

Pinebrook Neighborhood

Overview

The Pinebrook Neighborhood lies east of U.S. 41 Bypass, north of E 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.

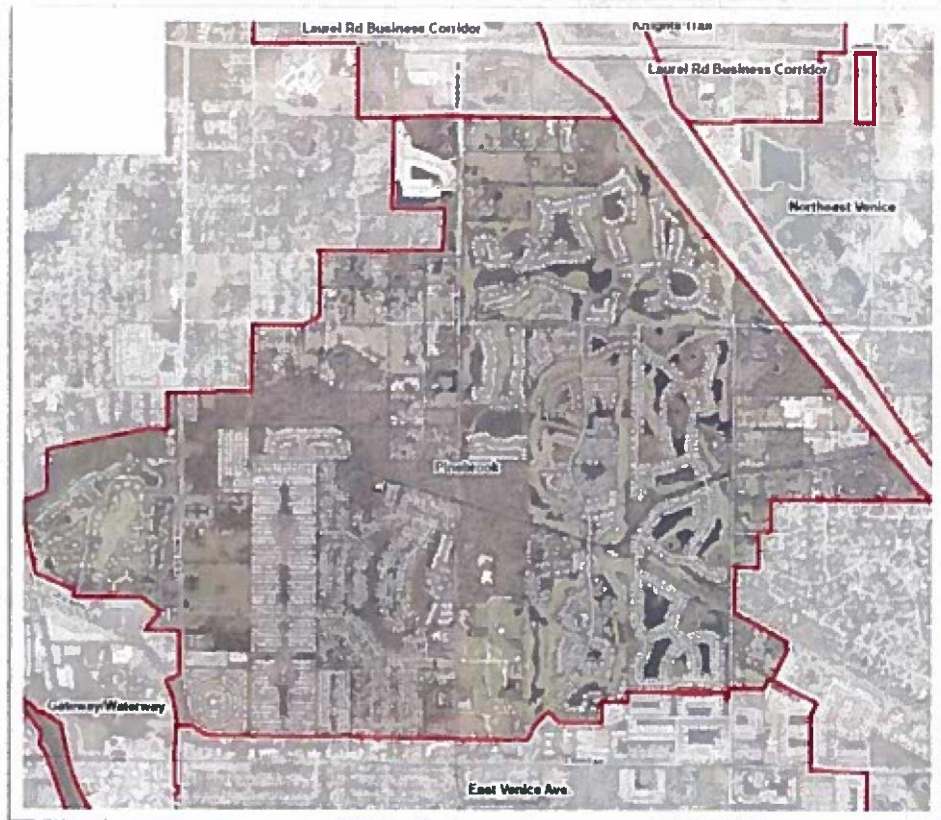
Existing Land Use

The Pinebrook Neighborhood encompasses approximately 2,824 acres (gross acreage) or approximately 23.8 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:

- 6,883 residential units (single family detached, single family attached, multifamily/ condominium), and
 - The Bay Indies Mobile Home Park and Ridgewood Mobile Home Park includes approximately 1,309 and 262 total residential units, respectively.
- 423,203 square feet of non-residential uses (commercial, office, civic, professional).

These numbers represent approximately 35 percent and 5 percent of the City's current residential and non-residential development, respectively.



Key Thoroughfares

The Pinebrook Neighborhood is generally developed along Pinebrook Road running in a north/south direction and includes other major thoroughfares:

- Pinebrook Road
- 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 – Architecture

The City shall require new and redevelopment include the following architectural styles in the Pinebrook Neighborhood including but not limited to:

- A. Northern Italian/ Mediterranean.
- B. New Florida.
- C. Sarasota School of Architecture.
- D. Charleston.

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 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)*

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.

Strategy OS-PB 1.1.2 – 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 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 E. Venice Avenue that will require improvements.

Laurel Road Neighborhood

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
- CVS
- Portofino
- The Bridges

Existing Land Use

The Laurel Road Neighborhood encompasses approximately 417 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:

- 36 residential units (single family detached, single family attached, multifamily/ condominium), and
- 158,211 square feet of non-residential uses (commercial, office, civic, professional).

These numbers represent approximately less than 1 percent and 2 percent of the City's current residential and non-residential development, respectively. *ED NOTE: Acreages and maps to be modified due to revisions to Neighborhood boundary; portions of NE are being relocated to the Laurel Road Neighborhood due to similarities of certain properties (i.e. Bridges)*



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 371 acres generally including property along Laurel Rd at the I-75 interchange (see mixed use descriptions in the Future Land Use Element).

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

- A. The designation-wide total for residential units allowed within the MUC designation limited to the Laurel Road Neighborhood shall be no more than 1,206 units including the 17 existing residential units¹. This is calculated as a maximum density of 13.0 units per acre, limited to a maximum of 25% of the total acreage within the MUC designation.
- B. The designation-wide total for non-residential square footage allowed within the MUS designation limited to the Laurel Rd Neighborhood shall be no more than 10,908,513 square feet including the 132,251 square feet of existing non-residential development². This amount is calculated on an average FAR across the neighborhood of 0.75, and allows for a maximum FAR on an individual site of 1.0.
- C. The preferred development form, with regard to building placement, height, design, and pedestrian and vehicular movements shall be established in a Form Based Code.

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. *(New)*

¹ Based on Sarasota County Property Appraiser data and available, additional geographic information system data of existing land use obtained _____, 2015.

² *ibid*

Strategy LU-LR 1.1.3 – Multifamily Focus

The City shall promote mixed use as a means 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. *(New)*

Strategy LU-LR 1.1.4 – Architecture

The City shall require new and redevelopment include the following architectural styles in the Laurel Road Neighborhood including but not limited to the following styles. Alternative architectural styles shall be approved by an amendment to this Neighborhood Comprehensive Plan Element. *(New)*

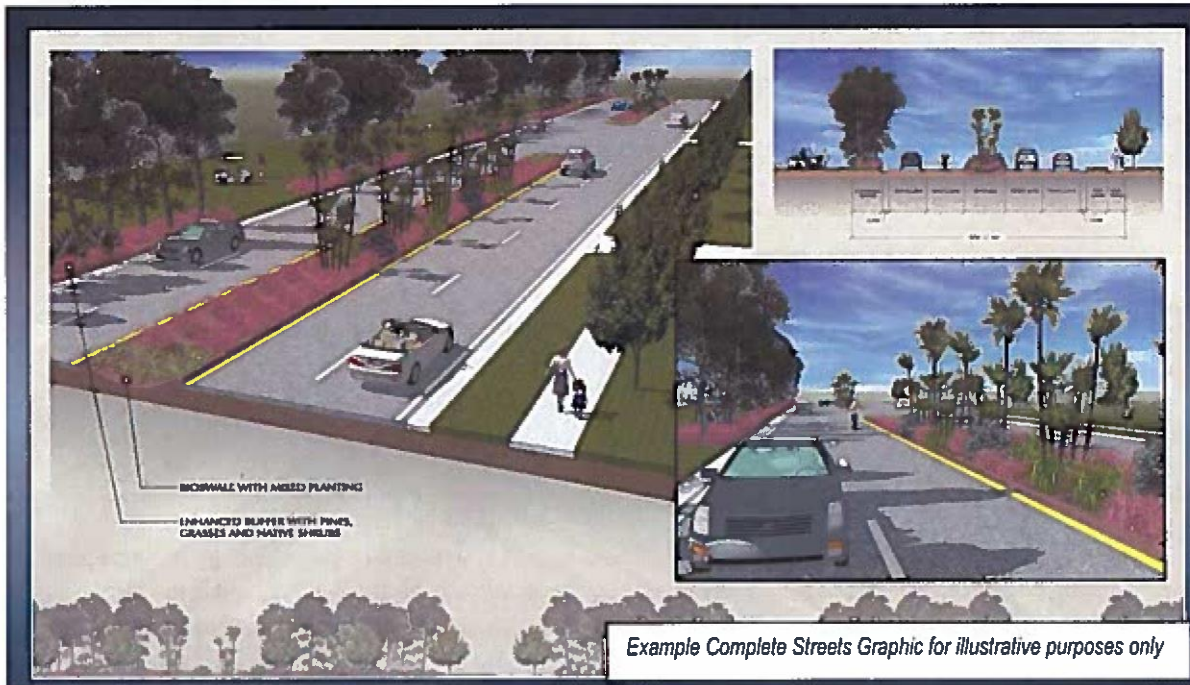
- A. Northern Italian/ Mediterranean.

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 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)*

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

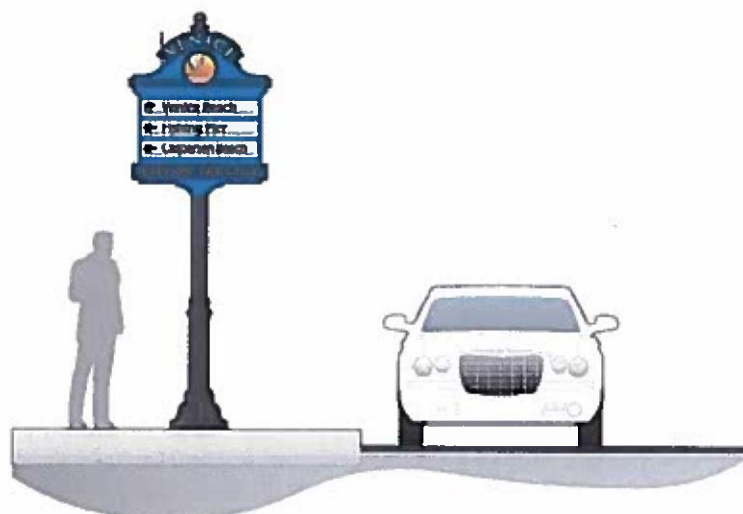
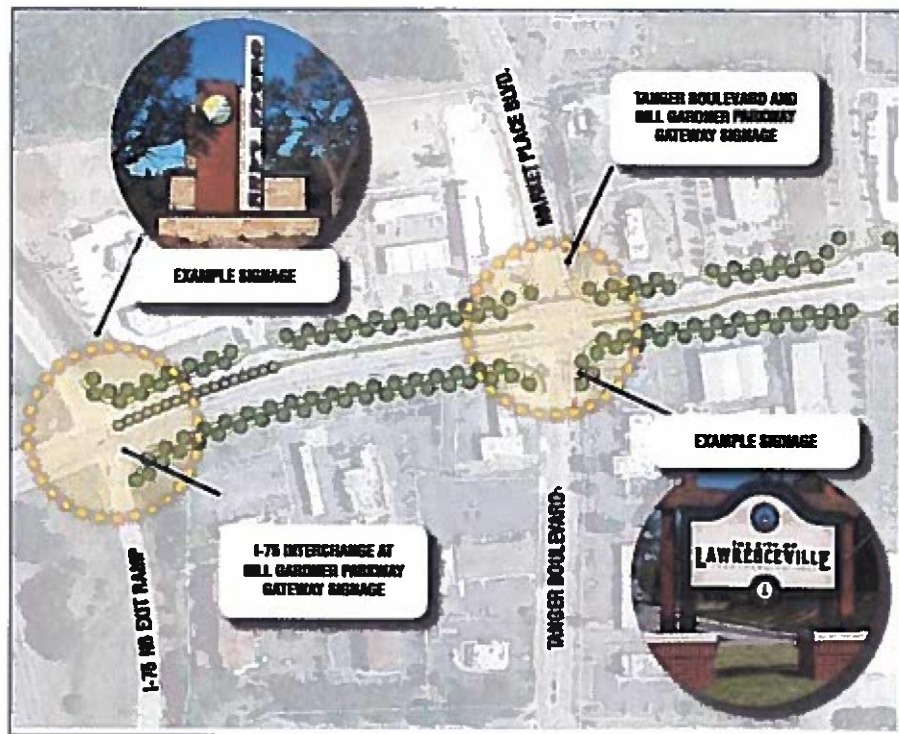


Strategy TR-LR 1.1.5 – Gateway Features

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 and/or private property owners to provide a location for such gateway features. Gateway features may incorporate the following design and development elements. *(New)*

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

EXAMPLE:



**VEHICULAR-ORIENTED
DIRECTIONAL SIGNAGE
SIGN TYPE (A)**

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 to adjust the development potential for this area to coincide with the Laurel Road Neighborhood serving as a major non-residential development area.

Northeast Venice Neighborhood

Overview

The Northeast Venice Neighborhood is the largest of the neighborhoods (land 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



Existing Land Use

The Northeast Neighborhood encompasses approximately 2,886 acres (gross acreage) or approximately 27.6 percent of the total City size (area) including roads/rights-of-way. Based on information obtained in 2016 from the Sarasota County Property Appraiser's Office, there are approximately:

- 1,503 residential units (single family detached, single family attached, multifamily/ condominium), and
- 137,982 square feet of non-residential uses (commercial, office, civic, professional).

These numbers represent approximately 8 percent and 2 percent of the City's current residential and non-residential development, respectively. *ED NOTE: Acreages and maps to be modified due to revisions to Neighborhood boundary; portions of NE are being relocated to the Laurel Road Neighborhood due to similarities of certain properties (i.e. Bridges)*

Key Thoroughfares

The Northeast Venice 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 Venice Neighborhood comprises approximately 2,420 acres generally including residential area 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: *(New)*

- A. The designation-wide total for residential units allowed within the MUR designation limited to the Northeast Venice Neighborhood shall be no more than 6,050 units including the 1,450 existing residential units¹. This is calculated as a maximum density of 5.0 units per acre, limited to a maximum of 50% of the total acreage within the MUR designation.
- B. The designation-wide total for non-residential square footage allowed within the MUR designation limited to the Northeast Venice Neighborhood shall be no more than 1,054,760 square feet including the 137,982 square feet of existing non-residential development². This amount is calculated on a maximum FAR for qualifying non-residential of 0.20.
- C. 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 10 percent conservation or a minimum 10 percent functional. These percentages may be vary based on site conditions.

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.

Strategy LU-NE 1.1.3 – Architecture

The City shall require new and redevelopment include the following architectural styles in the Northeast Venice Neighborhood including the following. Alternative architectural styles shall be approved by an amendment to this Neighborhood Comprehensive Plan Element.

- A. Northern Italian/ Mediterranean.

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 streets elements to be included on a particular street segment shall be subject to

¹ Based on Sarasota County Property Appraiser data and available, additional geographic information system data of existing land use obtained _____, 2015.

² *ibid*

evaluation and approval on a segment by segment basis. Potential candidates for complete streets principles include but are not limited to. *(New)*

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. The roadway west of Jacaranda Boulevard may be fulfilled by the installation of a north/south roadway meeting these criteria in the Laurel Road Neighborhood.

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 following: *(New)*

- 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 with regard to 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 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 N. Jackson Road and the existing City limits from the JPA as potential annexation areas.

East Venice Avenue Neighborhood

Overview

The East Venice Avenue Neighborhood is a predominately residential area with significant commercial activity along E. 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
- Ashton Gardens
- Toscana Gardens



Existing Land Use

The East Venice Ave Neighborhood encompasses 639 acres (gross acreage) or approximately 6 percent of the total City size (area) including roads/rights-of-way. Based on information obtained in 2016 from the Sarasota County Property Appraiser's Office, there are approximately:

- 2,461 residential units (single family detached, single family attached, multifamily/ condominium)
- 949,771 square feet of non-residential uses (commercial, office, civic, professional).

Key Thoroughfares

The East Venice Neighborhood is generally developed along E. Venice Avenue; however, is also accessed by:

- US 41 Bypass
- E. Venice Ave.
- 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, Eastgate), 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.

Strategy LU-EV 1.1.2 – Architecture

The City shall require new and redevelopment include the following architectural styles in the East Venice Avenue Neighborhood including but not limited to:

- A. Northern Italian/ Mediterranean.
- B. New Florida.
- C. Key West.
- D. Sarasota School of Architecture.
- E. Charleston.
- F. Caribbean.

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 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)*

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			
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 E. 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) should be applied 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.

Open Space:

Strategy OS-EV 1.1.5 – Open Space Preservation

The City shall focus on preservation of existing open space for residents of the East Venice Avenue Neighborhood. *(New)*

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.

East Venice Avenue Neighborhood

Overview

The East Venice Avenue Neighborhood is a predominately residential area with significant commercial activity along E. 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
- Ashton Gardens
- Toscana Gardens



Existing Land Use

The East Venice Ave Neighborhood encompasses 639 acres (gross acreage) or approximately 6 percent of the total City size (area) including roads/rights-of-way. Based on information obtained in 2016 from the Sarasota County Property Appraiser's Office, there are approximately:

- 2,461 residential units (single family detached, single family attached, multifamily/ condominium)
- 949,771 square feet of non-residential uses (commercial, office, civic, professional).

Key Thoroughfares

The East Venice Neighborhood is generally developed along E. Venice Avenue; however, is also accessed by:

- US 41 Bypass
- E. Venice Ave.
- 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, Eastgate), 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.

Strategy LU-EV 1.1.2 – Architecture

The City shall require new and redevelopment include the following architectural styles in the East Venice Avenue Neighborhood including but not limited to:

- A. Northern Italian/ Mediterranean.
- B. New Florida.
- C. Key West.
- D. Sarasota School of Architecture.
- E. Charleston.
- F. Caribbean.

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 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)*

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			
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 E. 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) should be applied 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.

Open Space:

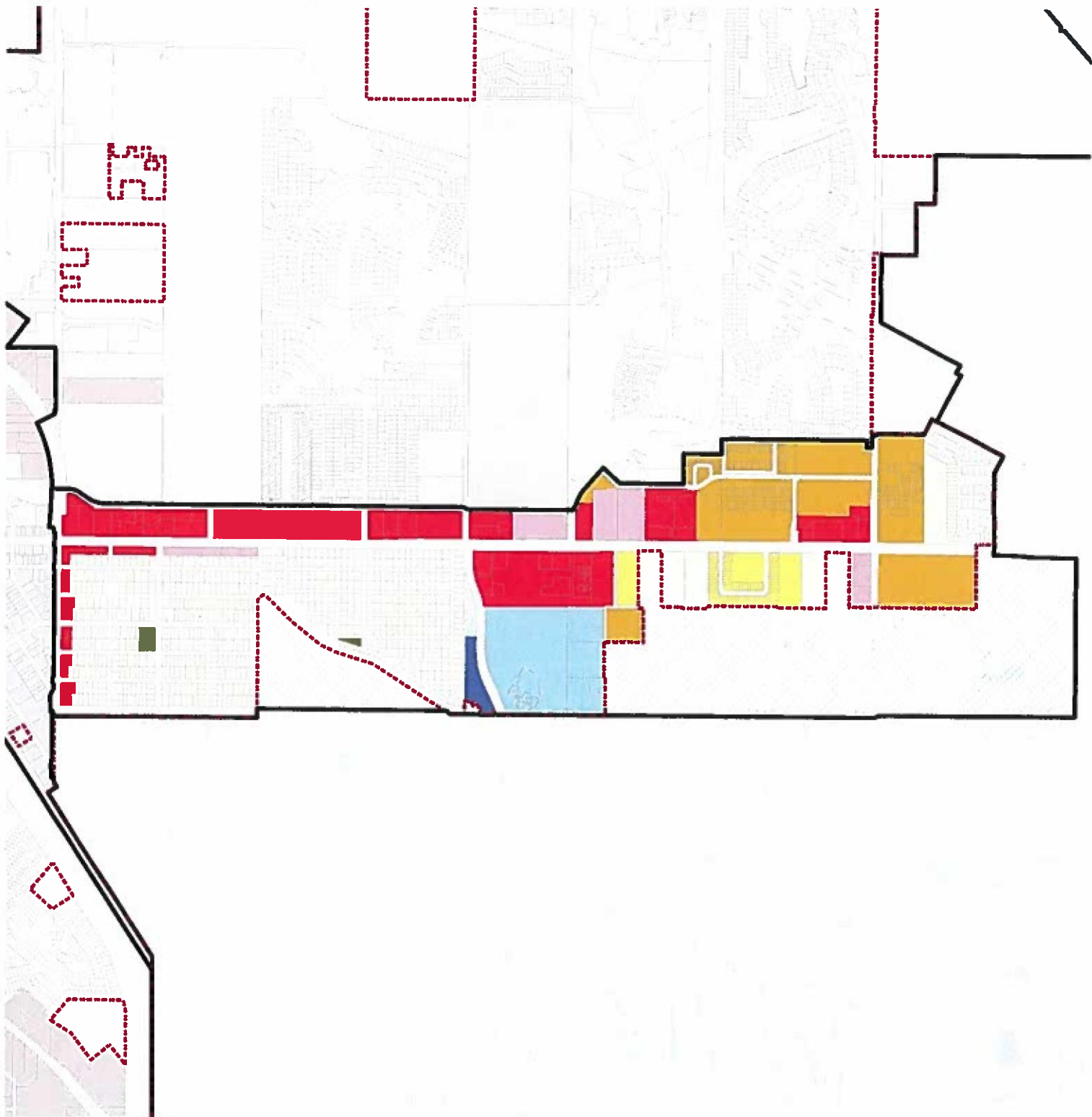
Strategy OS-EV 1.1.5 – Open Space Preservation

The City shall focus on preservation of existing open space for residents of the East Venice Avenue Neighborhood. *(New)*

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.



- Legend**
- City Boundary
 - Neighborhood Boundary
 - Future Land Use Revisions**
 - MIXED USE DOWNTOWN
 - MIXED USE SEABOARD
 - MIXED USE CORRIDOR
 - COMMERCIAL
 - MIXED USE RESIDENTIAL
 - INDUSTRIAL
 - OPEN SPACE FUNCTIONAL
 - CONSERVATION
 - GOVERNMENT
 - INSTITUTIONAL PROFESSIONAL
 - LOW DENSITY RESIDENTIAL
 - MODERATE DENSITY RESIDENTIAL
 - HIGH DENSITY RESIDENTIAL
 - Potential Annexation Area JPAVLSBA

DRAFT



Gateway Neighborhood

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 Intercoastal 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 E. 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

The Gateway Neighborhood encompasses approximately 413 acres (gross acreage) or approximately 3.9 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:

- 892 residential units (single family detached, single family attached, multifamily/ condominium), and
- 1,901,343 square feet of non-residential uses (commercial, office, civic, professional).

These numbers represent approximately 5 percent and 22 percent of the City's current residential and non-residential development, respectively.

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: *(New)*

- A. Consideration of Coastal High Hazard Area (CHHA).
- B. Strengthen neighborhood connections (multimodal) to the Island Neighborhood.
- C. Encourage residential, 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, wayfinding signage, etc.
- 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 E Venice Ave (see mixed use descriptions in the Future Land Use Element).

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

- A. The designation-wide total for residential units allowed within the MUS designation limited to the Gateway Neighborhood shall be no more than 422, currently, no residential units are indicated as existing in this area¹. This is calculated as a maximum density of 18.0 units per acre, limited to a maximum of 35% of the total acreage within the MUS designation.
- B. The designation-wide total for non-residential square footage allowed within the MUS designation limited to the Gateway Neighborhood shall be no more than 1,970,000 square feet including the 61,600 square feet of existing non-residential development². This amount is calculated on an average FAR across the neighborhood of 0.75, and allows for a maximum FAR on an individual site of 1.5.
- 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. Develop a prioritization system based on project costs and benefit.

Strategy LU-GW 1.1.3 – 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 1.1.4 – 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. *(New)*

¹ Based on Sarasota County Property Appraiser data and available, additional geographic information system data of existing land use obtained _____, 2015.

² *ibid*

Strategy LU-GW 1.1.5 – Architecture

The City shall require new and redevelopment include the following architectural styles in the Gateway/Waterway Neighborhood including but not limited to the following styles. Alternative architectural styles shall be approved by an amendment to this Neighborhood Comprehensive Plan Element. *(New)*

- A. Northern Italian/ Mediterranean.
- B. New Florida.

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 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)*

Complete Street Elements	Roadway Segments				
	US 41 Business/ Tamiami Trail	US 41 Bypass	E. Venice Avenue	Abbee 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 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: *(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.
- 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. *(New)*

Strategy OS-GW 1.1.10 – Open Space Enhancement

The City shall focus first on connectivity to the legacy trail and trail head adding new amenities within existing parks and trails. *(New)*

Infrastructure:

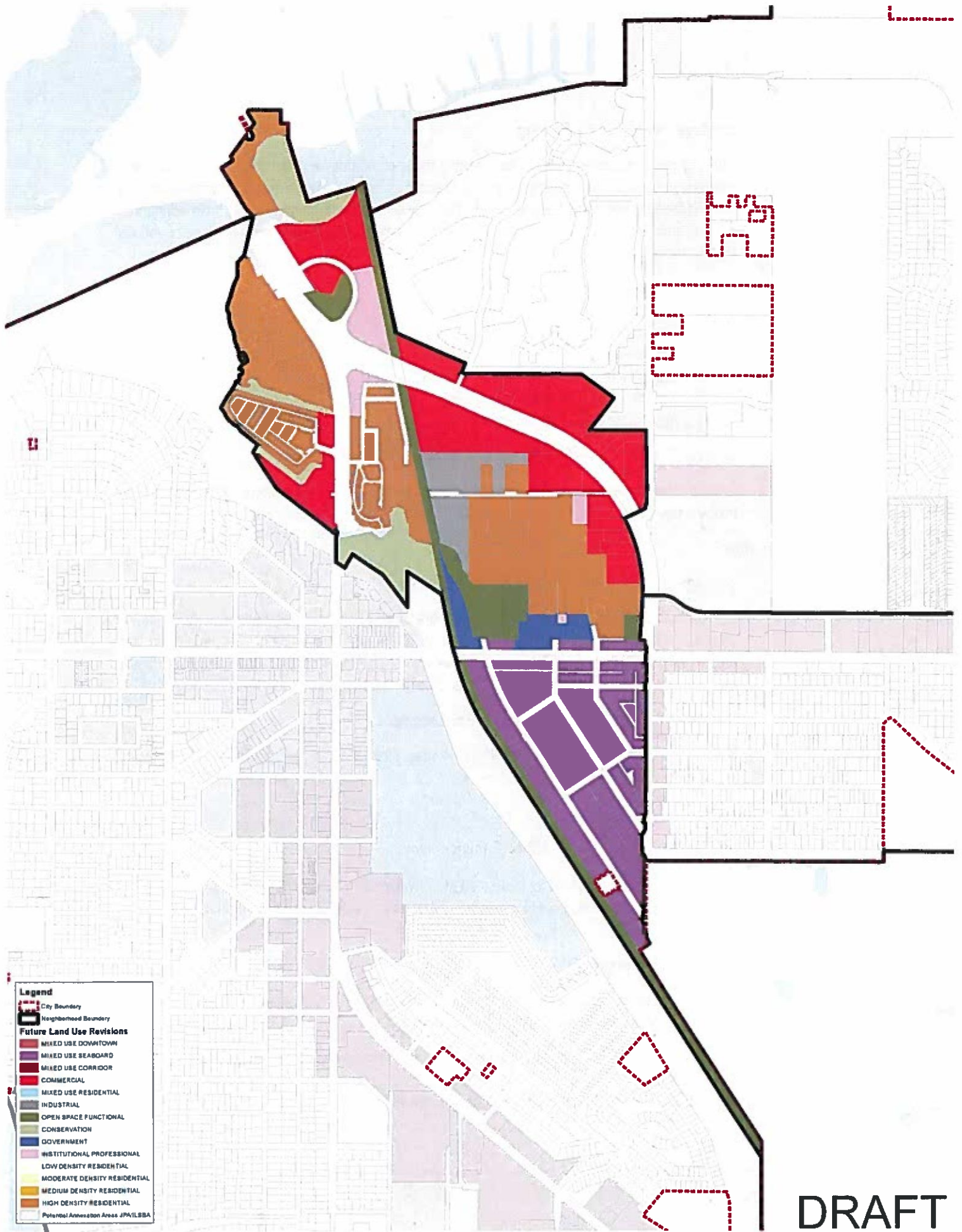
Strategy IN-GW 1.1.11 – Identified Enhancements

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

Areas for Future Consideration:

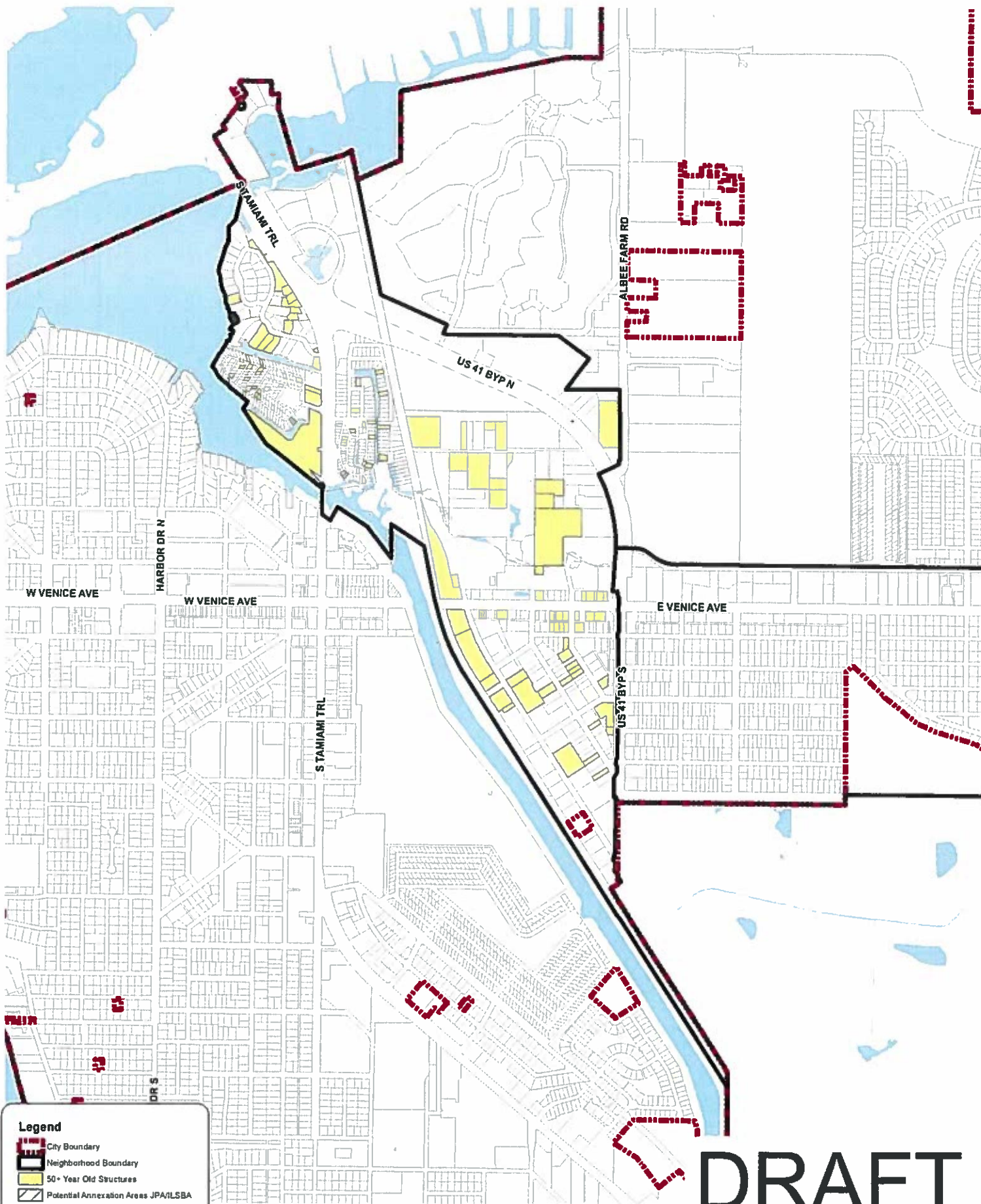
The following topics have been identified but not included within this planning horizon. However, changing conditions may require their consideration:

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



Legend

- City Boundary
- Neighborhood Boundary
- Future Land Use Revisions**
- MIXED USE DOWNTOWN
- MIXED USE SEABOARD
- MIXED USE CORRIDOR
- COMMERCIAL
- MIXED USE RESIDENTIAL
- INDUSTRIAL
- OPEN SPACE FUNCTIONAL
- CONSERVATION
- GOVERNMENT
- INSTITUTIONAL PROFESSIONAL
- LOW DENSITY RESIDENTIAL
- MODERATE DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- Potential Amendment Areas (PMA) LBA



DRAFT

50+ YEAR OLD STRUCTURES

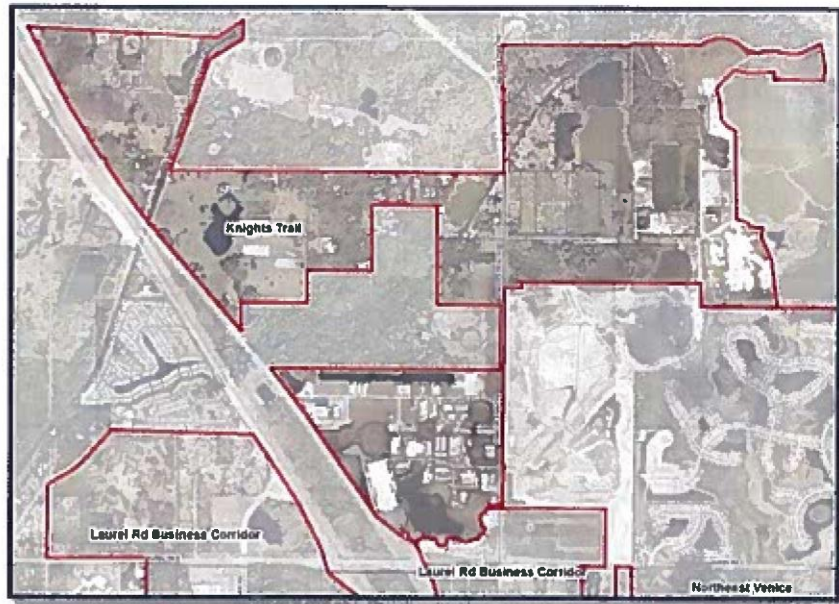
DECEMBER 3, 2016



Knights Trail Neighborhood

Overview

The Knights Trail Neighborhood is a predominately industrial, situated East of I-75 and along Knights Trail Rd. 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 Knight's 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 both City of Venice and Sarasota County.



Existing Land Use

The Knights Trail Neighborhood encompasses approximately 891 acres (gross acreage) or approximately 8.5 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:

- 23 residential units (single family detached, single family attached, multifamily/ condominium), and
- 1,283,295 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.

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 40 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: *(New)*

- A. The designation-wide total for residential units allowed within the MUC designation limited to the Knights Trail Neighborhood shall be no more than 260 units including the 3 existing residential units¹. 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 within this Neighborhood.
- B. The designation-wide total for non-residential square footage allowed within the Knights Trail Neighborhood MUC designation shall be no more than 653,400 square feet and there has been no non-residential development to date for this area². This amount is calculated on an average FAR across the neighborhood of 0.75, and allows for a maximum FAR on an individual site of 1.0.
- C. Industrial Uses are not permitted within the MUC.

Strategy LU-KT 1.1.2 – Industrial Lands - Existing

The City shall protect the existing industrial land uses and properties within this Neighborhood in order to provide the City and region with a diverse economic base.

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 in order 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 – Industrial Lands - Existing

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.

¹ Based on Sarasota County Property Appraiser data and available, additional geographic information system data of existing land use obtained _____, 2015.

² *ibid*

Strategy LU-KT 1.1.6 – 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 1.1.7 – Architecture

The City shall require new and redevelopment include the following architectural styles in the Knights Trail Neighborhood including but not limited to the following styles. Alternative architectural styles shall be approved by an amendment to this Neighborhood Comprehensive Plan Element. *(New)*

- A. Northern Italian/ Mediterranean.
- B. New Florida.

Transportation

Strategy TR-KT 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. *(New)*

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 1.1.8 – 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 1.1.9 – 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 1.1.10 – Transit

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

Areas for Future Consideration:

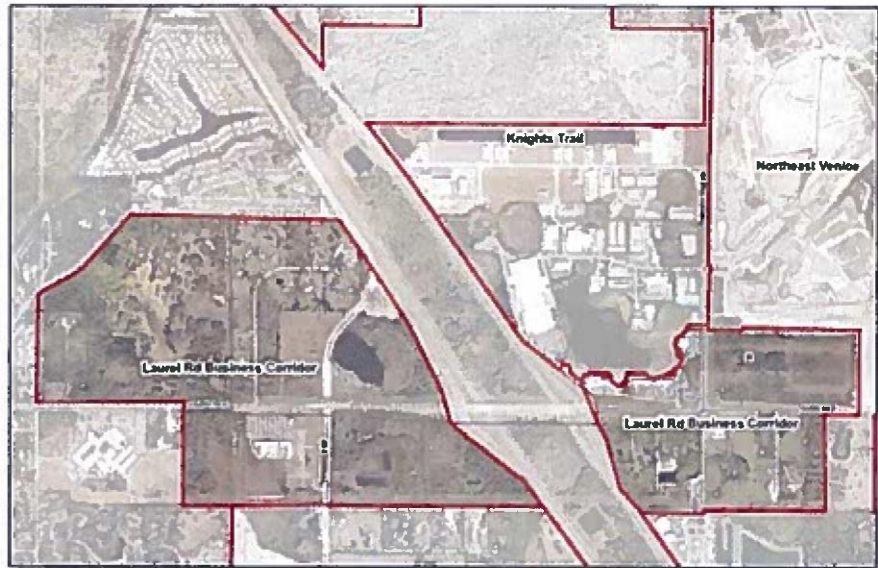
The following topics have been identified but not included within this planning horizon. However, changing conditions may require their consideration:

- 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.

Laurel Road Neighborhood

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
- CVS
- Portofino
- The Bridges

Existing Land Use

The Laurel Road Neighborhood encompasses approximately 417 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:

- 36 residential units (single family detached, single family attached, multifamily/ condominium), and
- 158,211 square feet of non-residential uses (commercial, office, civic, professional).

These numbers represent approximately less than 1 percent and 2 percent of the City's current residential and non-residential development, respectively. *ED NOTE: Acreages and maps to be modified due to revisions to Neighborhood boundary; portions of NE are being relocated to the Laurel Road Neighborhood due to similarities of certain properties (i.e. Bridges)*

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 371 acres generally including property along Laurel Rd at the I-75 interchange (see mixed use descriptions in the Future Land Use Element).

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

- A. The designation-wide total for residential units allowed within the MUC designation limited to the Laurel Road Neighborhood shall be no more than 1,206 units including the 17 existing residential units¹. This is calculated as a maximum density of 13.0 units per acre, limited to a maximum of 25% of the total acreage within the MUC designation.
- B. The designation-wide total for non-residential square footage allowed within the MUS designation limited to the Laurel Rd Neighborhood shall be no more than 10,908,513 square feet including the 132,251 square feet of existing non-residential development². This amount is calculated on an average FAR across the neighborhood of 0.75, and allows for a maximum FAR on an individual site of 1.0.
- C. The preferred development form, with regard to building placement, height, design, and pedestrian and vehicular movements shall be established in a Form Based Code.

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. *(New)*

¹ Based on Sarasota County Property Appraiser data and available, additional geographic information system data of existing land use obtained _____, 2015.

² *ibid*

Strategy LU-LR 1.1.3 – Multifamily Focus

The City shall promote mixed use as a means 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. *(New)*

Strategy LU-LR 1.1.4 – Architecture

The City shall require new and redevelopment include the following architectural styles in the Laurel Road Neighborhood including but not limited to the following styles. Alternative architectural styles shall be approved by an amendment to this Neighborhood Comprehensive Plan Element. *(New)*

- A. Northern Italian/ Mediterranean.

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 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)*

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

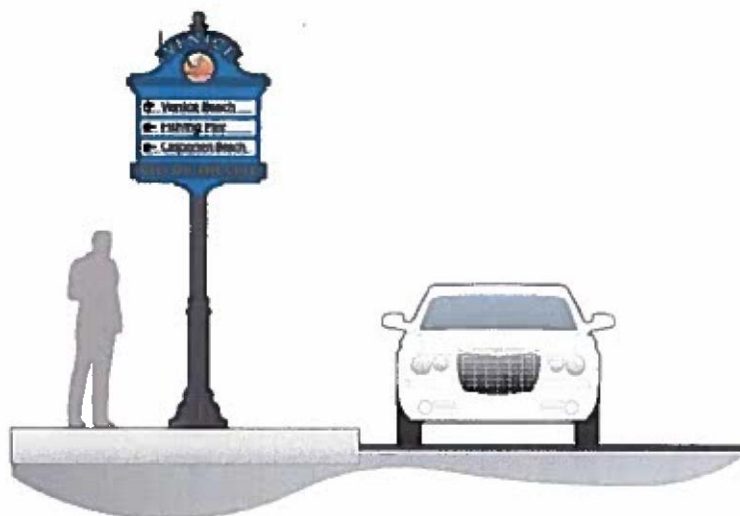
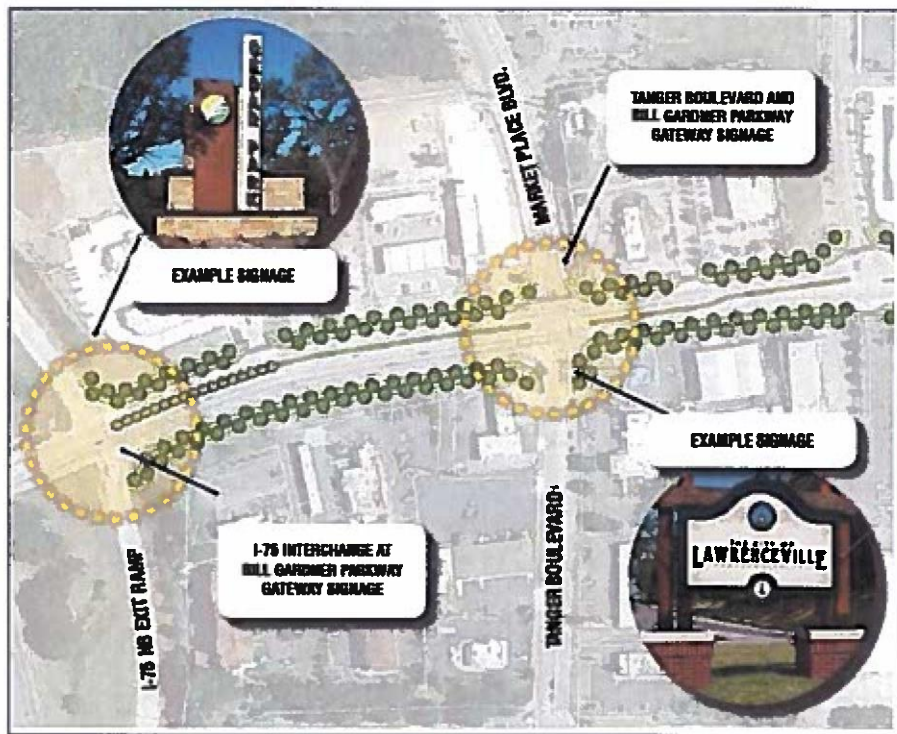


Strategy TR-LR 1.1.5 – Gateway Features

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 and/or private property owners to provide a location for such gateway features. Gateway features may incorporate the following design and development elements. *(New)*

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

EXAMPLE:

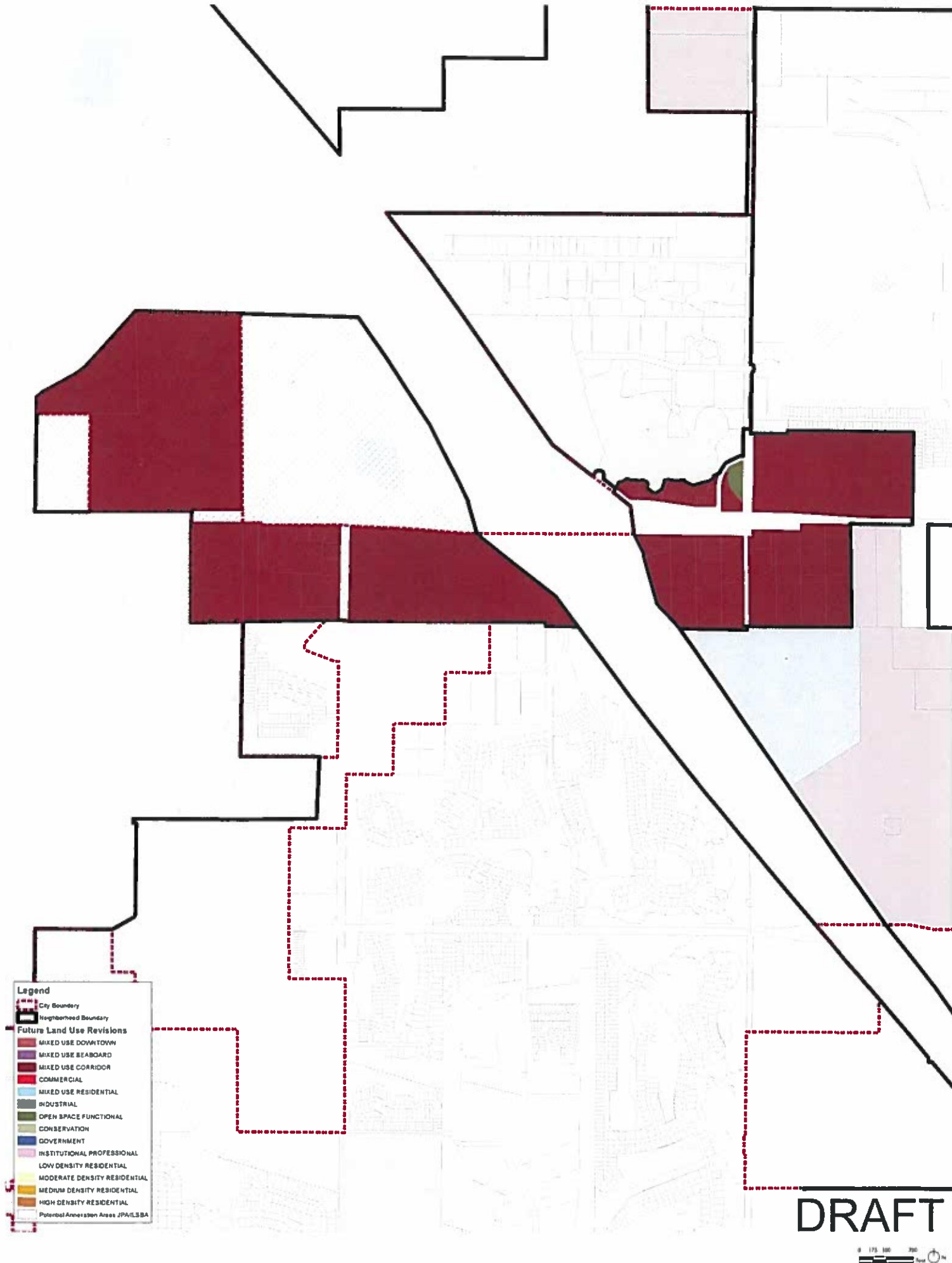


**VEHICULAR-ORIENTED
DIRECTIONAL SIGNAGE
SIGN TYPE (A)**

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 to adjust the development potential for this area to coincide with the Laurel Road Neighborhood serving as a major non-residential development area.

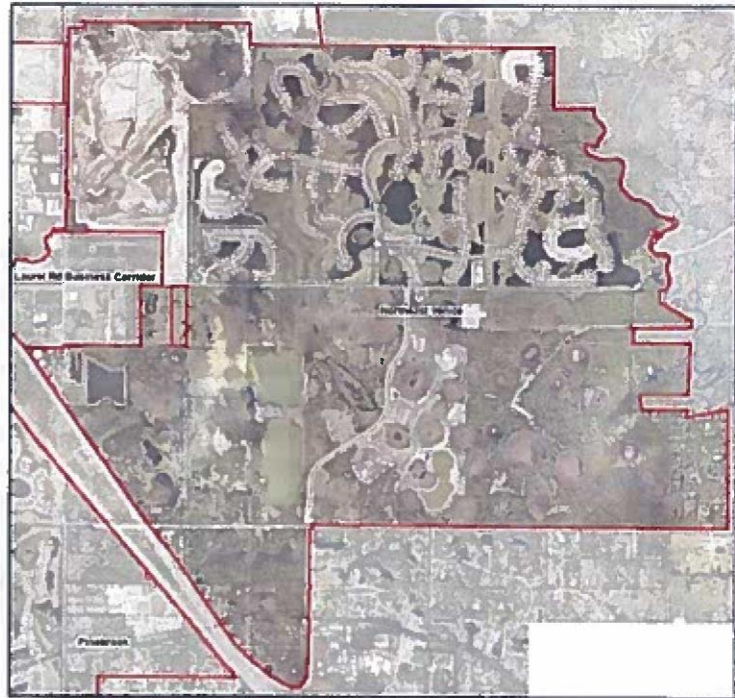


Northeast Venice Neighborhood

Overview

The Northeast Venice Neighborhood is the largest of the neighborhoods (land 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



Existing Land Use

The Northeast Neighborhood encompasses approximately **2,886** acres (gross acreage) or approximately **27.6** percent of the total City size (area) including roads/rights-of-way. Based on information obtained in 2016 from the Sarasota County Property Appraiser's Office, there are approximately:

- 1,503 residential units (single family detached, single family attached, multifamily/ condominium), and
- **137,982** square feet of non-residential uses (commercial, office, civic, professional).

These numbers represent approximately 8 percent and 2 percent of the City's current residential and non-residential development, respectively. *ED NOTE: Acreages and maps to be modified due to revisions to Neighborhood boundary; portions of NE are being relocated to the Laurel Road Neighborhood due to similarities of certain properties (i.e. Bridges)*

Key Thoroughfares

The Northeast Venice 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 Venice Neighborhood comprises approximately 2,420 acres generally including residential area 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: *(New)*

- A. The designation-wide total for residential units allowed within the MUR designation limited to the Northeast Venice Neighborhood shall be no more than 6,050 units including the 1,450 existing residential units¹. This is calculated as a maximum density of 5.0 units per acre, limited to a maximum of 50% of the total acreage within the MUR designation.
- B. The designation-wide total for non-residential square footage allowed within the MUR designation limited to the Northeast Venice Neighborhood shall be no more than 1,054,760 square feet including the 137,982 square feet of existing non-residential development². This amount is calculated on a maximum FAR for qualifying non-residential of 0.20.
- C. 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 10 percent conservation or a minimum 10 percent functional. These percentages may vary based on site conditions.

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.

Strategy LU-NE 1.1.3 – Architecture

The City shall require new and redevelopment include the following architectural styles in the Northeast Venice Neighborhood including the following. Alternative architectural styles shall be approved by an amendment to this Neighborhood Comprehensive Plan Element.

- A. Northern Italian/ Mediterranean.

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 streets elements to be included on a particular street segment shall be subject to

¹ Based on Sarasota County Property Appraiser data and available, additional geographic information system data of existing land use obtained _____, 2015.

² *ibid*

evaluation and approval on a segment by segment basis. Potential candidates for complete streets principles include but are not limited to. *(New)*

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. The roadway west of Jacaranda Boulevard may be fulfilled by the installation of a north/south roadway meeting these criteria in the Laurel Road Neighborhood.

Open Space

Strategy OS-NE 1.1.5 – Wildlife Corridors

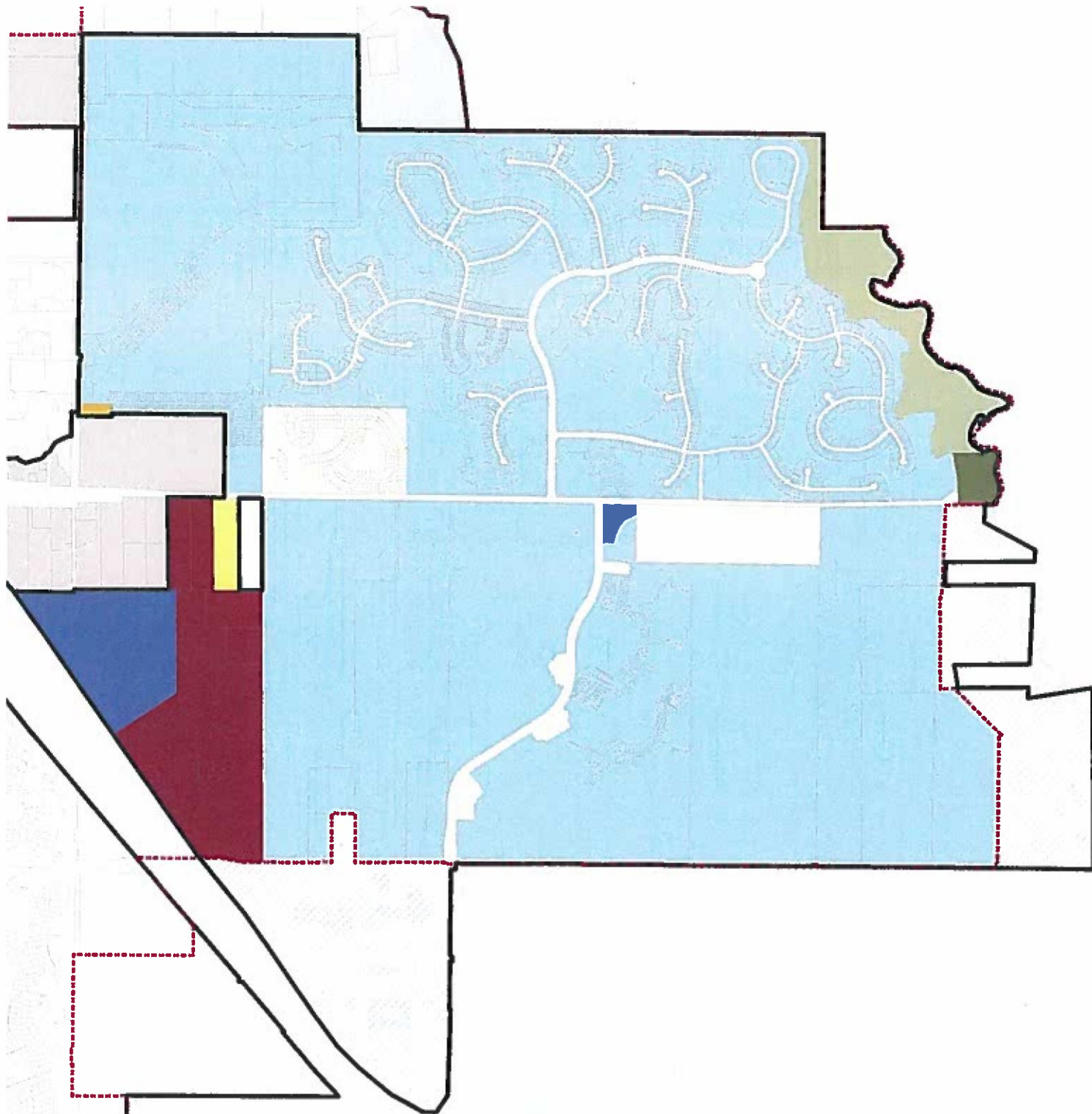
The City shall minimize habitat fragmentation within and between developments by establishing standards in the Planning and Development review process, including the following: *(New)*

- 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 with regard to 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 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 N. Jackson Road and the existing City limits from the JPA as potential annexation areas.



- Legend**
- City Boundary
 - Neighborhood Boundary
 - Future Land Use Revisions**
 - MIXED USE DOWNTOWN
 - MIXED USE SEABOARD
 - MIXED USE CORRIDOR
 - COMMERCIAL
 - MIXED USE RESIDENTIAL
 - INDUSTRIAL
 - OPEN SPACE FUNCTIONAL
 - CONSERVATION
 - GOVERNMENT
 - INSTITUTIONAL PROFESSIONAL
 - LOW DENSITY RESIDENTIAL
 - MODERATE DENSITY RESIDENTIAL
 - MEDIUM DENSITY RESIDENTIAL
 - HIGH DENSITY RESIDENTIAL
 - Potential Agricultural Areas (PA/LSBA)

DRAFT



Pinebrook Neighborhood

Overview

The Pinebrook Neighborhood lies east of U.S. 41 Bypass, north of E 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.

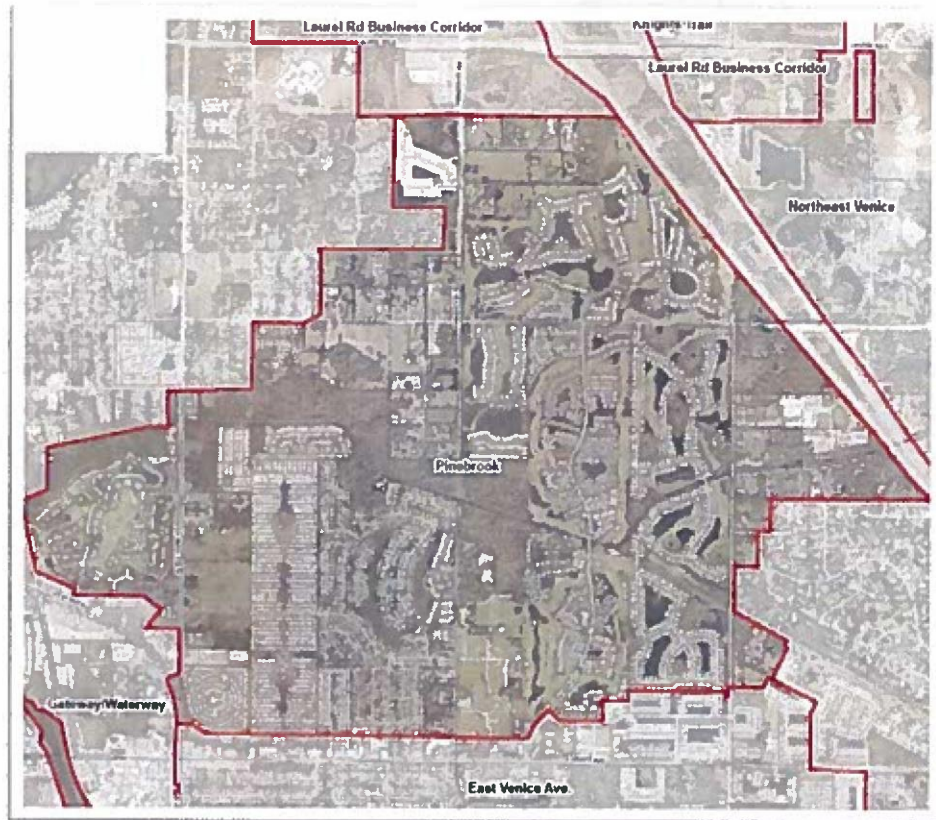
Existing Land Use

The Pinebrook Neighborhood encompasses approximately 2,824 acres (gross acreage) or approximately 23.8 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:

- 6,883 residential units (single family detached, single family attached, multifamily/ condominium), and
 - The Bay Indies Mobile Home Park and Ridgewood Mobile Home Park includes approximately 1,309 and 262 total residential units, respectively.
- 423,203 square feet of non-residential uses (commercial, office, civic, professional).

These numbers represent approximately 35 percent and 5 percent of the City's current residential and non-residential development, respectively.



Key Thoroughfares

The Pinebrook Neighborhood is generally developed along Pinebrook Road running in a north/south direction and includes other major thoroughfares:

- Pinebrook Road
- 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 – Architecture

The City shall require new and redevelopment include the following architectural styles in the Pinebrook Neighborhood including but not limited to:

- A. Northern Italian/ Mediterranean.
- B. New Florida.
- C. Sarasota School of Architecture.
- D. Charleston.

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 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)*

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.

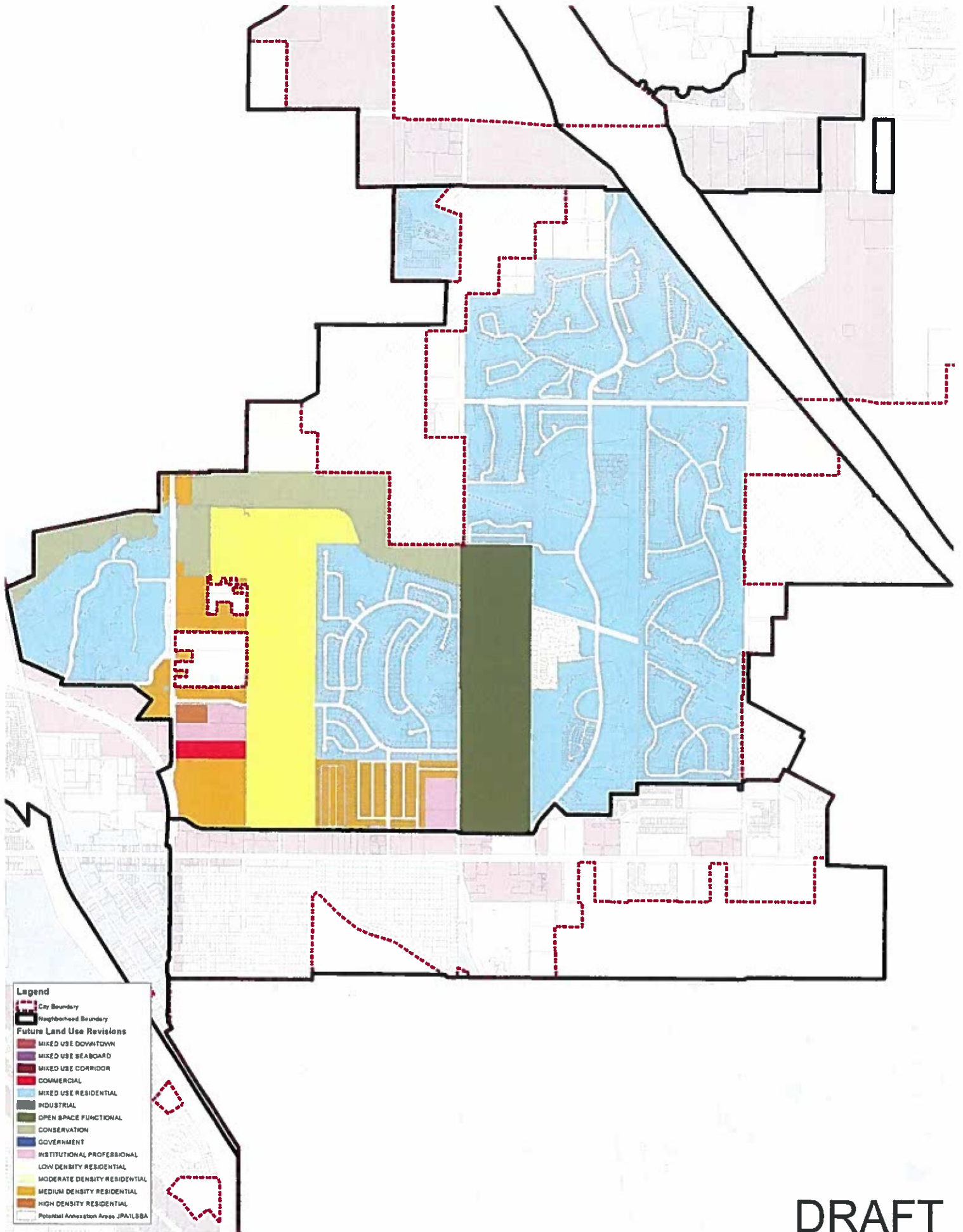
Strategy OS-PB 1.1.2 – Open Space Connectivity

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 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 E. Venice Avenue that will require improvements.



Gateway Neighborhood

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 Intercoastal 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 E. 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

The Gateway Neighborhood encompasses approximately 413 acres (gross acreage) or approximately 3.9 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:

- 892 residential units (single family detached, single family attached, multifamily/ condominium), and
- 1,901,343 square feet of non-residential uses (commercial, office, civic, professional).

These numbers represent approximately 5 percent and 22 percent of the City's current residential and non-residential development, respectively.

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: *(New)*

- A. Consideration of Coastal High Hazard Area (CHHA).
- B. Strengthen neighborhood connections (multimodal) to the Island Neighborhood.
- C. Encourage residential, 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, wayfinding signage, etc.
- 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 E Venice Ave (see mixed use descriptions in the Future Land Use Element).

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

- A. The designation-wide total for residential units allowed within the MUS designation limited to the Gateway Neighborhood shall be no more than 422, currently, no residential units are indicated as existing in this area¹. This is calculated as a maximum density of 18.0 units per acre, limited to a maximum of 35% of the total acreage within the MUS designation.
- B. The designation-wide total for non-residential square footage allowed within the MUS designation limited to the Gateway Neighborhood shall be no more than 1,970,000 square feet including the 61,600 square feet of existing non-residential development². This amount is calculated on an average FAR across the neighborhood of 0.75, and allows for a maximum FAR on an individual site of 1.5.
- 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. Develop a prioritization system based on project costs and benefit.

Strategy LU-GW 1.1.3 – 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 1.1.4 – 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. *(New)*

¹ Based on Sarasota County Property Appraiser data and available, additional geographic information system data of existing land use obtained _____, 2015.

² *ibid*

Strategy LU-GW 1.1.5 – Architecture

The City shall require new and redevelopment include the following architectural styles in the Gateway/Waterway Neighborhood including but not limited to the following styles. Alternative architectural styles shall be approved by an amendment to this Neighborhood Comprehensive Plan Element. *(New)*

- A. Northern Italian/ Mediterranean.
- B. New Florida.

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 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)*

Complete Street Elements	Roadway Segments				
	US 41 Business/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 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: *(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.
- 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. *(New)*

Strategy OS-GW 1.1.10 – Open Space Enhancement

The City shall focus first on connectivity to the legacy trail and trail head adding new amenities within existing parks and trails. *(New)*

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 utilization properties in the Neighborhood. *(New)*

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.

Island Neighborhood

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 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

City of Venice
Comprehensive Plan 2017-2027
Island Neighborhood
draft 12222016

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 – Historic Preservation

Utilize the City's land development regulations to require that redevelopment projects are consistent 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.

Strategy LU-IS 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 or 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.
- E. Pursue Certified Local Government (CLG) designation.

Strategy LU-IS 1.1.3 – Historic Resources Inventory

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

Strategy LU-IS 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 (see mixed use descriptions in the Future Land Use Element).

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 756 units including the 579 of existing residential units¹. 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 859,000 square feet of existing non-residential development². 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.

Strategy LU-IS 1.1.5 – Mixed Use Corridor (MUC)

The MUC within the Island Neighborhood comprises approximately 189 acres 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 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. As a result, the acreage to be utilized for determining buildout potential less the areas of unique concern is 140 (need specific acreage) acres: *(New)*

- A. The designation wide total for residential units allowed within the MUC designation limited to the Island Neighborhood shall be <need number> residential units including the existing <need number> of residential units³. 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.

¹ Based on Sarasota County Property Appraiser data and available, additional geographic information system data of existing land use obtained _____, 2015.

² *ibid*

³ *Ibid*

- B. The designation wide total for non-residential square footage allowed within the MUC designation limited to the Island Neighborhood shall be <need number> square feet, including the existing <need number> square feet of existing non-residential development.⁴ This represents 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.

Strategy LU-IS 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 (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: *(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, including the 104,887 square feet of existing non-residential development⁵ 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.
- 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 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.

⁴ *ibid*

⁵ *ibid*

F. Mobility.

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

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

Unique Areas	Development Standards		
	Uses	Density	Intensity
Village on the Isle Campus (see FLUM #X-X)	<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 (see FLUM #X-X)	<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).

Strategy LU-IS 1.1.7 – Architecture

The City shall preserve and promote an array of architectural styles in the Island Neighborhood including but not limited to:

- A. Northern Italian/ Mediterranean.
- B. New Florida.
- C. Key West.
- D. Sarasota School of Architecture.
- E. Charleston.
- F. Caribbean

Transportation:

Strategy TR-IS 1.1.8 – 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. *(New)*

Complete Street Elements	Roadway Segments							
	US 41 Business/Tamiami Trail	W. Venice Avenue	Harbor Drive	Airport Ave.	Nokomis Ave.	Park Blvd.	Palemo 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 1.1.9 – 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: *(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.
- F. Specific use parking demand analysis.
- G. Alternative modes of transportation

Strategy TR-IS 1.1.10 – Pedestrian Facilities

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

Open Space:

Strategy OS-IS 1.1.11 – 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. *(New)*

Strategy OS-IS 1.1.12 – 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)*

Areas for Future Consideration:

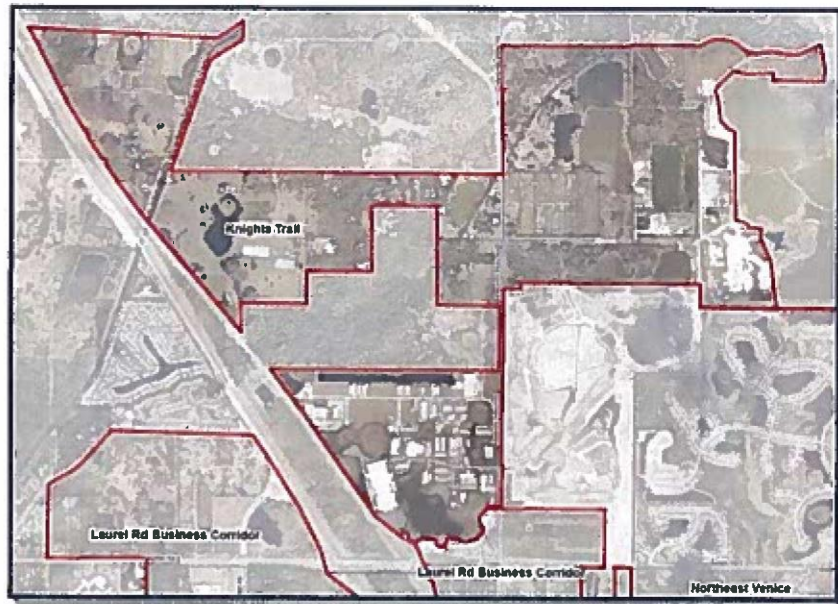
The following topics have been identified but not included within this planning horizon. However, changing conditions may require their consideration:

- A. Postal Service Distribution Center: Relocation of the existing postal distribution facilities outside of the Island Neighborhood.
- B. Centennial Park: Evaluate options for redesign 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, function, and safe bicycle and pedestrian environment.
- D. Venice Avenue Bridge: Explore options for expansion and/or repurposing to facilitate connectivity from downtown to the seaboard area.

Knights Trail Neighborhood

Overview

The Knights Trail Neighborhood is a predominately industrial, situated East of I-75 and along Knights Trail Rd. 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 Knight's 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 both City of Venice and Sarasota County.



Existing Land Use

The Knights Trail Neighborhood encompasses approximately 891 acres (gross acreage) or approximately 8.5 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:

- 23 residential units (single family detached, single family attached, multifamily/ condominium), and
- 1,283,295 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.

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 40 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: *(New)*

- A. The designation-wide total for residential units allowed within the MUC designation limited to the Knights Trail Neighborhood shall be no more than 260 units including the 3 existing residential units¹. 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 within this Neighborhood.
- B. The designation-wide total for non-residential square footage allowed within the Knights Trail Neighborhood MUC designation shall be no more than 653,400 square feet and there has been no non-residential development to date for this area². This amount is calculated on an average FAR across the neighborhood of 0.75, and allows for a maximum FAR on an individual site of 1.0.
- C. Industrial Uses are not permitted within the MUC.

Strategy LU-KT 1.1.2 – Industrial Lands - Existing

The City shall protect the existing industrial land uses and properties within this Neighborhood in order to provide the City and region with a diverse economic base.

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 in order 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 – Industrial Lands - Existing

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.

¹ Based on Sarasota County Property Appraiser data and available, additional geographic information system data of existing land use obtained _____, 2015.

² *ibid*

Strategy LU-KT 1.1.6 – 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 1.1.7 – Architecture

The City shall require new and redevelopment include the following architectural styles in the Knights Trail Neighborhood including but not limited to the following styles. Alternative architectural styles shall be approved by an amendment to this Neighborhood Comprehensive Plan Element. *(New)*

- A. Northern Italian/ Mediterranean.
- B. New Florida.

Transportation

Strategy TR-KT 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. *(New)*

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 1.1.8 – 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 1.1.9 – 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 1.1.10 – Transit

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

Areas for Future Consideration:

The following topics have been identified but 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.

