

## Island Neighborhood

General: 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 broad and diverse range of land use and activities within the City as a whole, 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 Intercoastal 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: The Island Neighborhood encompasses approximately 2,547 acres (gross acreage) or approximately 21.5 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:

- 7,673 residential units (single family detached, single family attached, multifamily/ condominium), and
- 3,717,223 square feet of non-residential uses (commercial, office, civic, professional).

These numbers represent approximately 40 percent and 43 percent of the City’s current residential and non-residential development, respectively.

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

#### LU-IS-S 1.1.1 – Historic Preservation

Utilize the City's land development regulations to require that redevelopment projects be in keeping with the historical character of the Island Neighborhood, specifically regarding:

- A. Historic grid street patterns established by the Nolen Plan,
- B. Building massing, form, layout, and setbacks that are compatible with adjacent existing developments,
- C. Integrated parks including pocket parks,
- D. Architectural detailing and materials that reflects the existing character of the Island, and are compatible with adjacent existing developments.

#### LU-IS-S 1.1.2 – Preserve Existing Structures

The City recognizes the importance of the Island's historic structures and wishes to preserve them within the Island Neighborhood by use of various means, such as the following: *(New)*

- A. Support efforts of private non-profit organizations to raise funds for adaptive reuse of historic structures
- B. Advising property owners and potential developers of historic structures of the advantages of local, state and federal tax credits for rehabilitation of income-producing historic structures, land trusts, alternative site development standards
- C. Grandfathering legal non-conforming densities, provided that the building is listed as a historic resource on the National Register of Historic Places, that the building is included in the historic district, and that the reconstruction is an authentic replica of the original building except for compliance with new building codes.
- D. Historic Resource Demolition Alternatives such as project redesign to protect historic resources, alternative site and design standards, documentation of the historical resource through pictures and written report, and adaptive reuse.

#### LU-IS-S 1.1.3 – Historic Resources Inventory

The City shall develop and maintain a inventory of historical resources specific to the Island Neighborhood to ensure all applicable resources are considered for federal, state and local historic preservation designation.

#### LU-IS-S 1.1.4 – Mixed Use Downtown (MUD)

The MUD within the Island Neighborhood comprises approximately 84 acres generally including the historic downtown and portion of business 41. For overall guidance regarding the MUD designation, refer to LU-S 1.3.4.

The following shall apply for the MUD designation: *(New)*

- A. The designation wide total for residential units allowed within the MUD designation limited to the Island Neighborhood shall be no more than 760 units including the \_\_\_\_\_ of

existing residential units<sup>1</sup>. This is calculated as a maximum density of 18.0 units per acre, limited to a maximum of 50% of the total acreage within the MUD designation.

- B. The designation wide total for non-residential square footage allowed within the MUD designation limited to the Island Neighborhood shall be no more than 2,380,000 square feet including the \_\_\_\_\_ square feet of existing non-residential development<sup>2</sup>. This amount is calculated on an average FAR across the neighborhood of 0.65, and allows for a maximum FAR on an individual site of 3.0.
- C. Development and redevelopment may incorporate a vertical mix of uses within the implementing CBD Zoning district, typically locating higher activity uses such as retail, restaurant, or similar on the ground floor, and lower intensity uses such as professional office, residential, or similar above the ground floor.
- D. Development and redevelopment for those properties within the MUD not zoned CBD may be either vertical or horizontal mix of uses.

#### LU-IS-S 1.1.5 – Mixed Use Corridor (MUC)

The MUC within the Island Neighborhood comprises approximately 189 acres generally including Business 41 and Airport Avenue. For overall guidance regarding the MUC designation, refer to LU-S-1.3.4. The following shall apply for the MUC designation when within the Island Neighborhood. For the calculations below and based on the previously adopted level of entitlements, the areas of unique concern within the MUC are not included in the total square feet and residential units: *(New)*

- A. The designation wide total for residential units allowed within the MUC designation limited to the Island Neighborhood shall be 1,228 *(Note: #'s to be revised excluding the AoUC)* units. This is calculated as a maximum density of 13.0 units per acre, limited to a maximum of 50% of the total acreage within the MUC designation.
- B. The designation wide total for non-residential square footage allowed within the MUC designation limited to the Island Neighborhood shall be 6,174,630 square feet *(Note: #'s to be revised excluding the AoUC)*, which is an average FAR across the neighborhood of 0.75, and allows for a maximum FAR on an individual site of 1.0.
- 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.

#### LU-IS-S 1.1.5 – 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 . For overall guidance regarding the MUA designation, refer to LU-S

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<sup>1</sup> Based on Sarasota County Property Appraiser data and available, additional geographic information system data of existing land use obtained \_\_\_\_\_, 2015.

<sup>2</sup> *ibid*

1.3.4. The MUA recognizes the Venice Municipal Airport, Airport Master Plan and its proposed uses. The following shall apply when within the MUA designation: *(New)*

- A. The designation wide total for non-residential square footage allowed within the MUA designation limited to the Island Neighborhood shall be 2,770,000 square feet, which is an average FAR across the designation of 0.5, and allows for a maximum FAR on an individual site of 1.0.
- B. Within the MUA designation, development and redevelopment shall be permitted 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.

#### LU-IS-S 1.1.6 – Enumeration of Existing Areas of Unique Concern

The following existing areas of unique concern have been identified as having approved development and redevelopment rights in excess of those that would be permissible per the underlying land use: *(New)*

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

#### LU-IS-S 1.1.7 – Guidance for Existing Areas of Unique Concern

The developments identified in LU-IS-S 1.1.6 shall be subject to the following standards: *(New)*

- A. Village on the Isle Campus
  - a. Village on the Isle is identified by FLUM-XX.
  - b. Village on the Isle shall be entitled to the following uses: assisted living, independent living, skilled nursing facilities and services, community services, adult day care, and related health care services and facilities.
  - c. Village on the Isle shall be entitled to development and redevelopment according to the following scenario:
    - i. The density range for assisted living facilities shall not exceed 30 units per gross acre with individual kitchen facilities or 55 units per gross acre without individual kitchen facilities. Age restricted independent living facilities are permitted at a density not to exceed 18 units per gross acre.
      - 1. Conversion of units to multi-family residential uses or similar uses shall not be allowed without approval by the City.
    - ii. The total square footage allowed in the VOTI Campus area shall be limited to a maximum floor area ratio (FAR) of 4.0.
    - iii. Items previously included in the Comprehensive Plan Objective 19, Policy 19.2.C, D, and E (Building Envelope, Parking Requirements and Architectural Design) shall be implemented by the Land Development Code upon their adoption. Until such time as the Land Development Code is updated to include these standards, the standards in Policy 19.2 shall apply
- B. Venice Regional Medical Center Campus
  - a. Venice Regional Medical Center Campus shall be identified by FLUM-XX and XX

- b. Venice Regional Bayfront Health Campus shall be entitled to development and redevelopment according to the following scenario:
  - i. The maximum residential density average in this neighborhood will not exceed 18 units per acre, calculated on a gross acreage basis.
  - ii. The total square footage of commercial uses allowed in this area shall not exceed the floor area ratio (FAR) standards as depicted in Maps FLUM-XX and XX (previously identified as Maps FLUM 25(a) and FLUM-25(b).
    - 1. The “core campus” and “medical campus” uses are intended to provide convenient access and bike/walkability for the area.
    - 2. Land uses within the campus plan may be adjusted according to the needs of the community and demands of the development.
    - 3. 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.
  - iii. Integrated Transportation Network:
    - 1. Provide transportation alternatives including transit, pedestrian access, and bikeways.
    - 2. Expand established pedestrian linkages between the surrounding Island neighborhoods.
    - 3. Provide safe and convenient emergency room access.
    - 4. Items previously included in the Comprehensive Plan Objective 19, Policy 19.4.D, E, and F (Building Envelope, Parking Requirements and Architectural Design) shall be implemented by the Land Development Code upon their adoption. Until such time as the Land Development Code is updated to include these standards, the standards in Policy 19.4 shall apply

#### LU-IS-S 1.1.8 – Coastal High Hazard

Portions of the Island Neighborhood are identified as including Coastal High Hazard Area (CHHA). Areas identified on the FLUM-XX shall comply with the Vision LU-V 2 Coastal Management and related Intent and Strategies, LU-I 2.1 and LU-S 2.1.1 and LU-S 2.1.2; respectively.

#### OS-IS-S 1.1.9 – Open Space Preservation

The City shall utilize preservation of existing open space as a first measure for providing the necessary open space for residents of the Island Neighborhood. *(New)*

#### OS-IS-S 1.1.10 – 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. *(New)*

#### TR-IS-S 1.1.12 – Complete Street Segments

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. (New)

- A. Tamiami Trail
- B. W. Venice Avenue
- C. Harbor Drive
- D. Airport Avenue

#### TR-IS-S 1.1.13 – Parking Strategy

The City will evaluate and update its current parking standards for downtown, based on state of the art parking practices, Transportation Demand Management, and availability of parking facilities and transit opportunities. The City will ensure that the Island has adequate parking facilities for existing and new development through the consideration and use of various means, including: (New)

- 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

#### TR-IS-S 1.1.14 – Pedestrian Facilities

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