

City of Venice – City-Wide Elements - Land Use



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.

LU-V 1 – The City of Venice envisions a development pattern that balances the economic, social, and environmental needs of the community and that preserves the high quality-of-life for all residents. *(New)*

LU-I 1.1 – Neighborhoods.

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. 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. *(New)*

LU-S 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 X. Seven (7) Neighborhoods have been identified, each with their own respective Strategies. The Neighborhoods include:

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

(New)

LU-S 1.1.2 – Planning Areas, Repealed. In support of the Neighborhood Planning approach, the Planning Areas previously identified in the Land Use and Urban Design Element are eliminated.

(New)



LU-I 1.2 – Land Use Designations.

The City shall redefine existing land use categories to provide a variety of densities and intensities appropriate to the different neighborhoods, and link these land uses to implementing zoning districts. *(New)*

LU-S 1.2.1 – Future Land Use Map.

The Future Land Use Map shall identify the future land use designations for all property within the City of Venice. The Future Land Use Map shall also identify the Neighborhood Boundaries and CHHA at a minimum. *(New)*

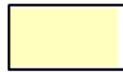
LU-S 1.2.1 - Land Use Designations.

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, and Open Space and Mixed Use*. *(New)*

LU-S 1.2.1.a Residential.

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

| Residential Land Use | Density per Gross Acre | Implementing Zoning Districts |
|----------------------|------------------------|-------------------------------|
| Low Density | 1.0 to 5.0 | RE, RSF1, RSF2, RSF3 |
| Moderate Density | 5.1 to 9.0 | RSF4, RMF1, RMF2, RMH |
| Medium Density | 9.1 to 13.0 | RMF3 |
| High Density | 13.1 to 18 | RMF4 |

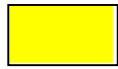


LU-S 1.2.1.a.1 Low Density Residential:

- Supports single family detached residential and limited attached residential
- Establishes and maintains single family areas within the neighborhoods

Figure 1: Low Density Residential Example

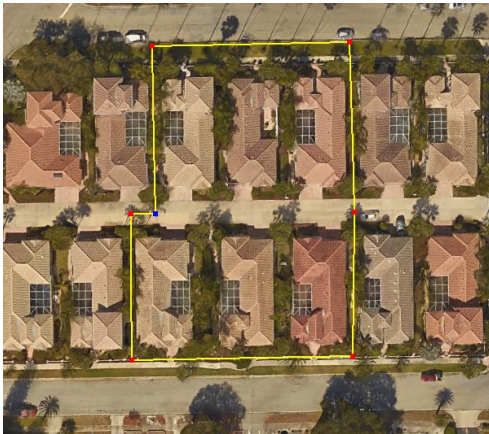




LU-S 1.2.1.a.2 Moderate Density Residential:

- Supports single family detached and attached residential, with a focus on attached residential; multifamily uses are also supported
- Serves as a transition to Medium and High Density Residential or Institutional-Professional Land Use Designations
- Recognizes existing mobile home parks

Figure 2: Moderate Density Residential Example



LU-S 1.2.1.a.3 Medium Density Residential:

- Supports a variety of residential types – single family attached and multifamily; supports mixed use residential development
- May be used as a transition from Low-Moderate Density Residential, and Mixed Use and Commercial Land Use Designations

Figure 3: Medium Density Residential Example





LU-S 1.2.1.a.4 High Density Residential:

- Supports higher density residential uses including multi-family residential
- May be used as a transition from Low-Moderate Density Residential, and Mixed Use and Commercial Land Use Designations

Figure 4: High Density Residential Example



LU-S 1.2.1.b – Attainable Housing Density Bonus:

Within the Medium and High Density Residential Land Use Designations, a development bonus of up to 50 percent of the maximum allowable density may be granted, if developments provide qualifying Attainable Housing as defined in HG-X X.X. Attainable Housing Density Bonuses shall be reviewed as part of a rezoning and accompanying binding development plan.

LU-S 1.2.2 Non-Residential.

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



LU-S 1.2.2.a.1 Commercial

- Reflects more conventional commercial uses and development patterns
- Typical uses may include retail, service, financial, automotive convenience



centers, and similar.

- Lodging/transient lodging may be provided consistent with the underlying zoning district
- May be used as a transition from Institutional-Professional and Medium/High Residential to Industrial and Government Land Use Designations



LU-S 1.2.2.a.2 Office-Professional:

- Provides areas within the City for professional offices, educational, healthcare, religious or similar uses
- May be used as a transition from Low/Moderate Residential to Commercial and Mixed Use Land Use Designations



LU-S 1.2.2.a.3 Industrial

- Supports industrial uses located within the City either on individual lots or part of an industrial park
- Typical uses may include manufacturing, storage and warehouse/distribution uses including those with outdoor storage
- Except where adjacent to other Industrial Land Use Designations, buffers (landscape and/or setbacks) shall be provided between Industrial and all other Land Use Designations as defined within the Land Development Regulations



LU-S 1.2.2.a.4 Government:

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

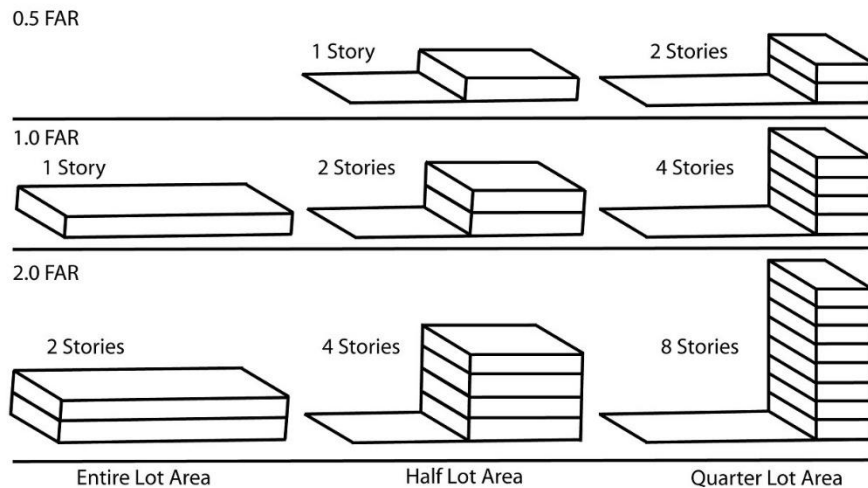
LU-S 1.2.2.b – Non-Residential Intensity Defined; Floor Area Ratio (FAR): Non-Residential Development (“Intensity”) is measured in Floor Area Ratio (FAR). FAR is calculated by dividing the total size of the building/structure (in square feet) by the total size (in square feet) of the lot on which the building is located. *(New)*



EXAMPLE

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

Figure 5: FAR Examples



LU-S 1.2.3 Open Space.

| Open Space Land Use | | Implementing Zoning Districts |
|---------------------|--|-------------------------------|
| Functional | | GU, PUD, PID, PCD |
| Conservation | | GU, PUD, PID, PCD |



LU-S 1.2.3.a.1 Functional

- Identifies public parks, trails, natural systems (not including those provided or required as part of a conservation easement), publicly accessible lands for either active or passive recreation
- May include community amenities, focal points comprised of publicly accessible outdoor gathering spaces (great lawn, shade structures/trellis, or similar as determined by the Planning Director), golf courses, sports fields, playgrounds, public beaches, stormwater facilities as identified below



LU-S 1.2.3.a.2 Conservation:

- 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.

Ed Note: will need to confirm with Sarasota County's definition for consistency especially within JPA areas

LU-S 1.2.4 – Compatibility Between Land Uses.

Language to be added re: "standard " land use designations (New)

EDITOR NOTE: Add diagram

LU-S 1.2.5 – Mixed Use Category. The City shall develop new mixed-use future land use land use categories and provide minimum and maximum targeted land uses, densities, and intensities identified below. *(New)*

| 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 and Trade-Off Matrix | | CBD, RMF-3, RMF-4, CN, CG, OPI, CMU |
| Seaboard | | | RMF-3, RMF-4, CN, CG, CI, CSC, PCD, ILW, PID, CMU |
| Airport | | | GU, PCD, PID |
| Corridor | | | RMF-3, RMF-4, PUD, CN, CG, CI, OPI, OMI, PCD, ILW, CMU |
| Residential | | | PUD |



LU-S 1.2.5.a.1 Downtown

- Limited to the Island Neighborhood, generally centered on Venice Avenue and Tamiami Trail (Business 41)
- Supports mixed use (horizontal and vertical)
- Medium and High Residential Designation uses are permitted
- Commercial/Office are envisioned on the ground floor
- Single family (Low Density and Moderate Density Residential) and Industrial uses are not permitted



- Designation Total Acreages (Min/Max Percentages) as follows:
 - Non-Residential: 50 / 80
 - Residential: 20 / 50
- Typically walkable in nature; developed utilizing form based code concepts and standards for building placement, design, and parking
- Intensity/Density:
 - Non-Residential Intensity: 0.65 (average) Designation-Wide; 3.0 maximum per individual property
 - Residential Density: 9.1 - 18.0



LU-S 1.2.5.a.2 Seaboard

- Limited to the Gateway/Waterway Neighborhood, bounded by Venice Avenue (generally south side of Venice Avenue) and Tamiami Trail (bypass 41) (west side of Tamiami Trail)
- Supports mixed use (horizontal and vertical)
- All Non-Residential Uses are envisioned; however, new Industrial Uses are prohibited
- Medium and High Residential Designation uses are permitted
- Designation Total Acreages (Min/Max Percentages) as follows:
 - Non-Residential: 65 / 90
 - Residential: 10 / 35
- Supports redevelopment and adaptive reuse of existing buildings
- Developed utilizing form based code concepts and standards for building placement, design, and parking
- Intensity/Density:
 - Non-Residential Intensity: 0.75 (average) Designation-Wide; 1.5 maximum per individual property
 - Residential Density: 9.1 - 18.0



LU-S 1.2.5.a.3 Corridor

- Envisioned to be located and support the Island Neighborhood, Laurel Road Business Corridor and limited portions of the Northeast Venice Neighborhood
- Supports mixed use (horizontal and vertical)
- Moderate to Medium Density Residential Designation uses are permitted; low density/single family uses are not permitted.
- Non-Residential uses are limited to Commercial and Institutional-Professional.
- Industrial Uses are not permitted except as noted below.
- Min/Max Percentages as follows:
 - Non-Residential: 50 / 90

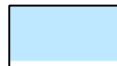


- Residential: 10 / 50
- Intensity/Density:
 - Non-Residential Intensity: 0.75 (average) Designation-Wide; 1.0 maximum per individual property
 - Residential Density: 5.1 - 13.0
- Typically developed utilizing form based code concepts and standards for building placement, design, and parking; “campus-style” design may be used.
- Except for MU-C located within the Laurel Road Commercial Corridor, Large-scale, single use commercial buildings and uses including those requiring outdoor display of goods are not permitted within this Designation.
- Within the Laurel Road Commercial Corridor existing ILW Zoned properties shall be permitted to remain as “grandfathered”.
- See also LU-IS 1.1.7 regarding previously adopted Areas of Unique Consideration (Village on the Isle and Venice Regional Medical Center).



LU-S 1.2.5.a.4 Airport

- Primarily encompasses the non-aeronautical (i.e., runways and taxiways) areas of the Venice Municipal Airport.
- Uses shall be consistent with the adopted Airport Master Plan
- See also LU-IS-S 1.1.5
- Intensity/Density:
 - Non-Residential Intensity: 0.5 (average) Designation-Wide; 1.0 maximum per individual property
 - Residential: not permitted



LU-S 1.2.5.a.5 Residential

- Limited to existing and proposed properties zoned PUD.
- Consistent with the PUD Zoning, conservation and functional open spaces are required.
- Development standards including bulk development standards and housing types are designated at the PUD Zoning level.
- Low to Medium Residential Designation uses are envisioned providing the overall density does not exceed 5.0 dwelling units per acre for the subject property.
- Previously approved PUD developments exceeding 5.0 shall be permitted / retain their currently approved density.
- Intensity/Density:
 - Non-Residential Intensity: 0.10 for qualifying non-residential uses
 - Residential Density: 1.0 – 5.0



LU-S 1.2.5.b – Mixed Use Category – Minimum thresholds.

Development and or redevelopment projects within the Mixed Use designations shall not be denied if the minimum threshold (percentage) of the category is not achieved. *(New)*

LU-S 1.2.5.c - Mixed Use Designations

Based on the nature of the Mixed Use designations, transitions and/or buffering of uses (i.e. residential to non-residential), shall not be required.

LU-S 1.2.5.d – Mixed Use Category, Monitoring and Reporting.

The City Planning and Development Services staff shall provide the Planning Commission with an annual update on development activity within the City as a whole, Neighborhoods and the mixed use land use designations. 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 *(New)*

LU-S 1.2.5.d.1 Maximum Thresholds

Development and or redevelopment within the Mixed Use designations shall not exceed the maximum threshold (percentage) without receiving an amendment to this Comprehensive Plan.

LU-S 1.2.5.d.2 Thresholds Applied

The minimum and maximum thresholds shall be applied on a per Neighborhood basis and not applied on a City-wide basis. *(New)*

LU-S 1.2.5.e – Mixed Use Designations – Government Uses

Government uses shall be permitted within the Mixed Use Designations

LU-S 1.2.5.f - Form Based Code.

The City shall adopt a Form Based Code within the Mixed Use designations to achieve the Context Sensitive Design. Until such time as the Form Based Code is adopted, the City shall utilize Form Based Code concepts in its reviews. *(New)*

LU-S 1.2.5.g - 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. *(New)*

LU-S 1.2.5.h - Mixed Use Development Transitions.

Within the mixed-use areas, buildings that are adjacent to established, lower density neighborhoods shall transition (height, design, distance, and/or landscaping) to the lower heights or be comparable in height and massing. *(New)*

LU-S 1.2.5.i - 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. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major street, where feasible. *(New)*

LU-S 1.2.5.j - Mixed Use Development Connectivity.

Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors. *(New)*

LU-S 1.2.5.k - Mixed Use Compatibility

The City shall require that the scale and massing of new development in mixed-use areas and along the City's major thoroughfares provide appropriate transitions in building height and bulk that are sensitive to the physical and visual character of adjoining neighborhoods that have lower development intensities and building heights. This Strategy does not limit the height of buildings beyond that established in the Land Development Code. *(New)*

LU-S 1.2.6 - Reserve Density and Intensity *(note: City Wide)*.

In order to encourage development and redevelopment that seeks to facilitate multi-use and mixed use projects within targeted areas of the City, the Mixed Use categories are created to provide for an effective mix of office, service, retail, entertainment, residential, open space and transportation uses that will promote livable areas. Total densities and intensities of development within the respective Mixed Use areas shall be as follows: *(New)*

1. Non-Residential: 1,000,000 square feet are held in reserve to be allocated by the City Council upon recommendation by the Planning Commission at the time of rezoning and/or site plan
2. Residential: 1,000 dwelling units are held in reserve to be allocated by the City Council upon recommendation by the Planning Commission at the time of rezoning and/or site plan

LU-S 1.2.7 - Essential services.

Essential Services as defined by the City's Land Development Code Section 86-111 shall be permitted in all Land Use Designations. *(New)*

LU-I 1.3 Planning and Design Principles.

To guide future development and redevelopment through planning and design principles that foster successful urban communities. The City's Future Land Use designations are intended to establish the following planning and design principles to guide the growth, development and redevelopment efforts within the City.



LU-S 1.3.1 Mix of Uses

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

LU-S 1.3.2 Functional Neighborhoods

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

LU-S 1.3.3 Walkable Streets

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

LU-S 1.3.4 Interconnected Circulation

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

LU-S 1.3.5 Natural Features

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

LU-S 1.3.6 - Coordination with Public Infrastructure.

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

LU-S 1.3.7 – Infill Development - Compatibility

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

LU-S 1.3.8 Co-Location of Facilities

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

LU-I 2.1 - Airport Land Use Compatibility



The City shall promote and protect the value of the Venice Regional Airport and through land use planning and the adoption of airport compatibility and zoning standards shall support uses compatible with aircraft operations as identified through the Airport Master Plan. (New) Editorial comment: this information is intended to replace Objective 4 of the Transportation Element consistent with the recent FS amendments re: airport zoning/compatibility

LU-S 2.1.1 - Airport Compatibility

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

LU-S 2.1.2 - Airport Compatibility - Reviews

The City shall include the Venice Regional Airport Manager or their designee in all development and redevelopment related petitions within the airport's review area as defined by Chapter 333, F.S. (New)

LU-I 2.2 Industrial Development

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

LU-S 2.2.1 Industrial Development

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

LU-V 3 – Coastal Management

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

LU-I 3.1 Coastal Management Directives.

The City shall, within the Open Space Element define, identify and provide Strategies for the protection of coastal planning areas and to maintain and enhance the environmental quality for its residents. (New)

LU-S 3.1.1 – Coastal High Hazard - Density

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

LU-S 3.1.2 – Coastal High Hazard Area Identified



The boundary of the CHHA is shown on the Future Land Use Map and shall serve as the basis for the boundary determinations. *(New)*

LU-S 3.1.3 – Coastal High Hazard Area Defined

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

LU-S 3.1.4 – Public Infrastructure

The City shall limit public funds for infrastructure expenditures in the CHHA except as necessary to protect the public health, welfare, and safety, and provide adequate evacuation in the event of an emergency. *(Relocated, New)*

LU-S 3.1.5 – Coastal High Hazard Area Application

The following shall apply for purposes of evaluating applications for development within the City of Venice, specifically comprehensive plan land use amendments, map and text, and rezoning:

- a. If 50% or more of a parcel of land is located within the Coastal High Hazard Area, then the entire parcel shall be considered within the Coastal High Hazard Area.
- b. Isolated areas that are defined by the SLOSH model to be at higher elevations and are surrounded by the CHHA or by the CHHA and a body of water shall be considered within the Coastal High Hazard Area.
- c. For purposes of evaluating development proposals or site plans, if any portion of the proposed building footprint is in the Coastal High Hazard Area, then the entire parcel shall be considered within the Coastal High Hazard Area. *(New)*

LU-S 3.1.6 – Coastal High Hazard Area – additional strategies

Additional Strategies specific to the CHHA shall be provided in Conservation Element, specifically CO-S X.XX *(New)*

LU-V 4 Land Development Code and Transition Issues

LU-I 4.1 Update the LDC upon adoption of the Comprehensive Plan.

LU-S 4.1.1 Form Based Code

The City shall adopt a Form Based Code or similar to implement the Mixed Use Designations.

LU-I 5.2 Transitional Language

LU-S 5.2.1 Building Height

LU-S 5.2.2 Architectural

LU-S 5.2.3

