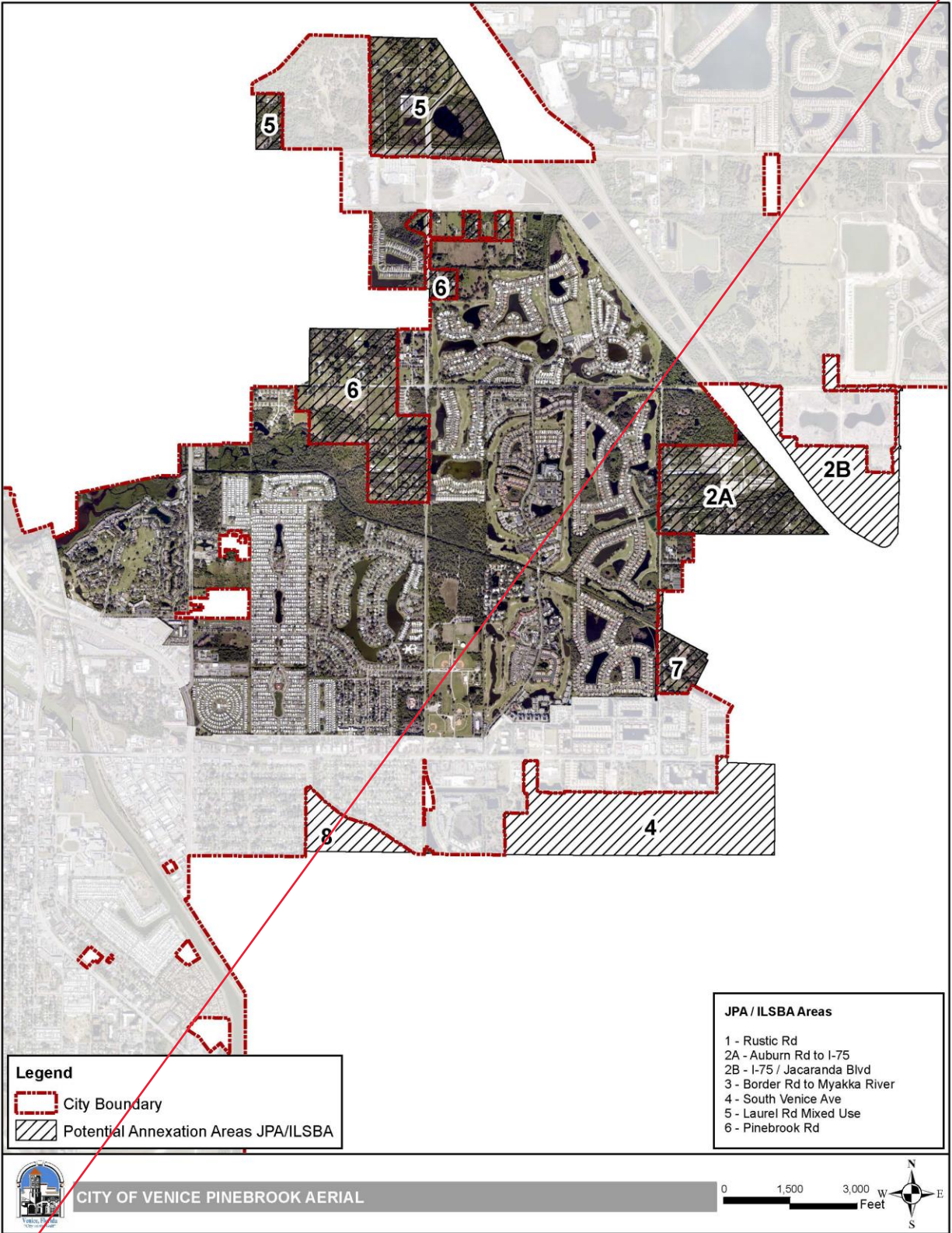


Figure (Map) LU-PB-1: Aerial

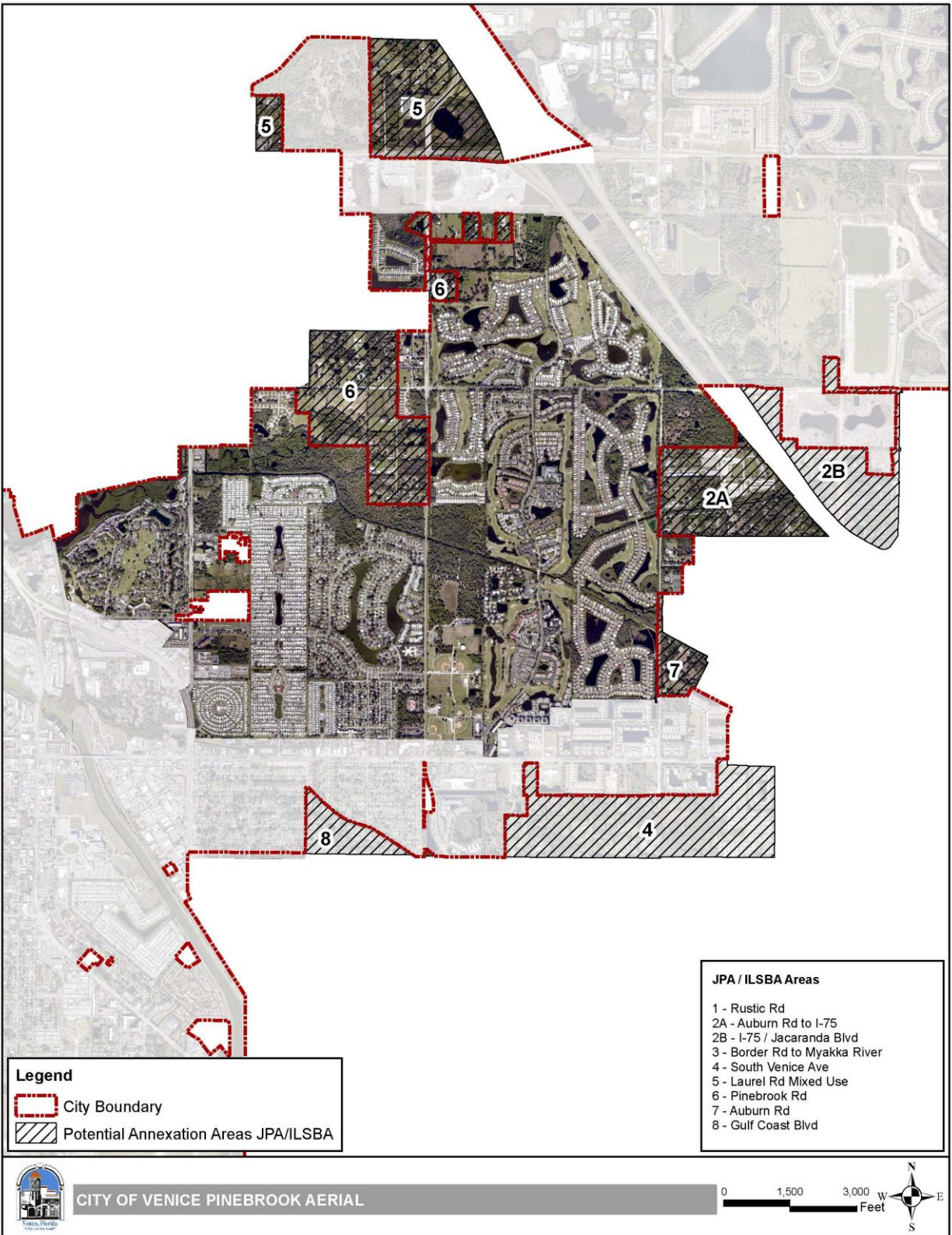


Figure (Map) LU-PB-2: Future Land Use Map

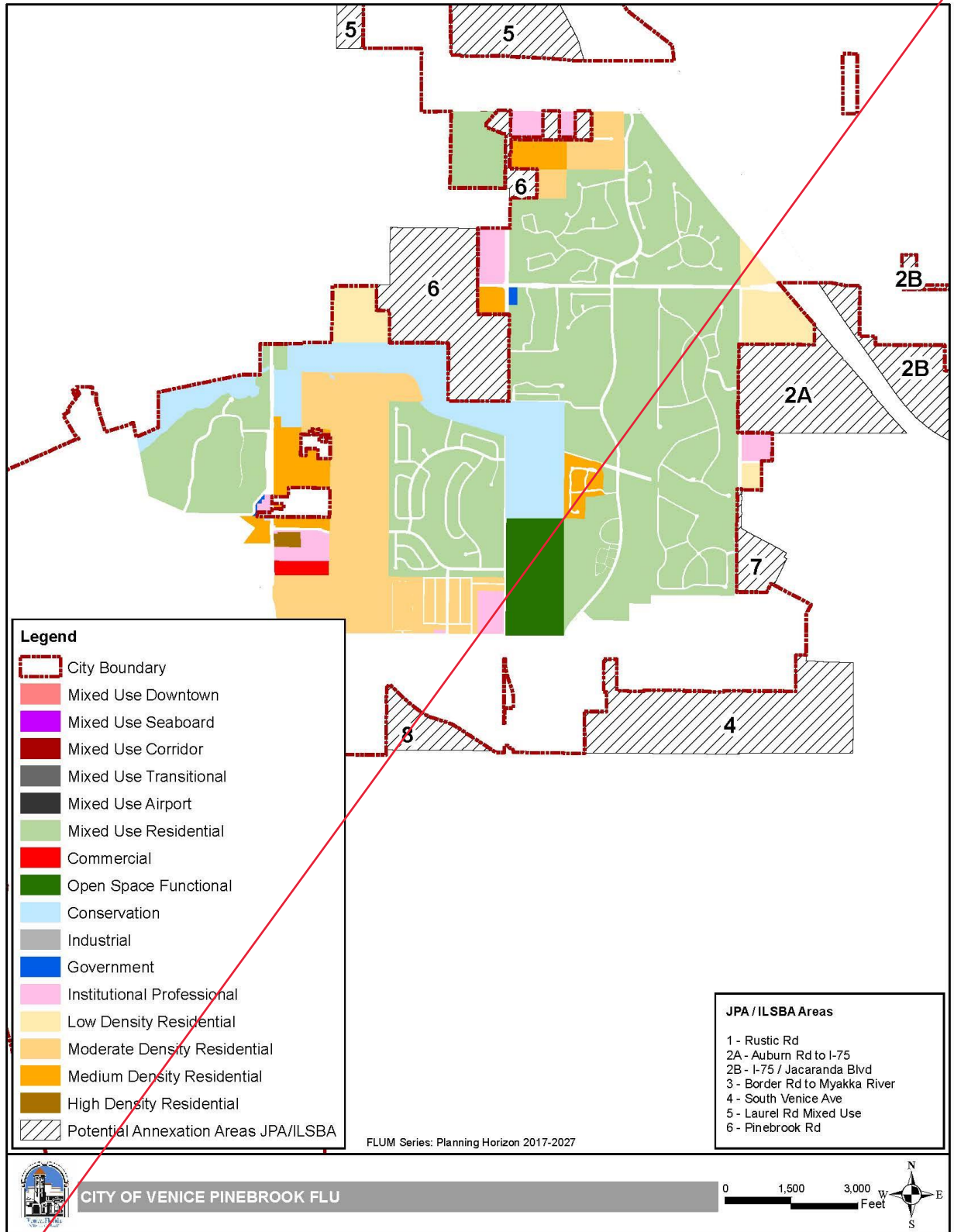


Figure (Map) LU-PB-2: Future Land Use Map

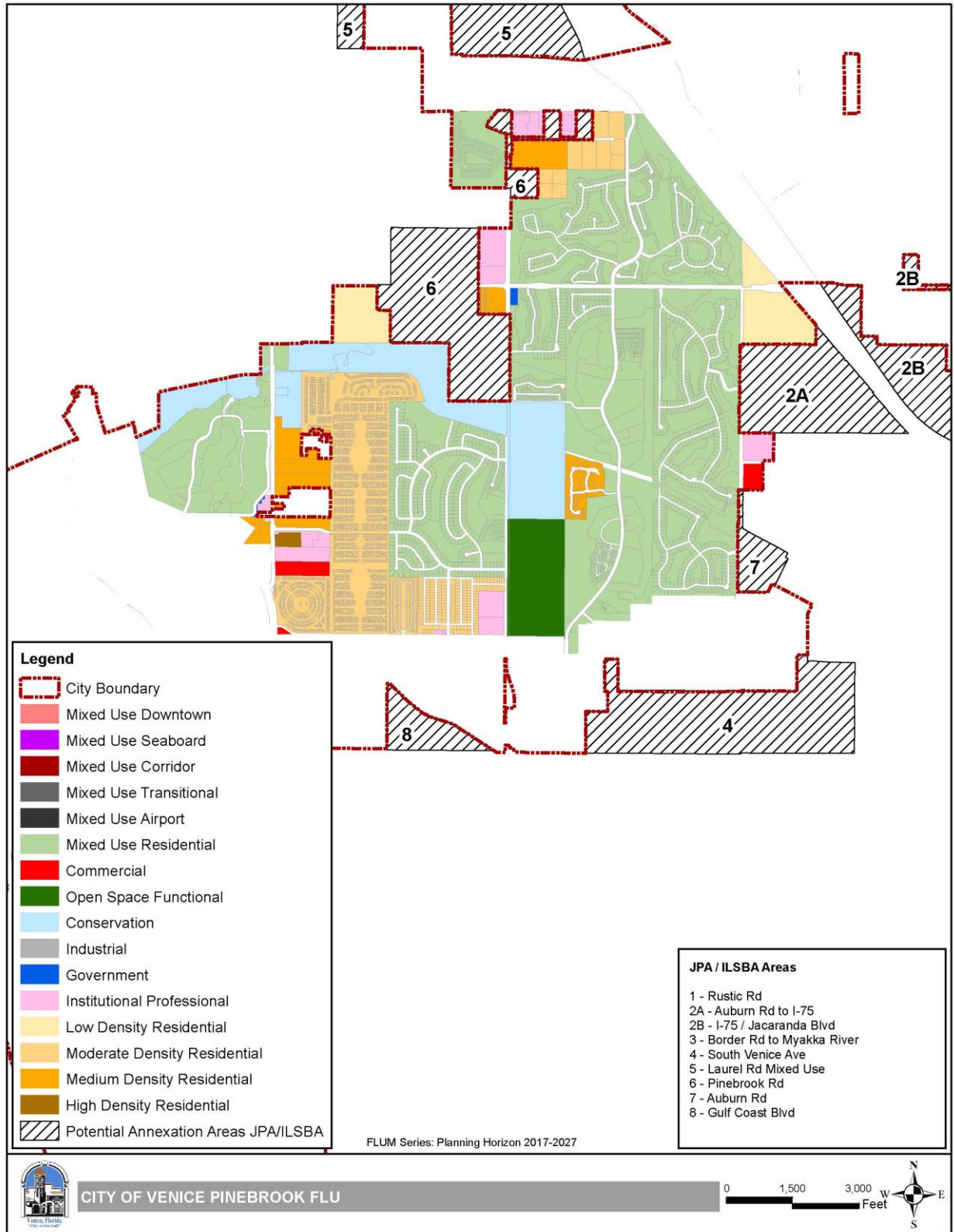


Figure (Map) LU-PB-3: Coastal High Hazard

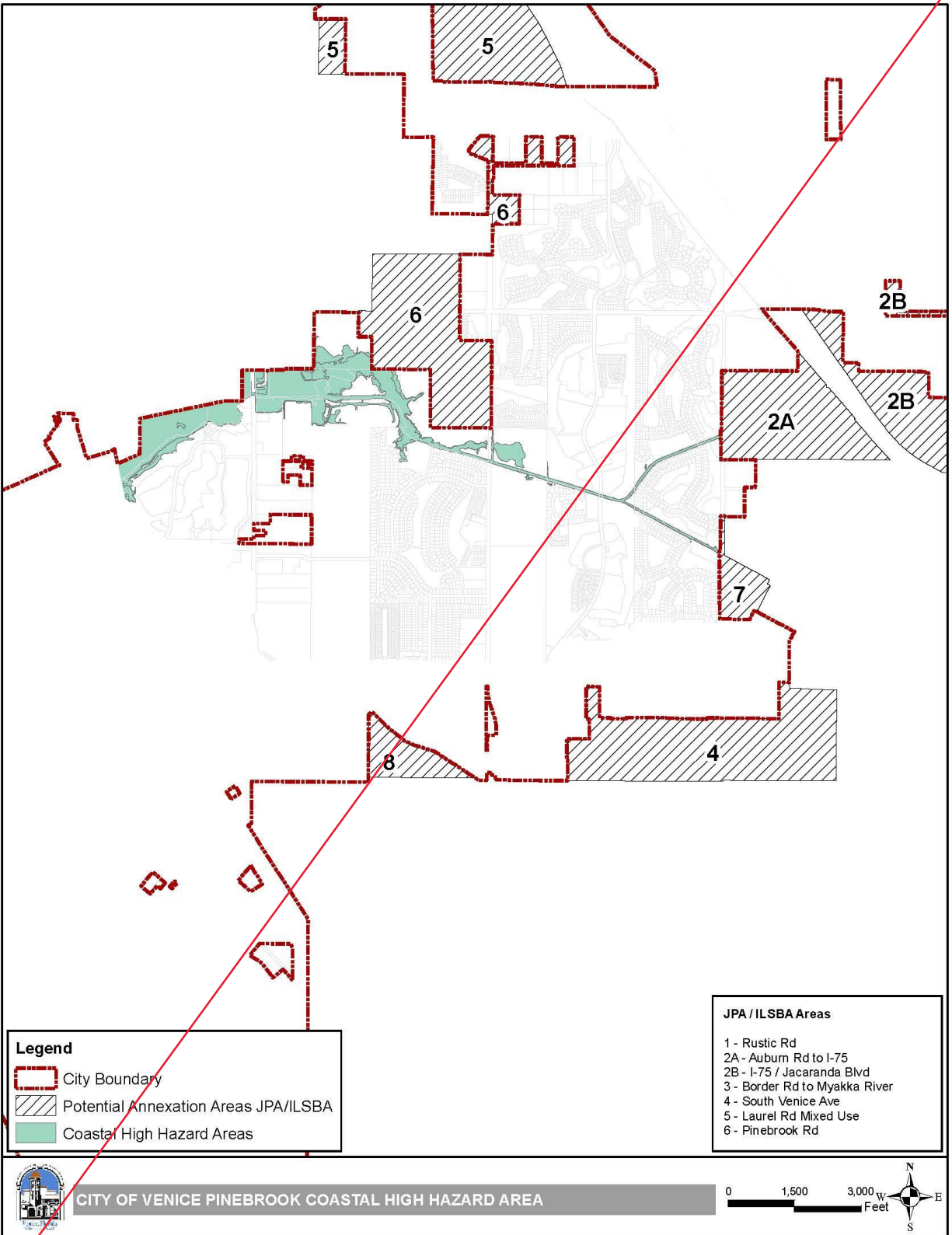


Figure (Map) LU-PB-3: Coastal High Hazard

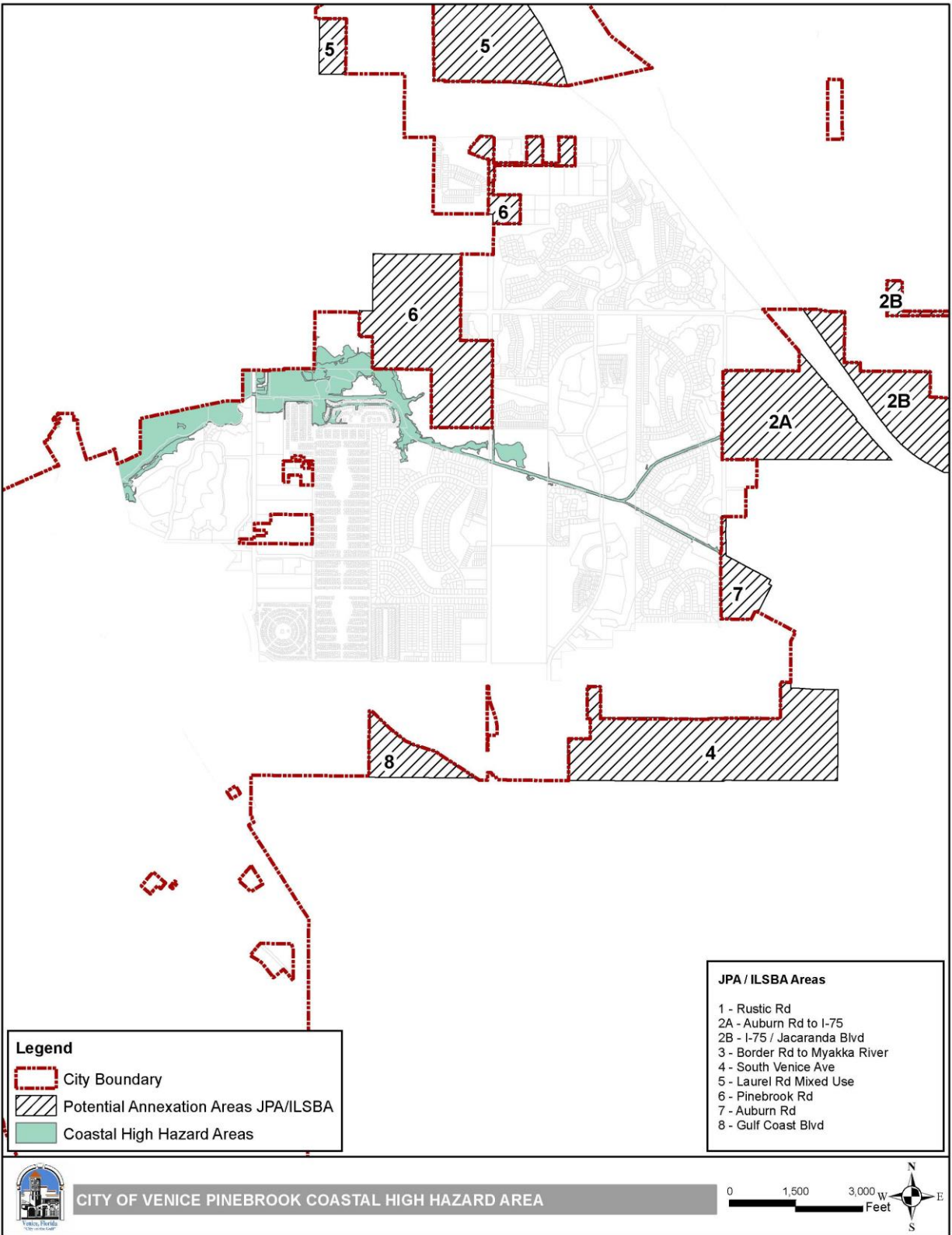


Figure (Map) LU-PB-4: Coastal High Hazard Area identified (w/ FLU)

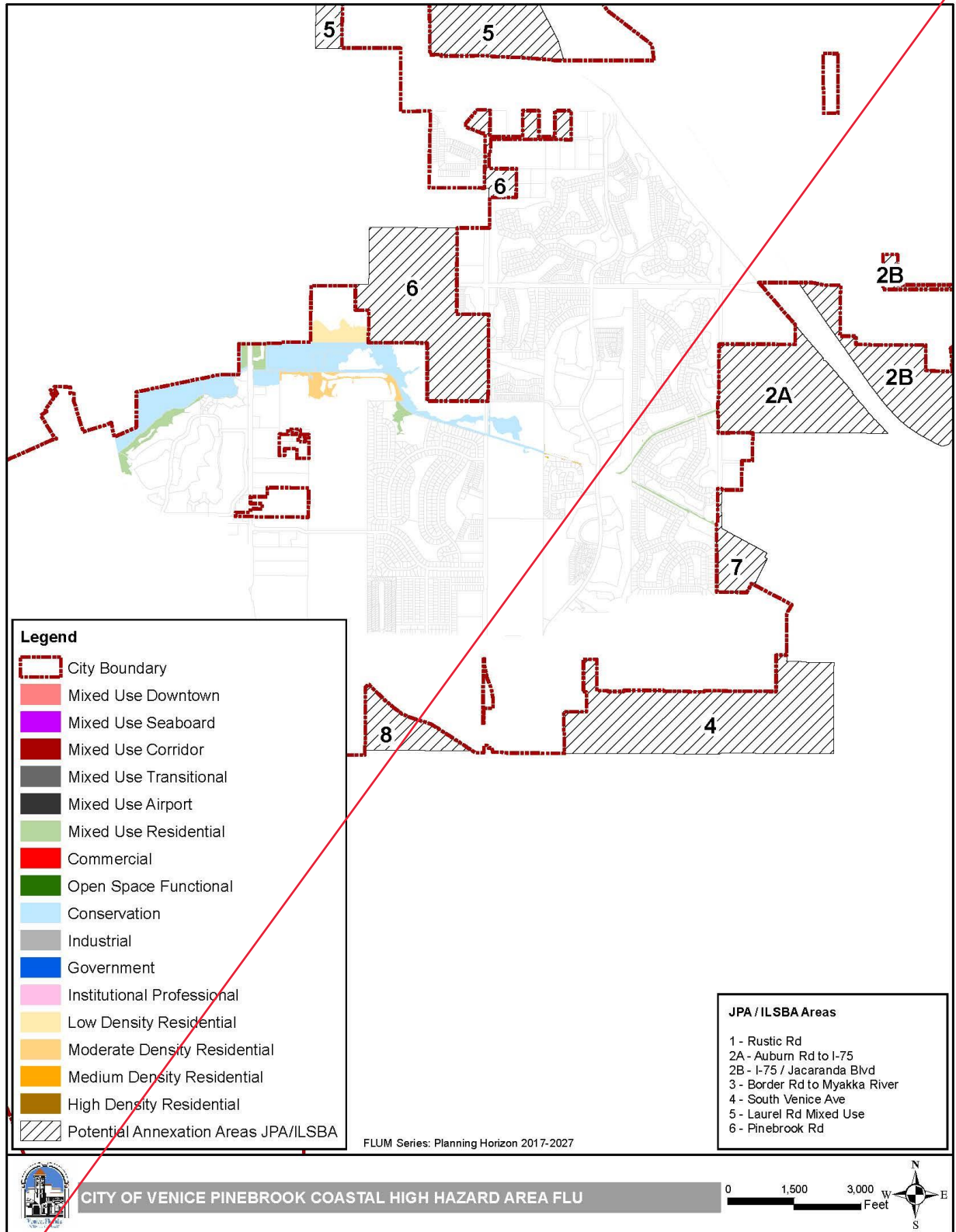
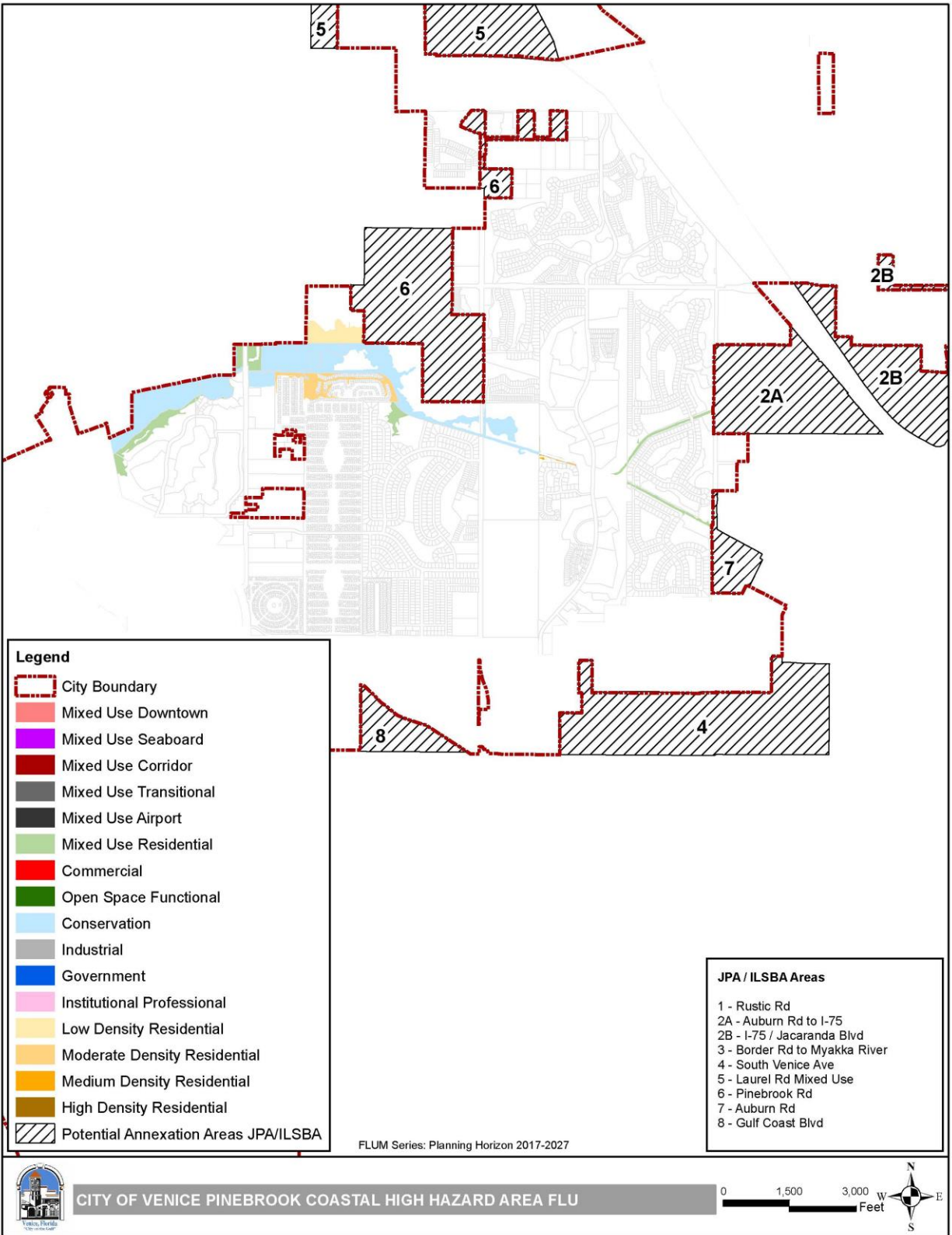


Figure (Map) LU-PB-4: Coastal High Hazard Area identified (w/ FLU)

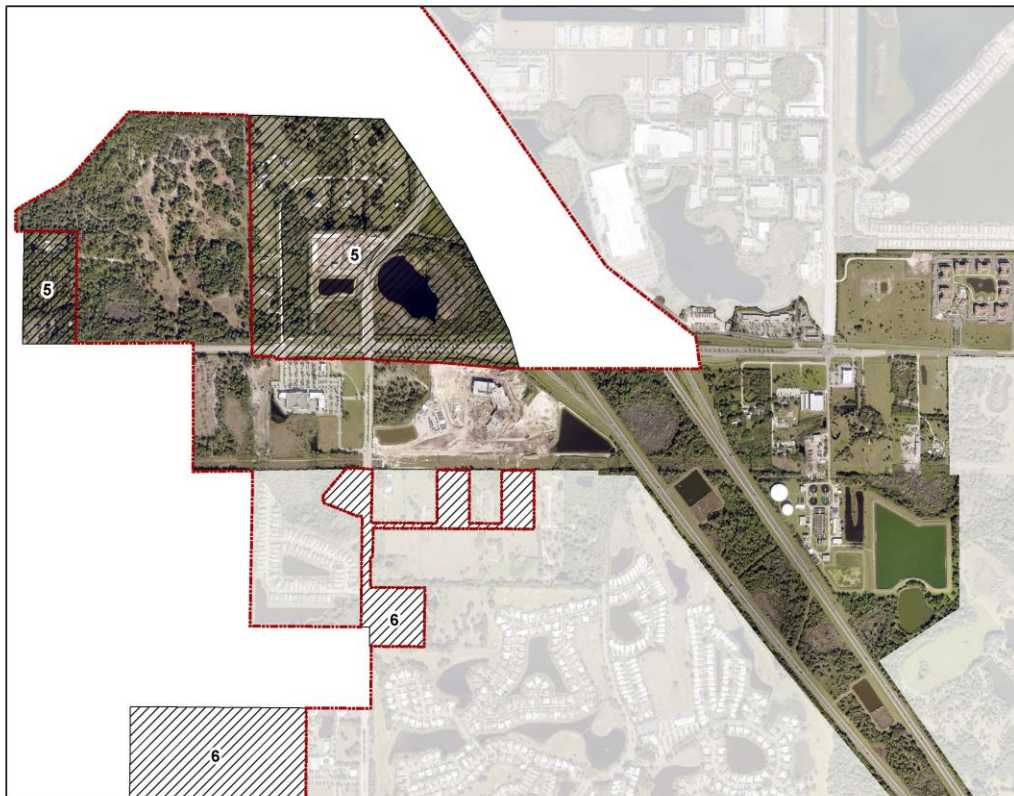


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Overview

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

- Plaza Venezia/Publix
- Portofino
- The Bridges



Existing Land Use & Development

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

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

Future Land Use

Laurel Rd Corridor				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	0	0	0	184 190	8,015,040 8,264,210	0
CONSERVATION	0	0	0	608	0	0
GOVERNMENT	71	0	0	634 644	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	994 962	0	4,968 4,812
MEDIUM DENSITY RESIDENTIAL	0	0	0	273	0	3,554
MIXED USE CORRIDOR	299 294	5,860,998 5,766,024	972 956	624 606	11,194,920 10,944,108	3,475 4,021
<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 4,306	3,544,477 3,543,766	21,169 21,165
MIXED USE TRANSITIONAL	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	72	0	648	544 566	0	4,869 5,097
OPEN SPACE FUNCTIONAL	9 5	0	0	568 573	0	0
	442	5,860,998 5,776,024	1,620 1,604	10,073	81,489,652 81,487,299	42,973 43,589
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~~ 294 acres generally including property along Laurel Road at the I-75 interchange (see mixed-use descriptions in the Future Land Use Element). The following shall apply for the MUC designation:

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

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing as of 11/01/21
MUC	299 <u>294</u>	13	10%	25%	389 <u>382</u>	972 <u>956</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 <u>294</u>	0.50	75%	90%	4,884,165 <u>4,805,020</u>	5,860,998 <u>5,766,024</u>	361,262

- C. For properties zoned ILW or PID with existing industrial uses prior to the adoption of the new Land Development Regulations through Ordinance No. 2022-15, such uses may be maintained and expanded. No new industrial uses may occur on these properties.

Strategy LU-LR 1.1.2 - Horizontal Mixed-Use

Horizontal and vertical mixed-use developments shall be encouraged in the Laurel Road Neighborhood. Due to the nature of the Neighborhood, the City supports primarily horizontal mixed-use as an alternative form of development; conventional, suburban-style development with increased building setbacks.

Strategy LU-LR 1.1.3 - Multifamily Focus

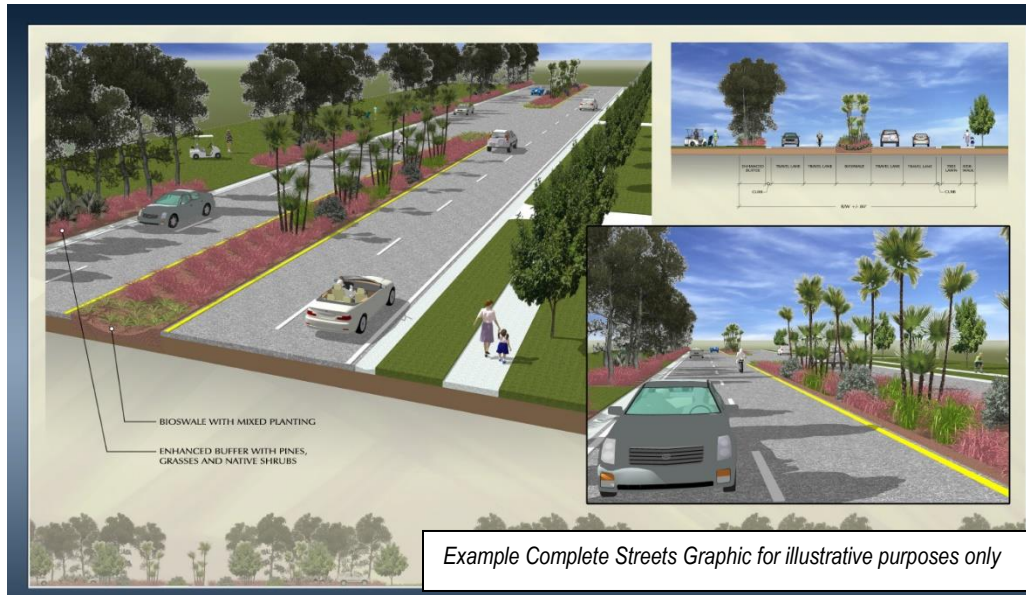
The City shall promote mixed-use to provide a variety of housing within this Neighborhood based on existing and proposed employment opportunities, existing and proposed transportation resources including transit and the availability of public infrastructure.

Transportation:

Strategy TR-LR 1.1.4- Complete Street Elements

Multimodal transportation improvements shall be designed in a context sensitive manner and incorporate appropriate complete street principles based upon the location of the improvement within the neighborhood. Specific complete street elements to be included on a particular street segment shall be subject to evaluation and approval on a segment by segment basis. Potential candidates for complete street principles include but are not limited to items identified by “x”.

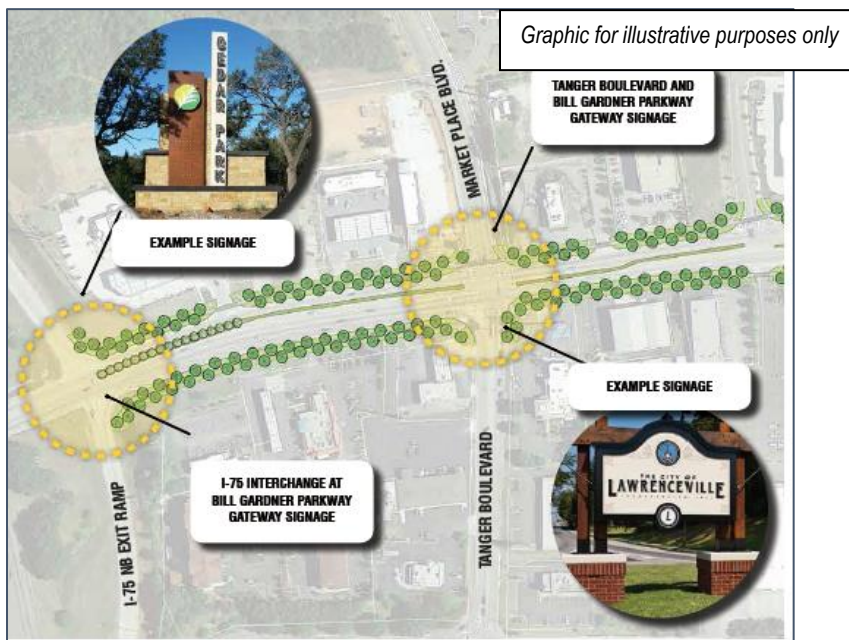
Complete Street Elements	Roadway Segments			
	Pinebrook Road	Honore Avenue	Laurel Road	Knights Trail Road
Bike Lanes / Sharrows	X	X	X	X
Sidewalks	X	X	X	X
Multi-Use Trail	X	X	X	X
Cross Walks	X	X	X	X
Pedestrian Safety Treatments	X	X	X	X
Curb Extensions Bulb-outs				
Median Islands	X	X	X	X
Shade Trees and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



Strategy TR-LR 1.1.5 - Gateway Features

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

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



Areas for Future Consideration:

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

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

Figure (Map) LU-LR-1: Aerial

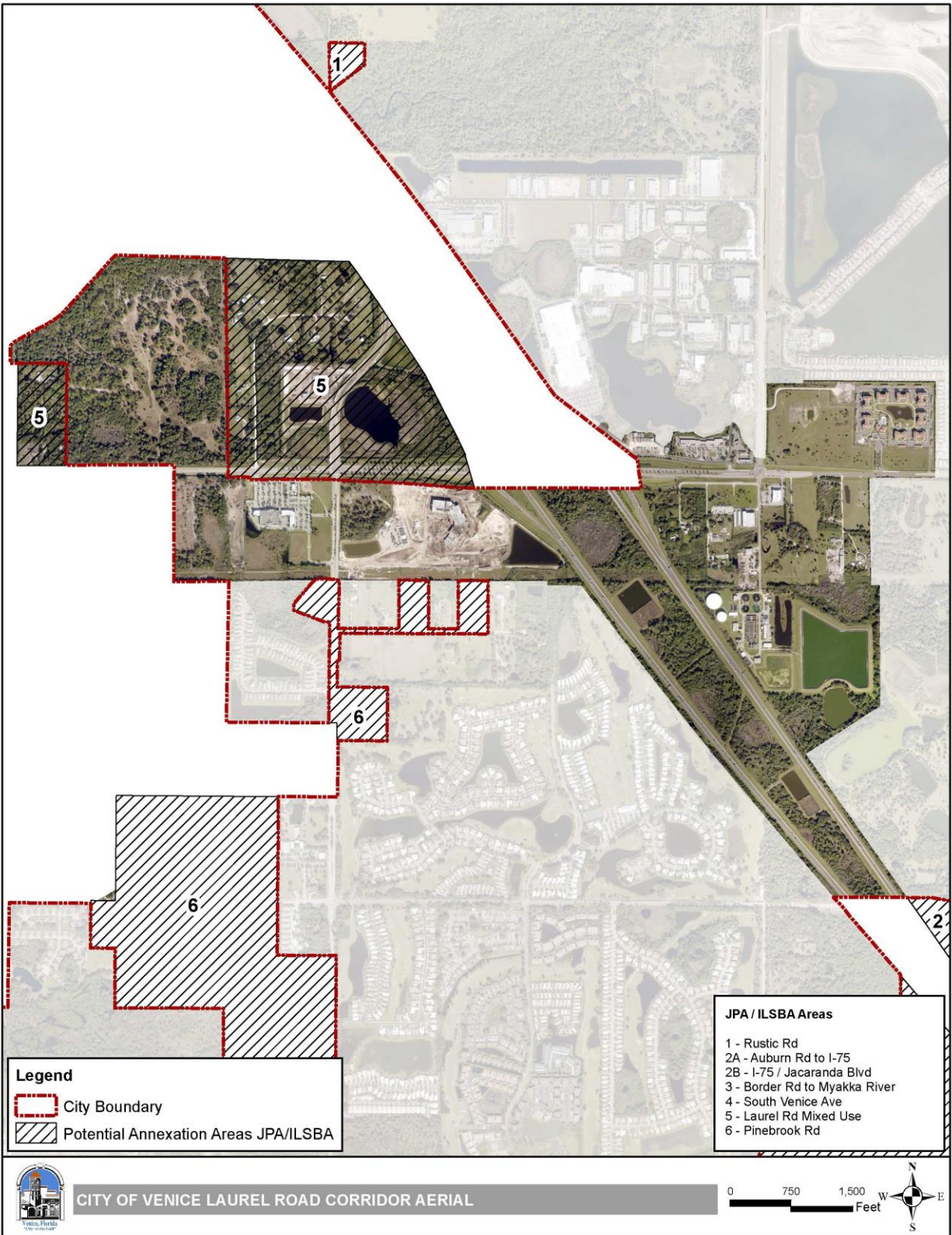


Figure (Map) LU-LR-2: Future Land Use Map

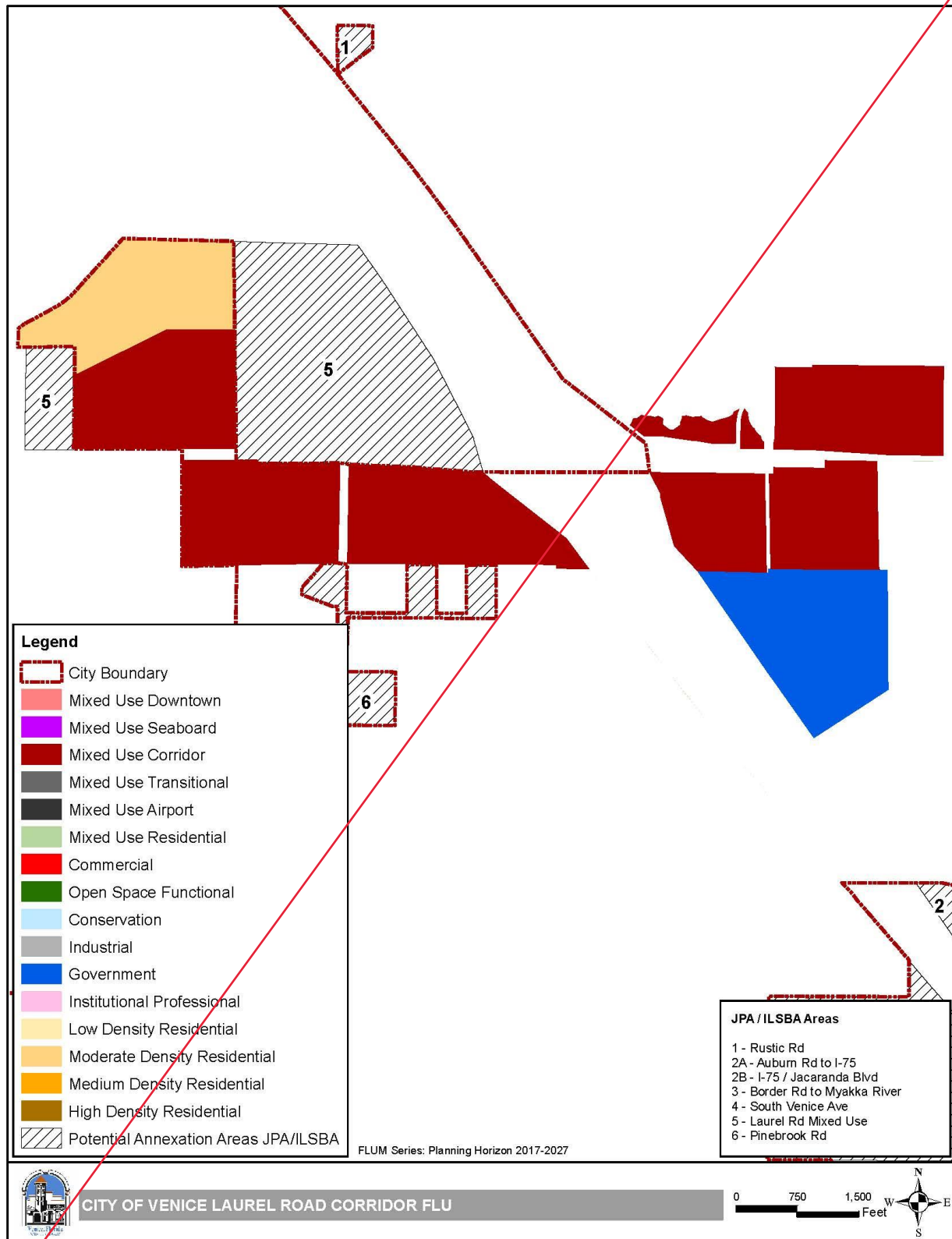


Figure (Map) LU-LR-2: Future Land Use Map

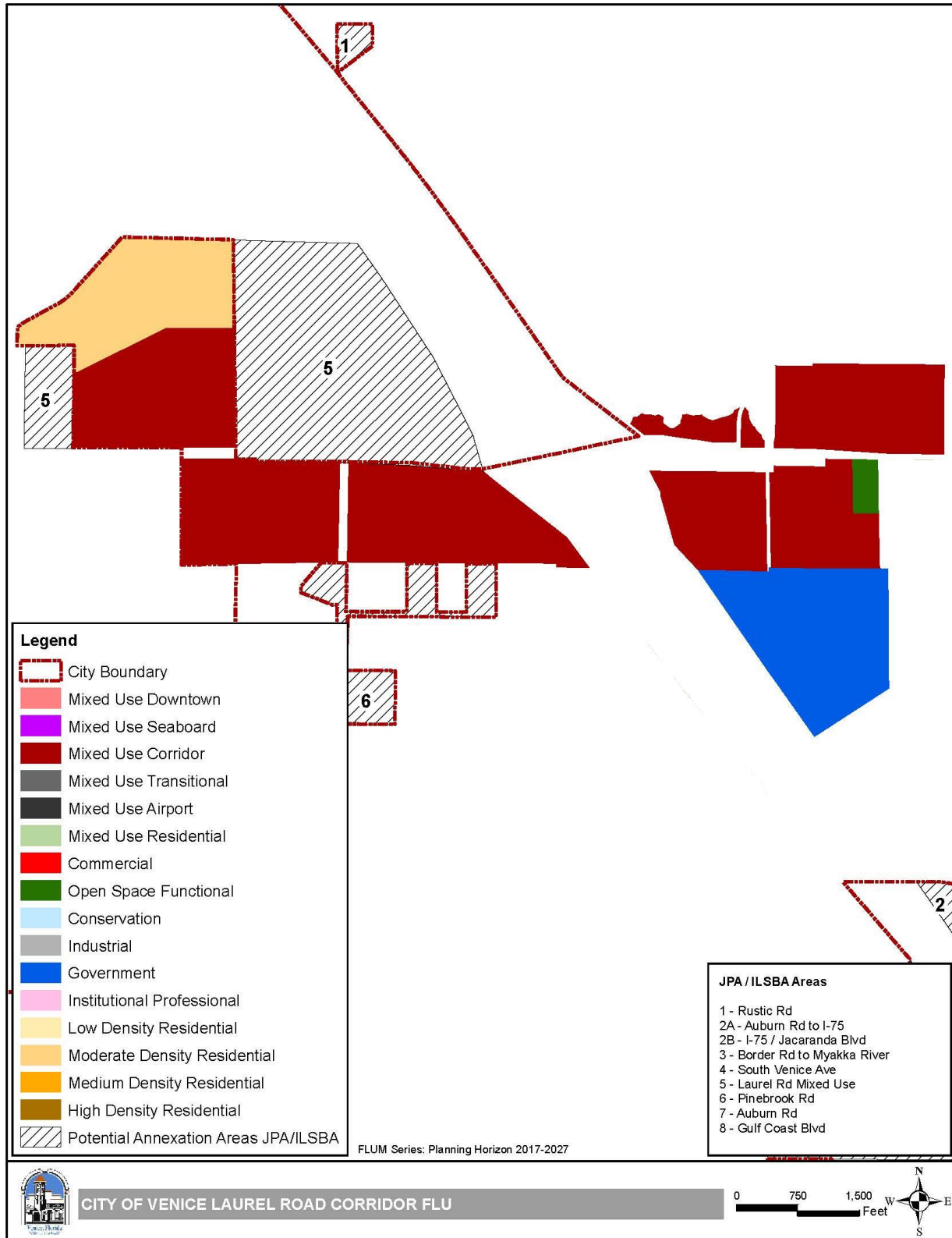


Figure (Map) LU-LR-3: Coastal High Hazard Area

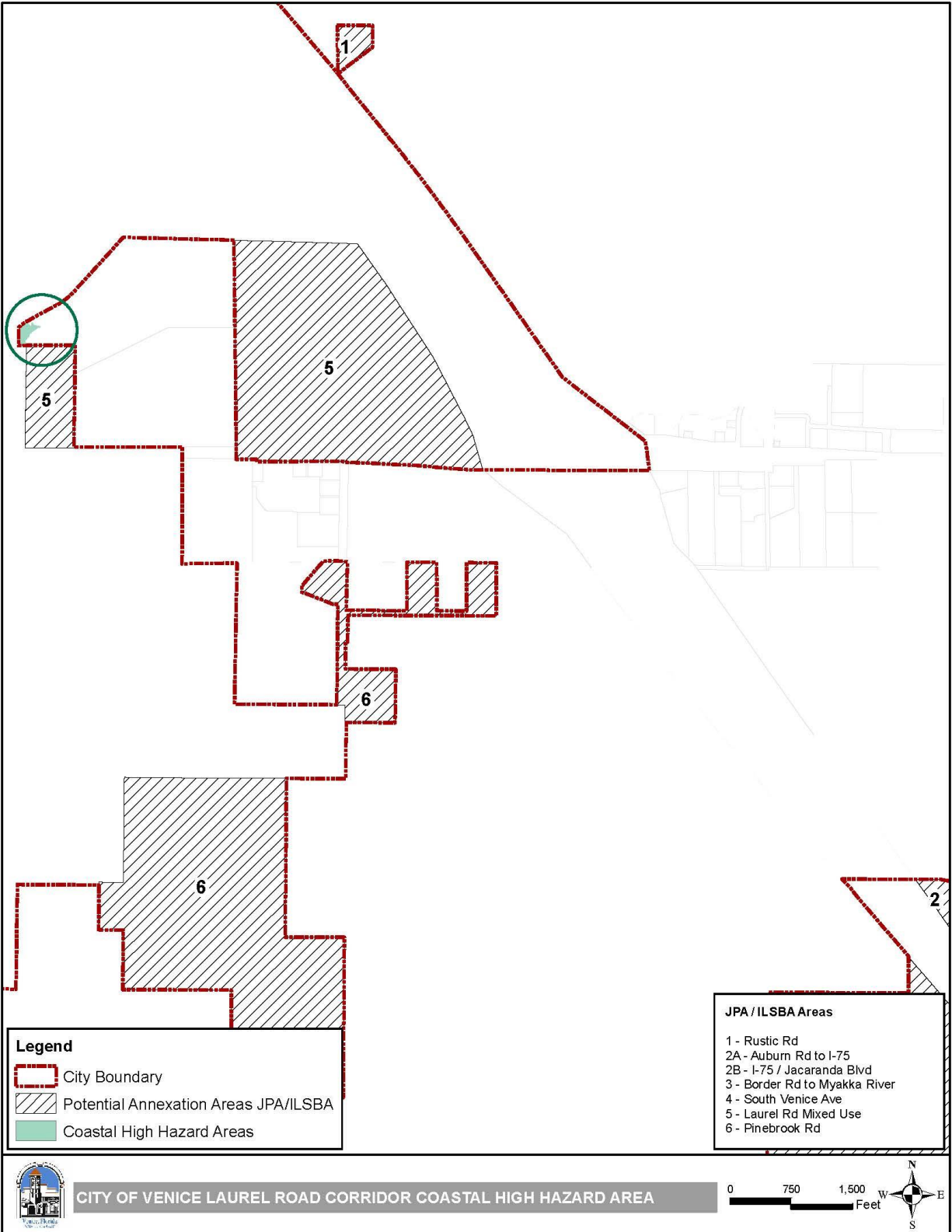
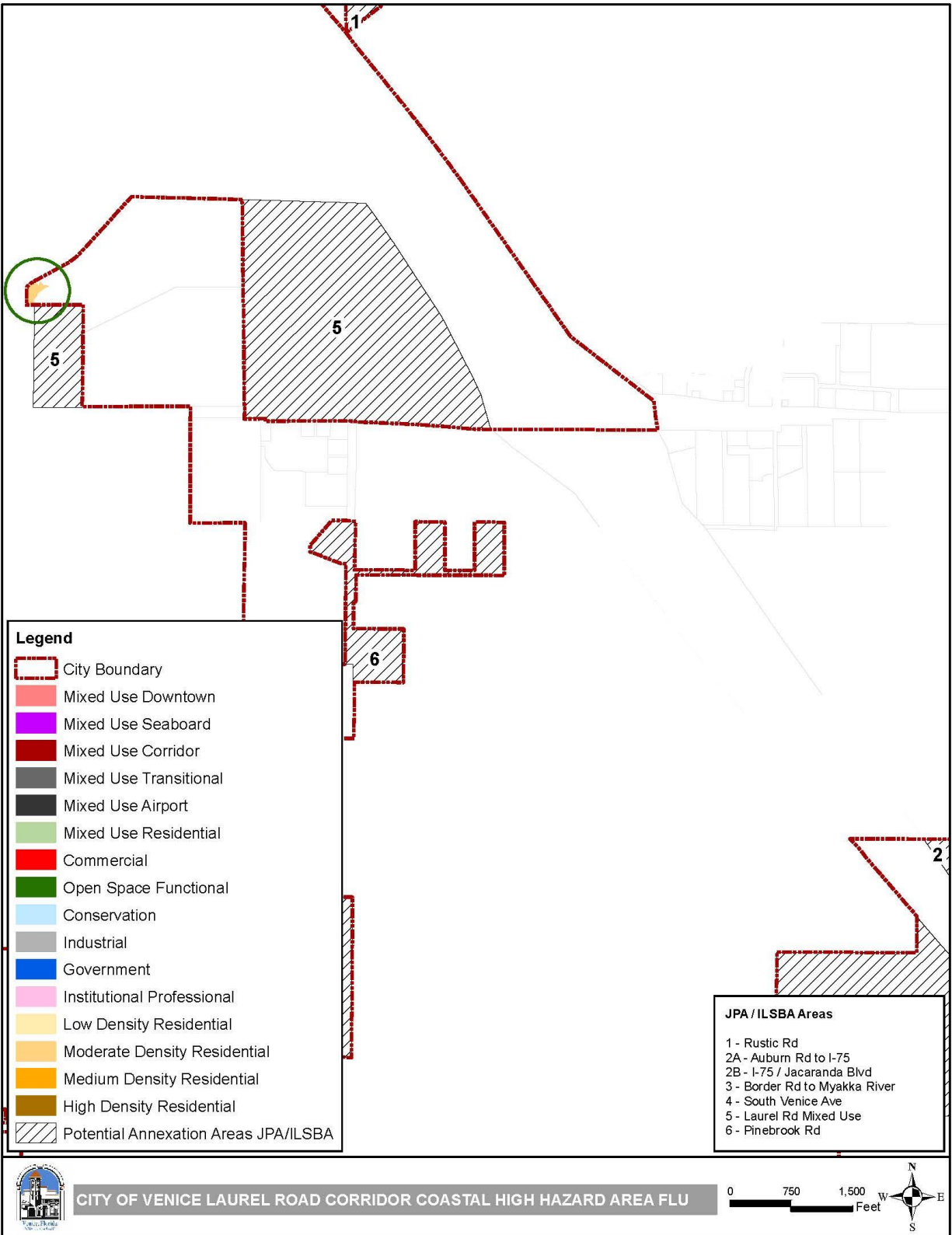


Figure (Map) LU-LR-4: Coastal High Hazard Area identified (w/ FLU)



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 26.5 percent of the total City size (area) including roads/rights-of-way. Based on information obtained in 2016 from the Sarasota County Property Appraiser’s Office, there are approximately:

- 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)

Future Land Use

Northeast Venice				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	0	0	0	184 190	8,015,040 8,264,210	0
CONSERVATION	0	0	0	608	0	0
GOVERNMENT	4	0	0	634 644	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	994 962	0	4,968 4,812
MEDIUM DENSITY RESIDENTIAL	2	0	26	273	0	3,554
MIXED USE CORRIDOR	0	0	0	624 606	11,194,920 10,944,108	3,475 4,021
<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 4,306	3,544,477 3,543,766	21,169 21,165
MIXED USE TRANSITIONAL	0	0	0	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	0	0	0	544 566	0	4,869 5,097
OPEN SPACE FUNCTIONAL	10	0	0	568 573	0	0
	2,806	2,316,521	13,976	10,073	81,489,652 81,487,299	42,973 43,589
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.

Unique Neighborhood Strategies

Land Use

Strategy LU-NE 1.1.1 - Mixed Use Residential

The MUR within the Northeast Neighborhood comprises approximately 2,659 acres generally including residential areas east of I-75 and along Laurel Rd (see mixed use descriptions in the Future Land Use Element). The following shall apply for the MUR designation:

- A. The minimum residential density is 1.0; the maximum residential density is 5.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUR is:

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing as of 11/01/21
MUR	2,659	5	95%	100%	12,630	13,295	2,546

- B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.40 (designation-wide); 0.5 (for individual sites). The range of square footage permitted in the MUR is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Existing as of 11/01/21
MUR	2,659	0.40	0%	5%	0	2,316,521	48,487

- C. Specific to Open Space, see LU 1.2.16.6.c.

Strategy LU-NE 1.1.2 - Co-Location of Uses

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

Transportation

Strategy TR-NE 1.1.3 - Complete Street Elements

Multimodal transportation improvements shall be designed in a context sensitive manner and incorporate appropriate complete street principles based upon the location of the improvement within the neighborhood. Specific complete street elements to be included on a particular street segment shall be subject to evaluation and approval on a segment by segment basis. Potential candidates for complete streets principles include but are not limited to items identified by "x":

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

Strategy TR-NE 1.1.4 - New Roadways

The City shall ensure that two additional north/south connections between Laurel Road and Border Road are added to the transportation system. One roadway shall be located east of Jacaranda Boulevard and one shall be located west of Jacaranda Boulevard. Roads may be public or private and that in case of emergency private roadways with gates shall be opened for public access. The improvement of Jacaranda Boulevard to a 4-lane roadway shall not be deemed to satisfy the requirement for the additional roadways.

Open Space

Strategy OS-NE 1.1.5 - Wildlife Corridors

The City shall minimize habitat fragmentation within and between developments by establishing standards in the Planning and Development review process including the Land Development Code, including the following:

- A. Restricting fragmentation of large natural plant communities which provide significant wildlife habitat and habitat connectivity
- B. Use of development techniques such as clustering to protect environmentally sensitive areas
- C. Design features for wildlife crossings also ensuring periodic breaks in continuous barriers such as walls and berms
- D. Establishing context sensitive habitat corridors regarding width, construction, and species. Habitat corridors shall be a minimum of 25 feet in width except where modified through the PUD zoning process.

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. Capacity improvements to Laurel Road and Jacaranda Boulevard to add travel lanes and complete street components
- B. The City needs to coordinate and review the Joint Planning Areas with Sarasota County to remove areas east of North Jackson Road and the existing City limits from the JPA as potential annexation areas
- ~~C. Architectural requirements within the previously adopted Planning Areas; see Strategy LU 4.1.1 Transitional Language specific to Comprehensive Plan regulatory language~~

Figure (Map) LU-NE-1: Aerial



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

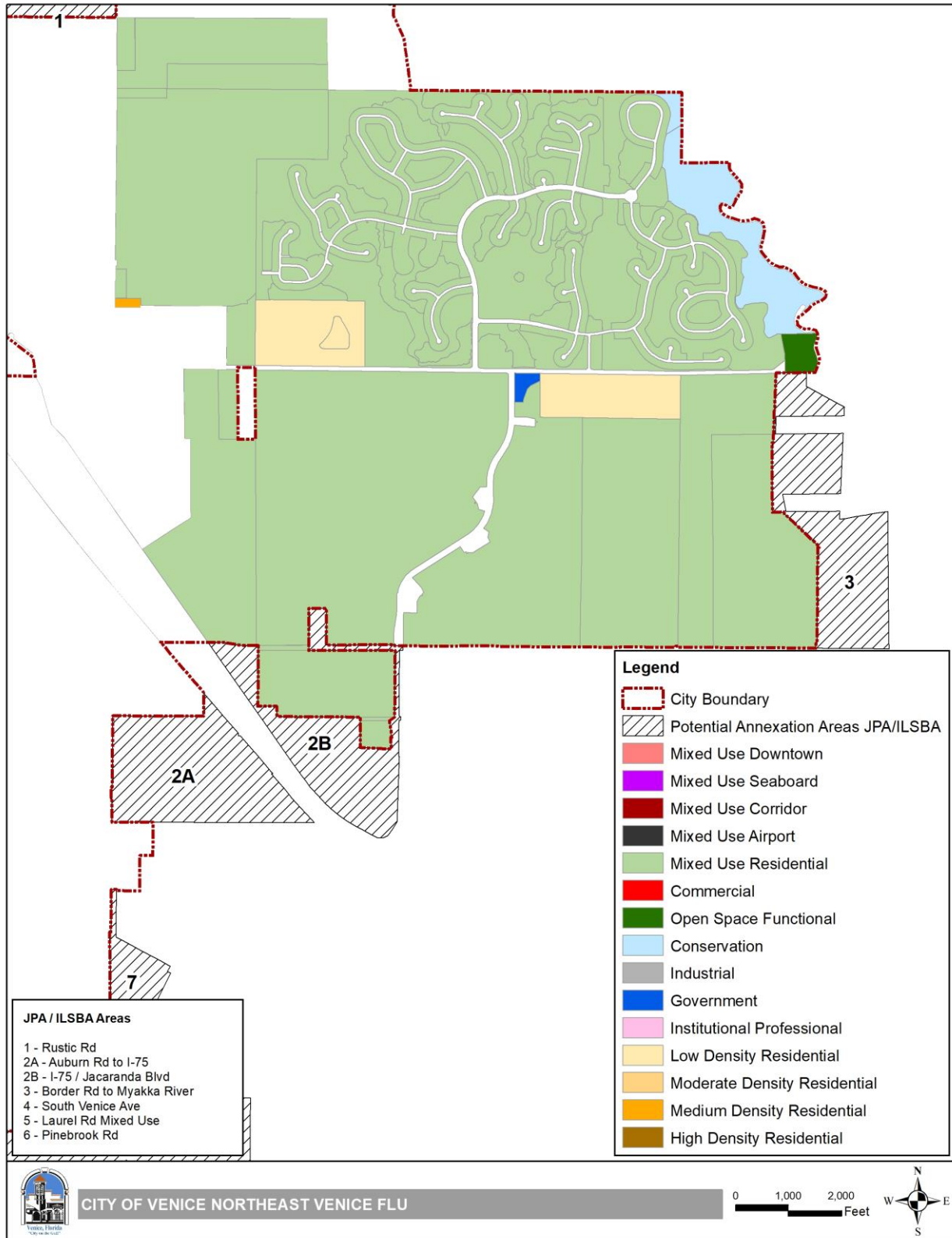


Figure (Map) LU-NE-3: Coastal High Hazard Area

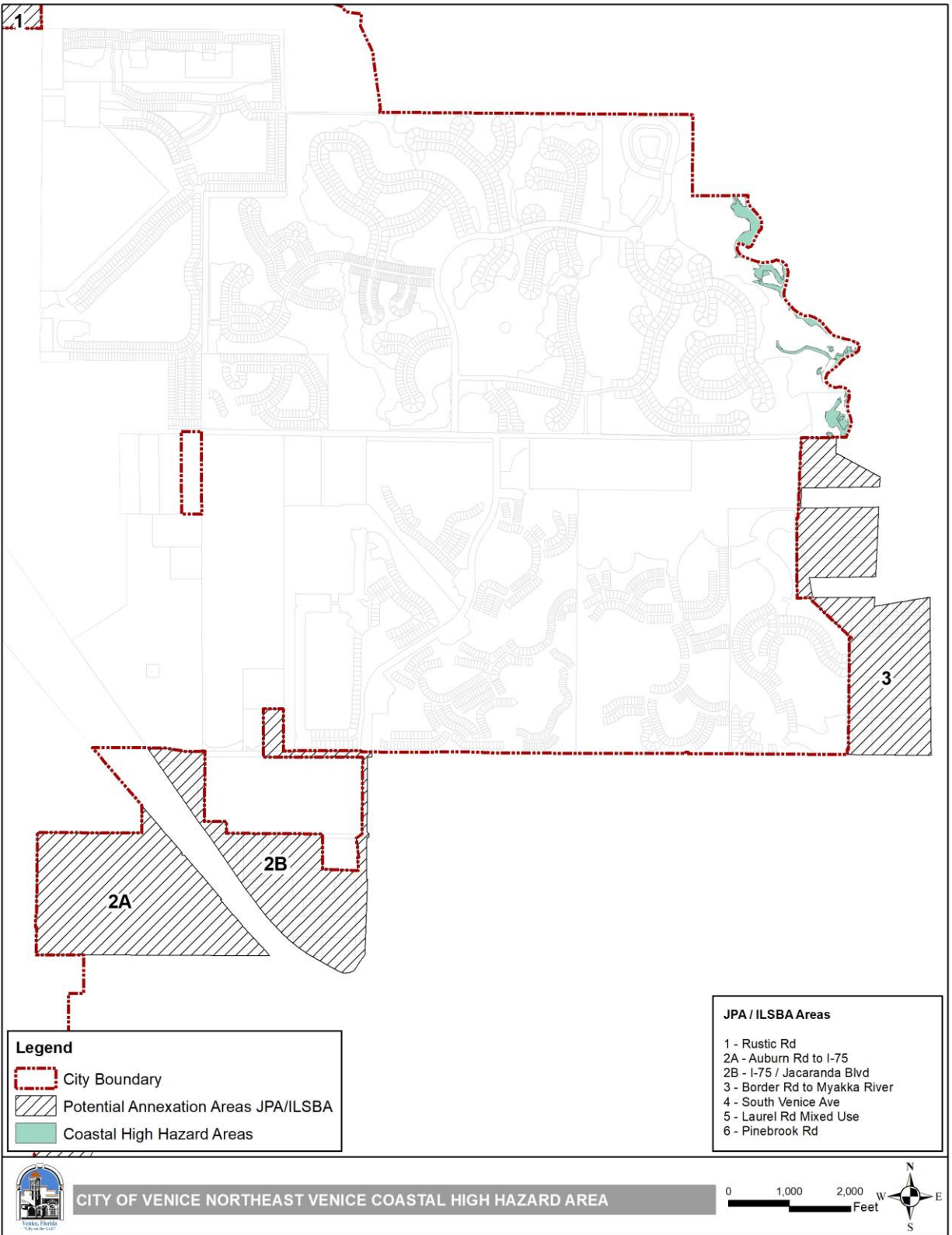
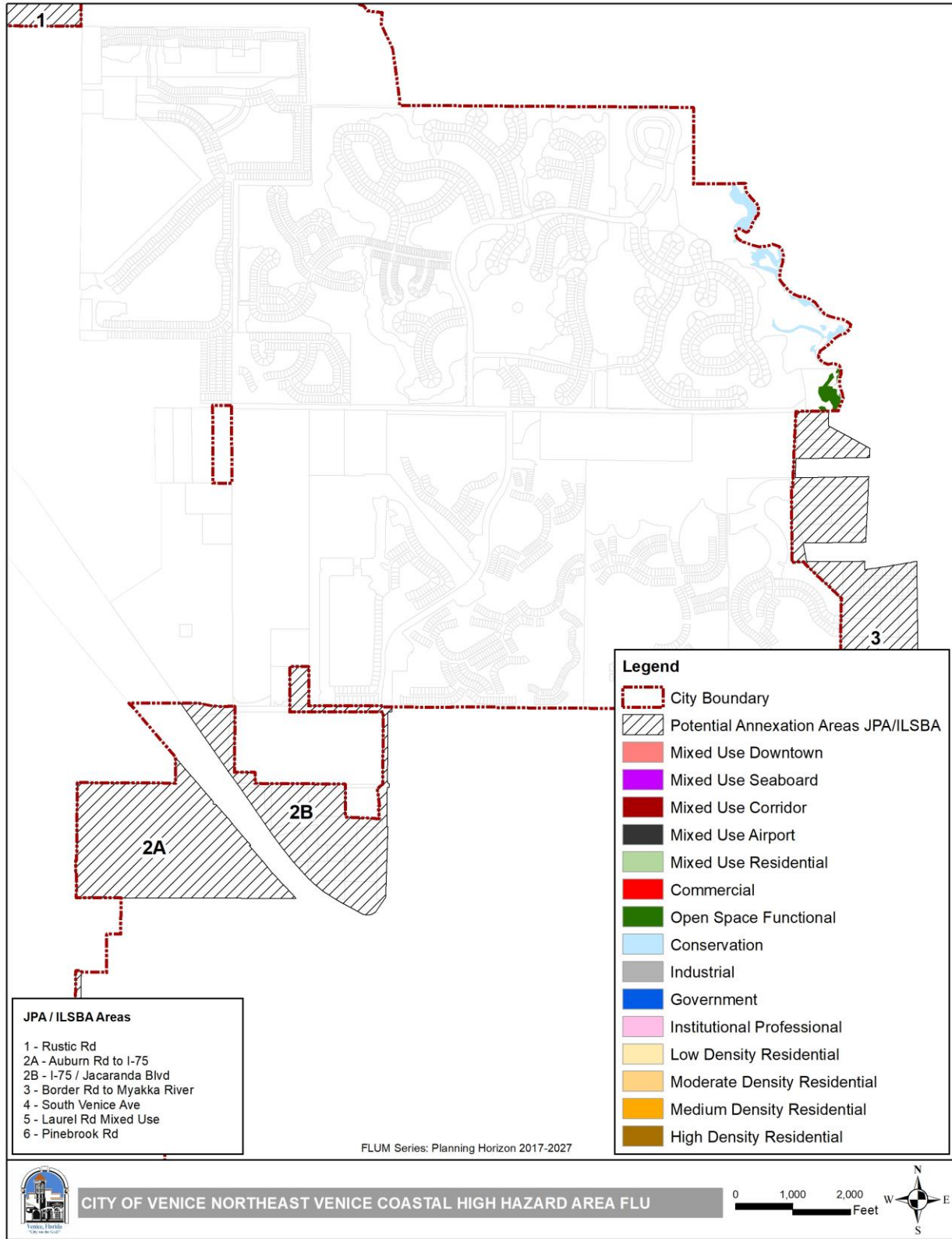


Figure (Map) LU-NE-4: Coastal High Hazard Area identified (w/ FLU)

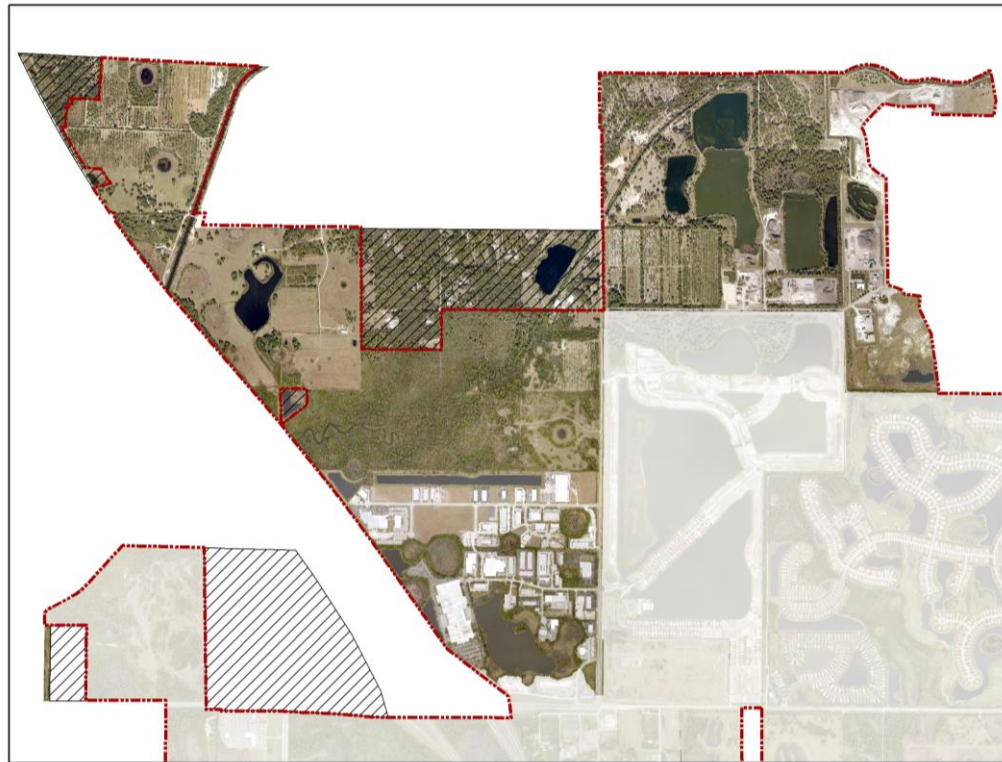


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Overview

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

Knights Trail Neighborhood. However, it should be noted that based on the existing development patterns within this Neighborhood, achieving this level of development is unlikely and may place undue burdens on the public infrastructure, including transportation



resources, without additional public expenditures by the City of Venice and Sarasota County.

Existing Land Use & Development

The Knights Trail Neighborhood encompasses approximately 1,350 acres (gross acreage) or approximately 12.3 percent of the total City size (area) including roads/rights-of-way. Based on information obtained in 2016 from the Sarasota County Property Appraiser's Office, there are approximately:

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

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

Future Land Use

Knights Trail				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	0	0	0	184 190	8,015,040 8,264,210	0
CONSERVATION	53	0	0	608	0	0
GOVERNMENT	56	0	0	634 644	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	994 962	0	4,968 4,812
MEDIUM DENSITY RESIDENTIAL	0	0	0	273	0	3,554
MIXED USE CORRIDOR	169	2,944,656	1,099 1,758	624 606	11,194,920 10,944,108	3,475 4,021
<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 4,306	3,544,477 3,543,766	21,169 21,165
MIXED USE TRANSITIONAL	214	4,194,828	1,348	214	4,194,828	1,348
MODERATE DENSITY RESIDENTIAL	0	0	0	544 566	0	4,869 5,097
OPEN SPACE FUNCTIONAL	0	0	0	568 573	0	0
	1,319	51,552,824	3,671 4,330	10,073	81,489,652 81,487,299	42,973 43,589
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:

- 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	169	13	20%	50%-80%	439	1,099-1,758	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 11/01/21
MUC	169	0.50	50%-20%	80%	1,840,410-736,164	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 11/01/21
MUR	318	3.85	95%	100%	1,163	1,224	3

- B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.10 (designation-wide); 0.5 (for individual sites). The range of square footage permitted in the MUR is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Existing as of 11/01/21
MUR	318	0.10	0%	5%	0	69,260	13,014

- C. Specific to Open Space, see LU 1.2.16.6.c.

- D. The maximum number of PM Peak Hour trips for the Mixed Use Residential within the Knights Trail Area shall not exceed 785 PM Peak Hour trips.

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 11/01/21
MUT	214	9.0	10%	70%	440-193	1,348	1

- 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 11/01/21
MUT	214	0.50	30%	90%	1,398,276	4,194,828	0

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 Trail 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

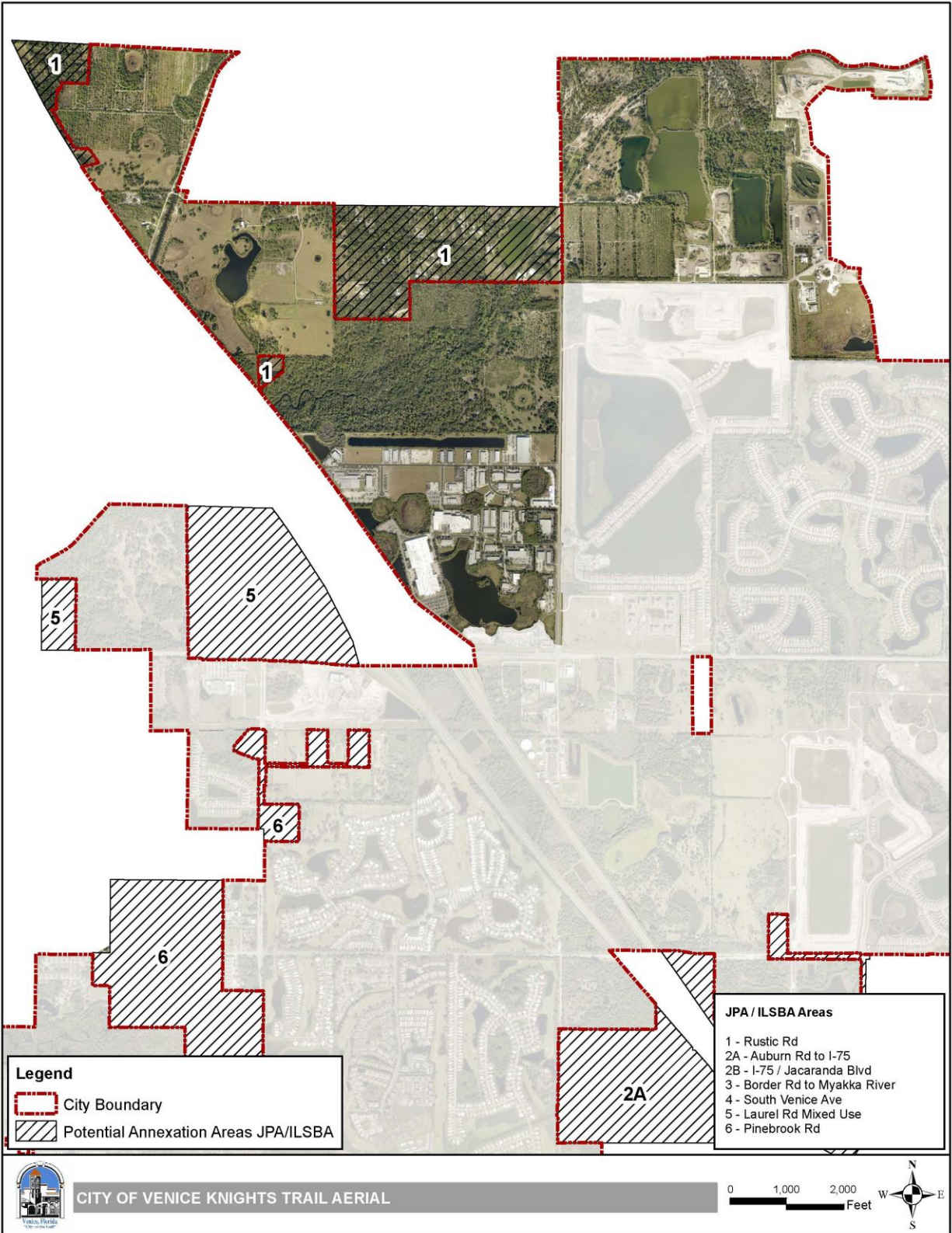


Figure (Map) LU-KT-2: Future Land Use Map

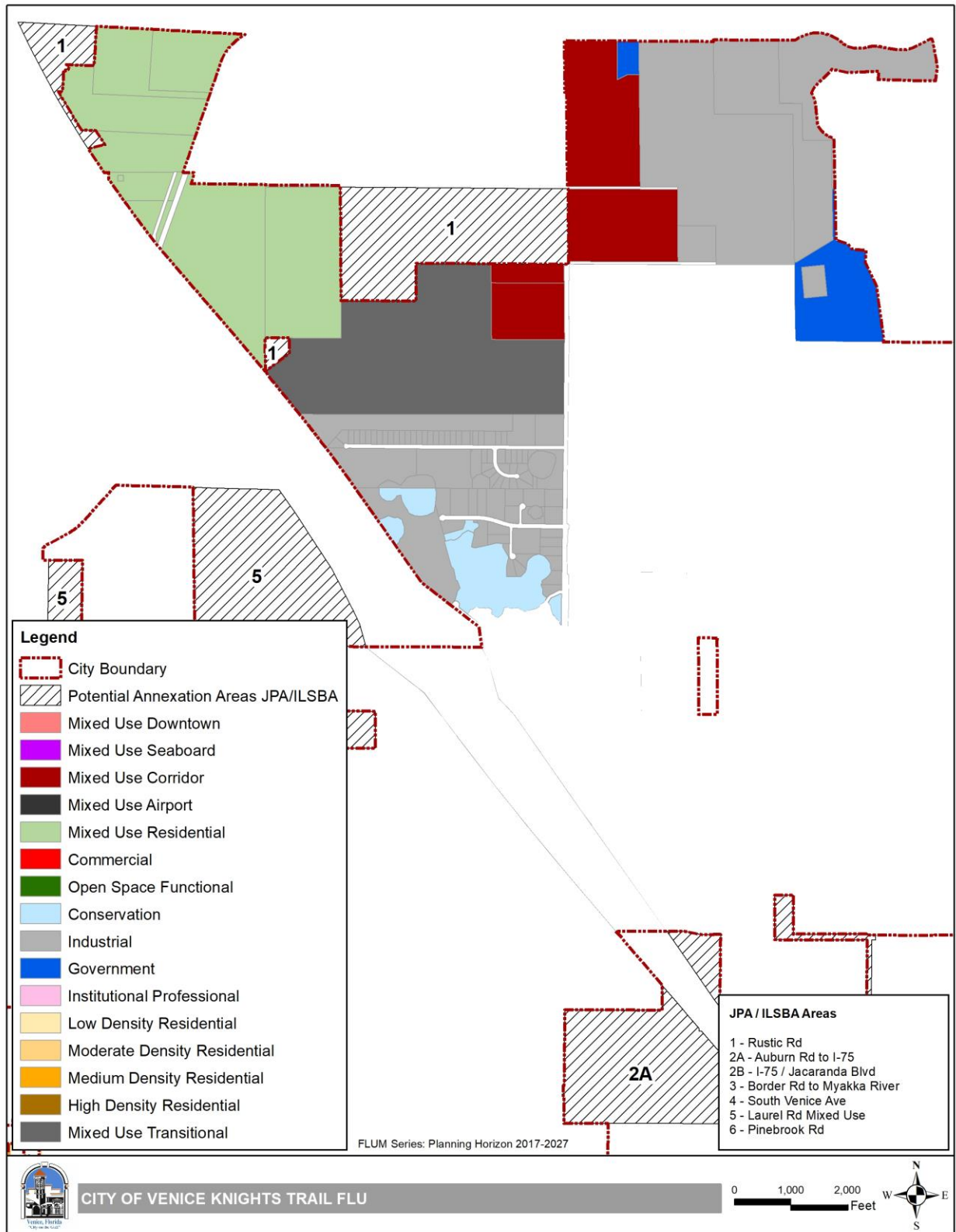
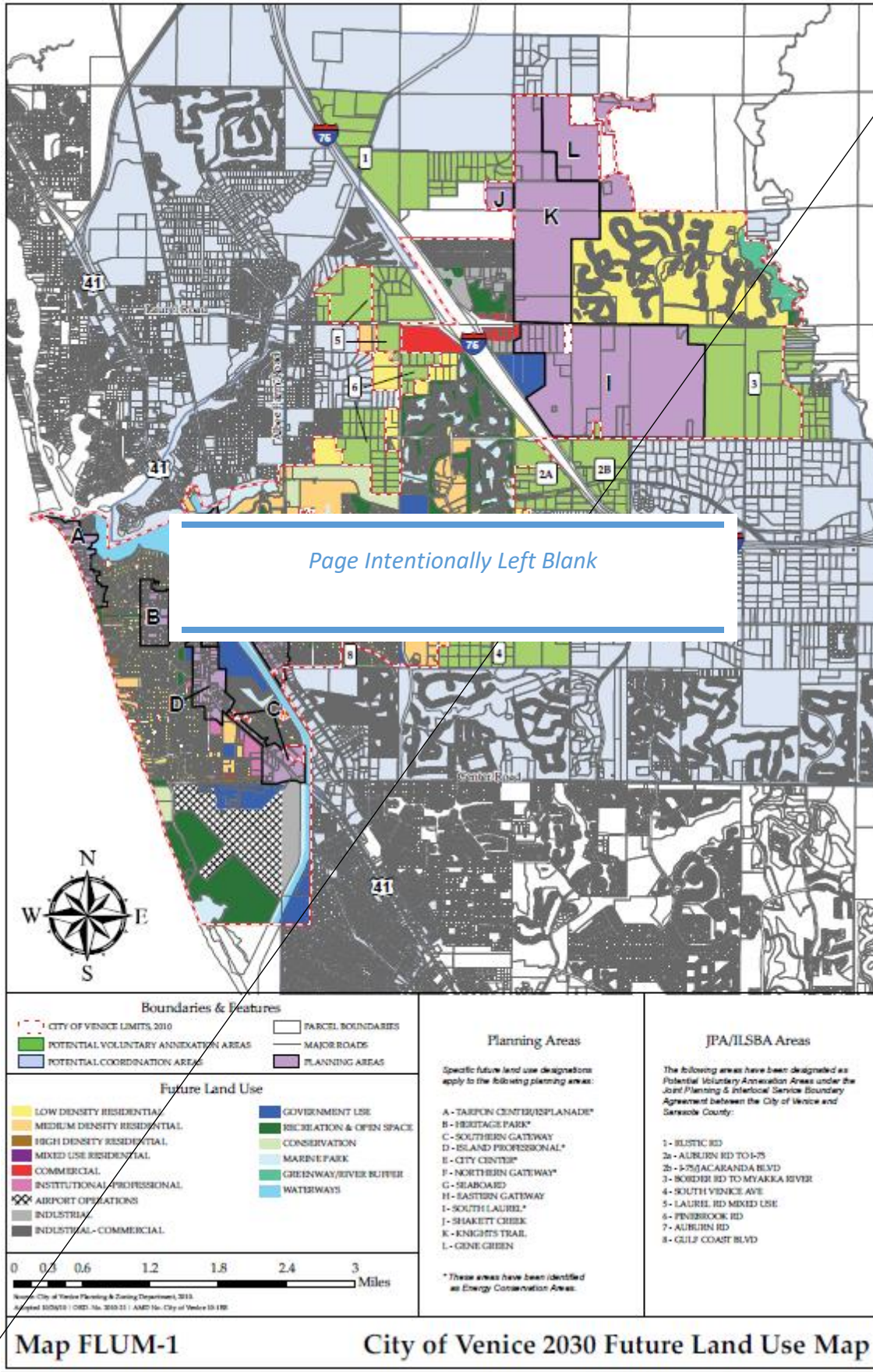


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3. Planning Areas Reserved


The following Maps from the 2010 Comprehensive Plan are provided for the sole purpose of identifying the previously approved Planning Areas. This information is provided in support (reference) to Strategy LU 4.1.1 and Figure LU-12.



Map FLUM-1

City of Venice 2030 Future Land Use Map





City of Venice


*Map FLUM-2
Tarpon Center/Esplanade Neighborhood
(Planning Area A)*


- Planning Area
- Venice City Limits, 2010
- Parcels Subarea Delineation


FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 16.1 AND POLICY 16.2 OF THE FUTURE LAND USE & DESIGN ELEMENT.

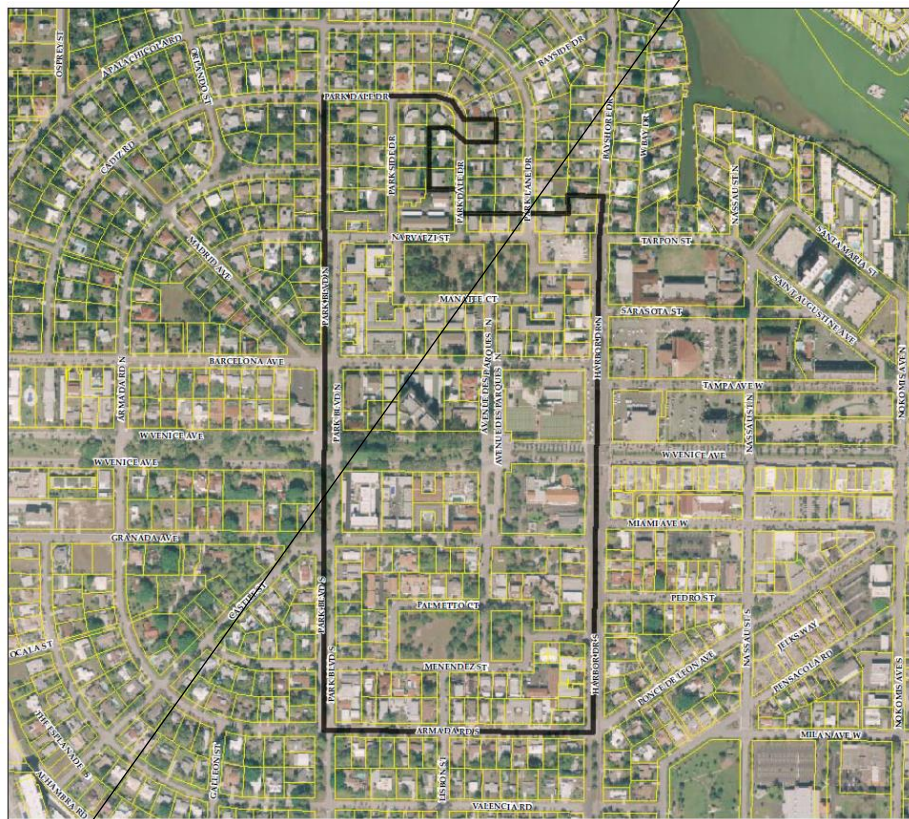
City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER


Source: City of Venice GIS, 2010; City of Venice
Planning & Zoning Department, 2010.











City of Venice


*Map FLUM-3
Heritage Park Neighborhood
(Planning Area B)*


- Planning Area
- Venice City Limits, 2010
- Parcels


FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 16.3 AND POLICY 16.4 OF THE FUTURE LAND USE & DESIGN ELEMENT.

City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER


Source: City of Venice GIS, 2010; City of Venice
Planning & Zoning Department, 2010.












City of Venice

Map FLUM-4
Southern Gateway Corridor
(Planning Area C)


- Planning Area
- Venice City Limits, 2010
- Parcels




FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 16.5 AND POLICY 16.8 OF THE FUTURE LAND USE & DESIGN ELEMENT.

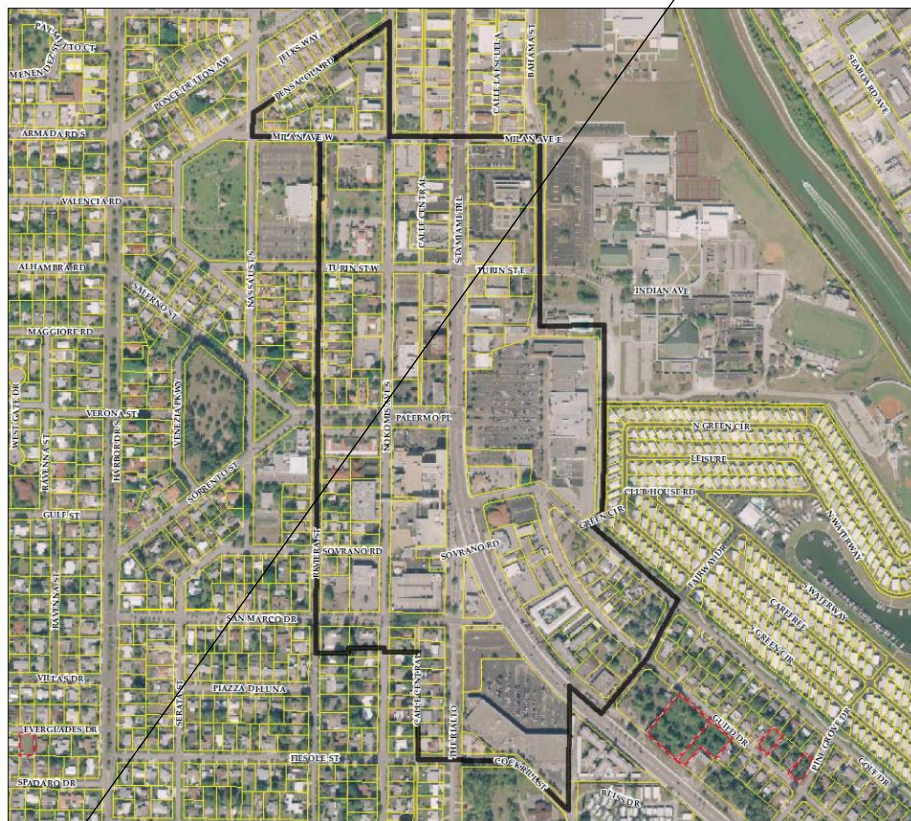
City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER


Source: City of Venice GIS, 2010; City of Venice
Planning & Zoning Department, 2010.



Miles
0 0.035 0.07 0.14 0.21








City of Venice

Map FLUM-5
Island Professional Neighborhood
(Planning Area D)


- Planning Area
- Venice City Limits, 2010
- Parcels




FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 16.7 AND POLICY 16.8 OF THE FUTURE LAND USE & DESIGN ELEMENT.

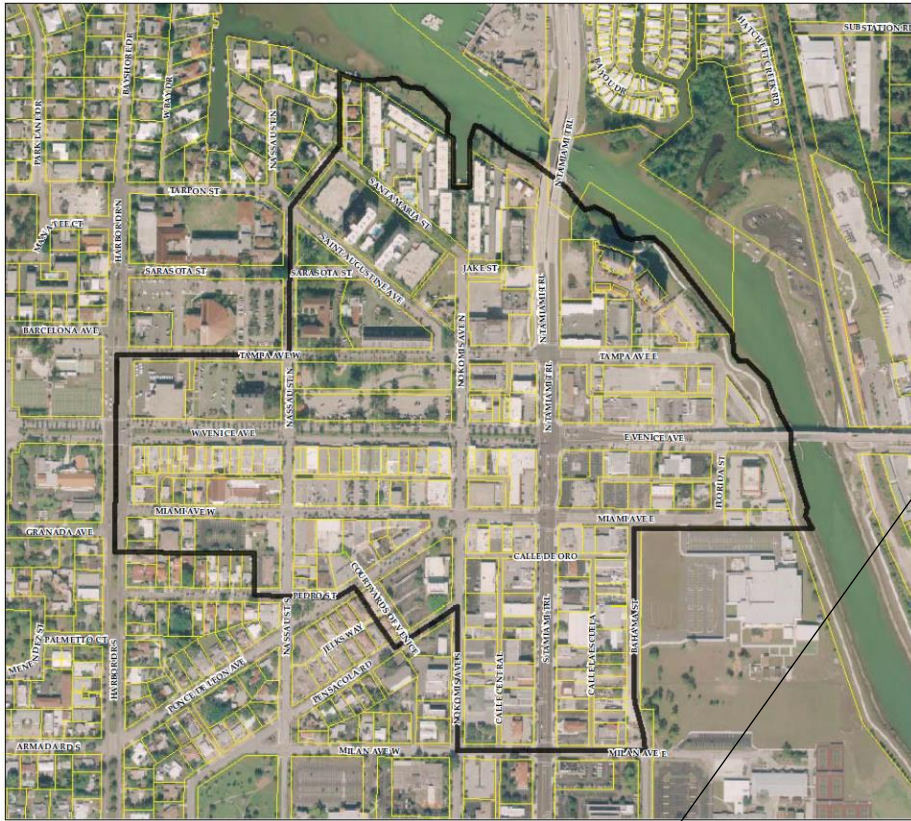
City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER


Source: City of Venice GIS, 2010; City of Venice
Planning & Zoning Department, 2010.



Miles
0 0.04 0.08 0.16 0.24







City of Venice


Map FLUM-6
City Center Sector
(Planning Area E)


Planning Area
 Venice City Limits, 2010
 Parcels

FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 16.9 AND POLICY 16.10 OF THE FUTURE LAND USE & DESIGN ELEMENT.


City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER

Source: City of Venice GIS, 2010; City of Venice
Planning & Zoning Department, 2010.






0 0.03 0.06 0.12 0.18 Miles







City of Venice


Map FLUM-7
Northern Gateway Corridor
(Planning Area F)


Planning Area
 Venice City Limits, 2010
 Parcels

FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 16.11 AND POLICY 16.12 OF THE FUTURE LAND USE & DESIGN ELEMENT.


City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER

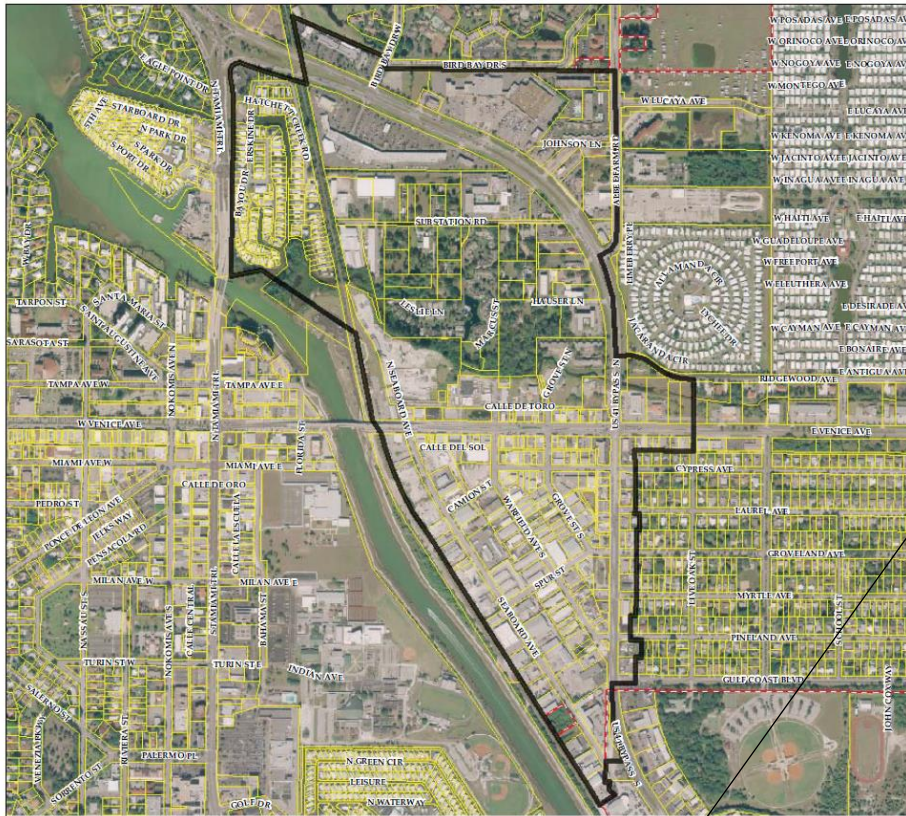
Source: City of Venice GIS, 2010; City of Venice
Planning & Zoning Department, 2010.






0 0.04 0.08 0.16 0.24 Miles







City of Venice


Map FLUM-6
Seaboard Sector
(Planning Area G)


Planning Area
 Venice City Limits, 2010
 Parcels


FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 16.13 AND POLICY 16.14 OF THE FUTURE LAND USE & DESIGN ELEMENT.

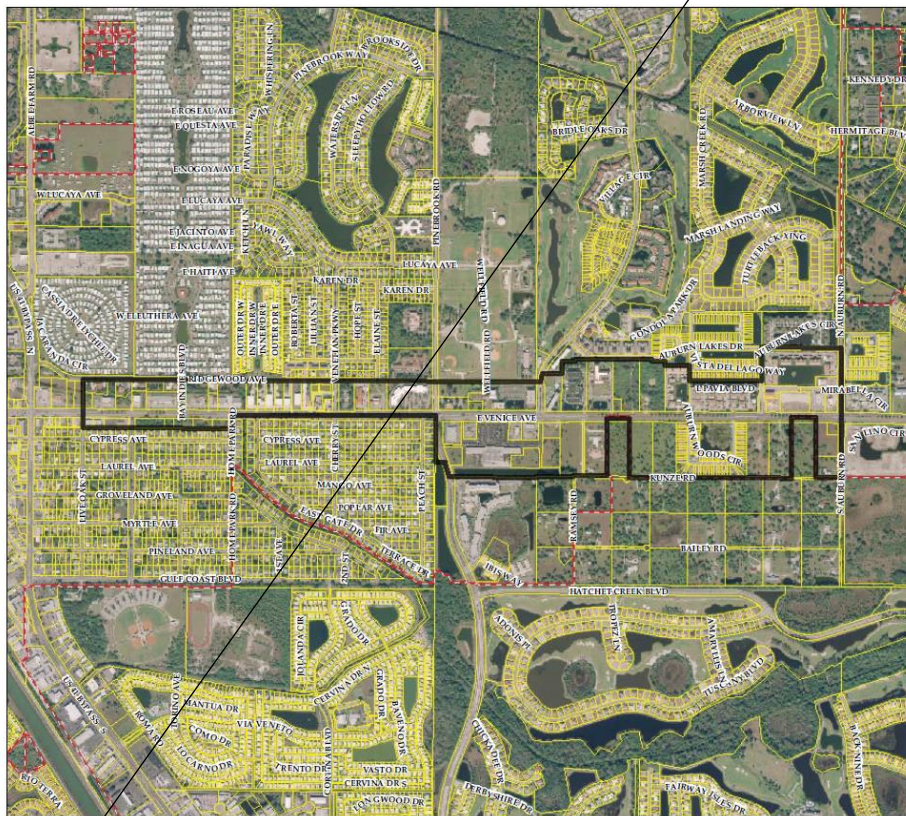
City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER


Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.











City of Venice


Map FLUM-9
Eastern Gateway Corridor
(Planning Area H)


Planning Area
 Venice City Limits, 2010
 Parcels


FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 16.15 AND POLICY 16.16 OF THE FUTURE LAND USE & DESIGN ELEMENT.

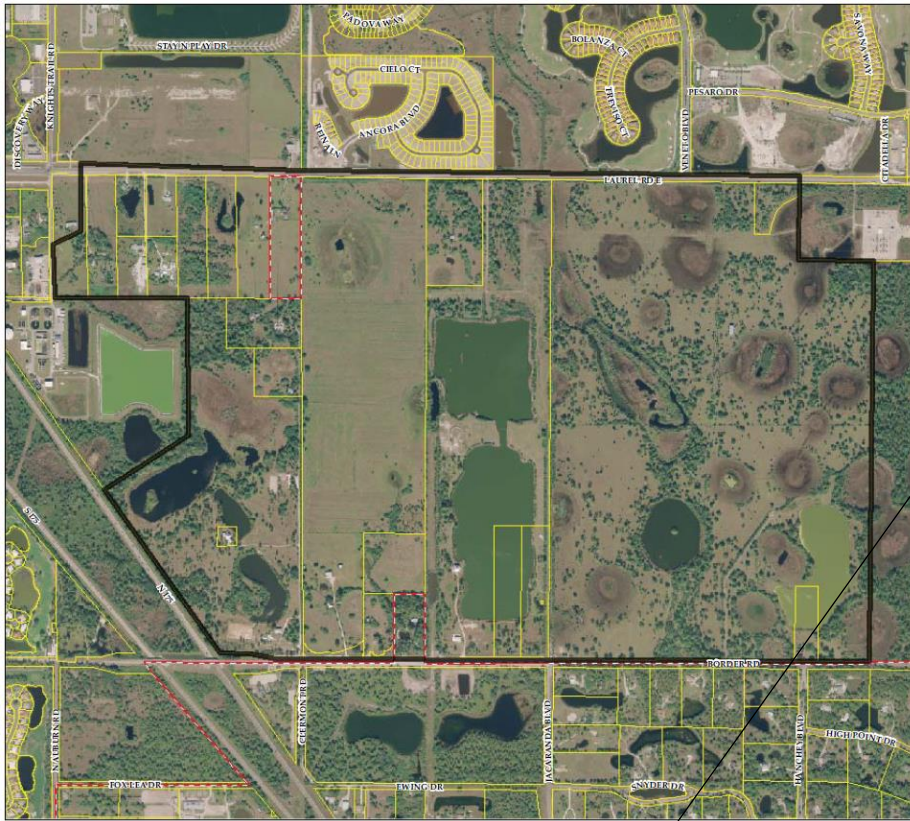
City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER

Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.









City of Venice

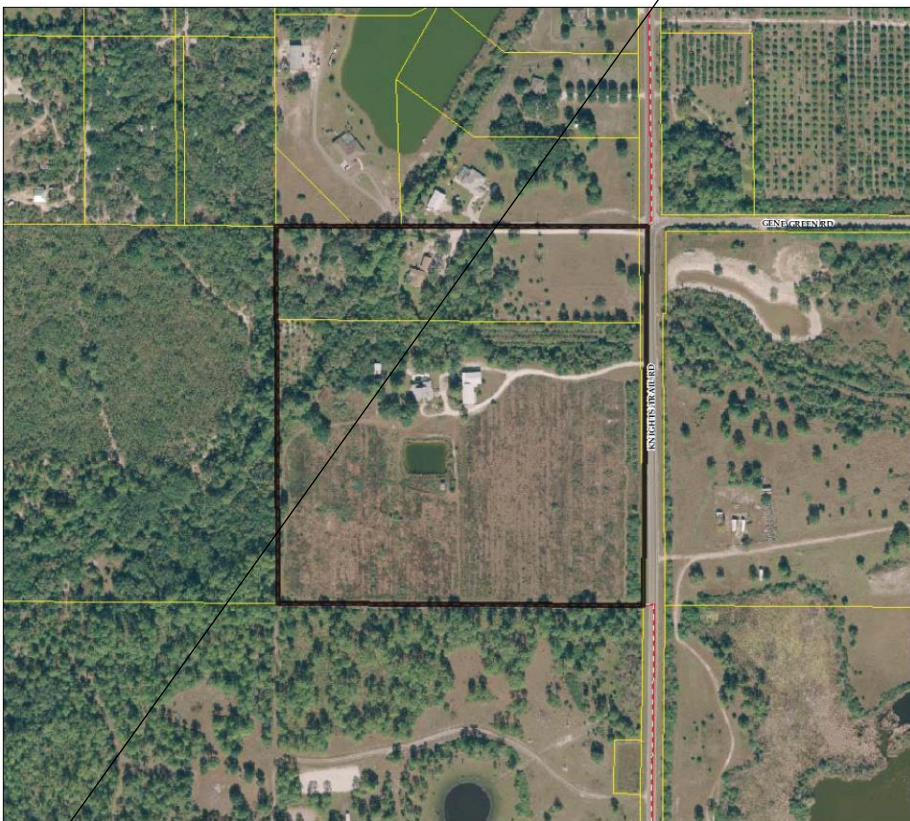
Map FLUM-10
South Laurel Neighborhood
(Planning Area I)

- Planning Area
- Venice City Limits, 2010
- Parcels

FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 16.17 AND POLICY 16.18 OF THE FUTURE LAND USE & DESIGN ELEMENT.

City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER

Source: City of Venice GIS, 2010; City of Venice
Planning & Zoning Department, 2010.



City of Venice

Map FLUM-11
Shakett Creek Neighborhood
(Planning Area J)

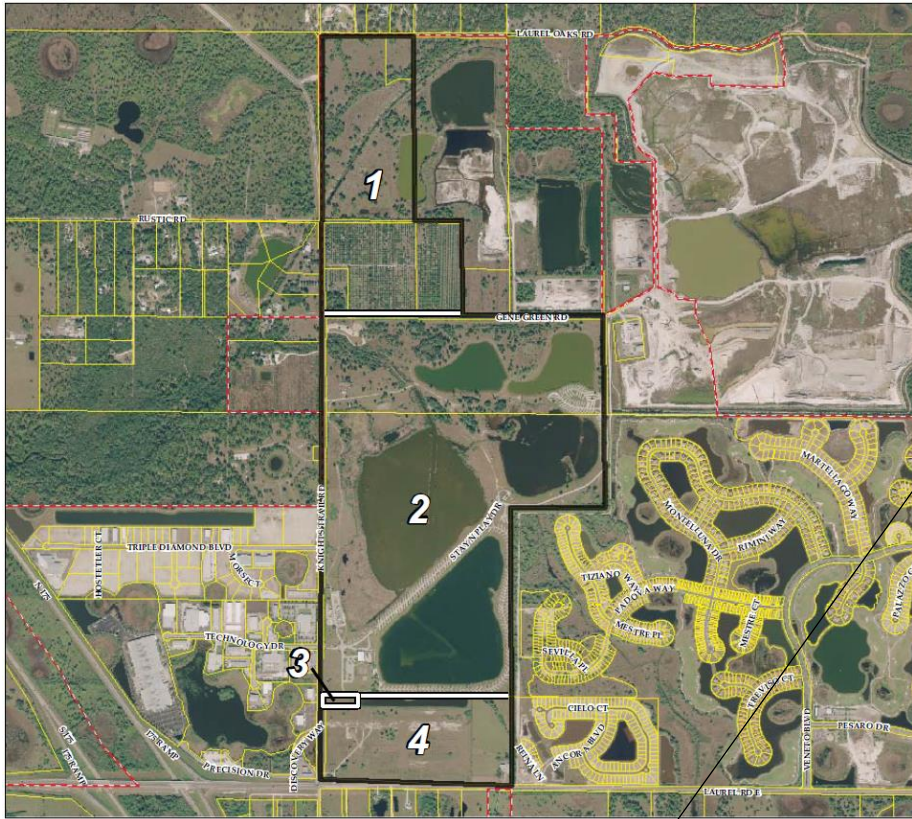
- Planning Area
- Venice City Limits, 2010
- Parcels


FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 16.19 AND POLICY 16.20 OF THE FUTURE LAND USE & DESIGN ELEMENT.

City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER

Source: City of Venice GIS, 2010; City of Venice
Planning & Zoning Department, 2010.







City of Venice

Map FLUM-12
Knights Trail Neighborhood
(Planning Area K)

1

2

3

4

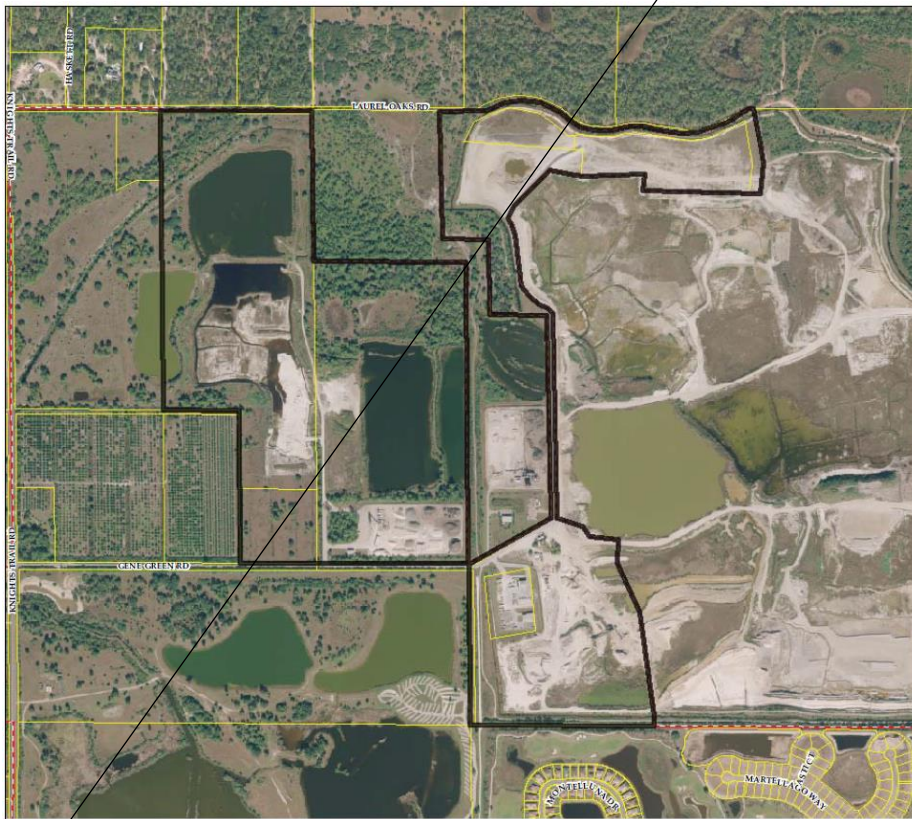
Planning Area
 Venice City Limits, 2010
 Parcels — Subarea Delineation


FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 16.21 AND POLICY 16.22 OF THE FUTURE LAND USE & DESIGN ELEMENT.

City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER

Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.

WADETRIM





City of Venice

Map FLUM-13
Gene Green Sector
(Planning Area L)

Planning Area
 Venice City Limits, 2010
 Parcels

FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 16.23, POLICY 16.24, POLICY 16.25, AND POLICY 16.26 OF THE FUTURE LAND USE & DESIGN ELEMENT.

City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER

Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.

WADETRIM

5. Areas of Unique Consideration

The Island Neighborhood contains two existing Areas of Unique Consideration: The Village on the Isle Campus, and the ~~Venice Regional Medical Center~~ Hospital Campus. The standards below are intended to guide the growth and development of these Areas of Unique ~~Concern~~ Consideration. See also **LU-IS-S 1.1.7 – Guidance for Existing Areas of Unique ~~Concern~~ Consideration** within the Island Neighborhood Element.

Objective 19 Standards for Other Areas of Unique ~~Concern~~ Consideration. Guide the growth and development of other areas of unique ~~Concern~~ Consideration by establishing planning practices that address specific needs such as the provision of special needs housing, health care, or other services that benefit the community as a whole. The City’s areas of unique ~~Concern~~ Consideration include:

- A. Village on the Isle Campus
- B. ~~Venice Regional Medical Center~~ Hospital Campus

Unique Areas	Development Standards		
	Uses	Density	Intensity
Village on the Isle Campus	<ul style="list-style-type: none"> • Assisted living • Independent living. • Skilled nursing facilities and services. • Community services. • Adult day care • Related health care services and facilities. 	<ul style="list-style-type: none"> • Assisted Living Facilities: <ul style="list-style-type: none"> • 30 units per gross acre with individual kitchen facilities. • 55 units per gross acre without individual kitchen facilities (Assisted Living Facilities). • Independent Living Facilities: <ul style="list-style-type: none"> • 18 units per gross acre for age restricted (Independent Living Facilities). 	<ul style="list-style-type: none"> • Shall not exceed a Floor Area Ratio of 4.0 for the gross acreage.
Venice Regional Medical Center Campus (Bayfront Venice Regional Medical Center) Hospital Campus	<ul style="list-style-type: none"> • Medical and Health Care Center including emergency care, hospital, and related health care services and facilities 	<ul style="list-style-type: none"> • 18 units per gross acre. 	<ul style="list-style-type: none"> • Floor Area Ratios shall range from 3.5 to 6.5 (see attached FLUM Maps. • Conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 4,000 square feet commercial space, gross acreage.