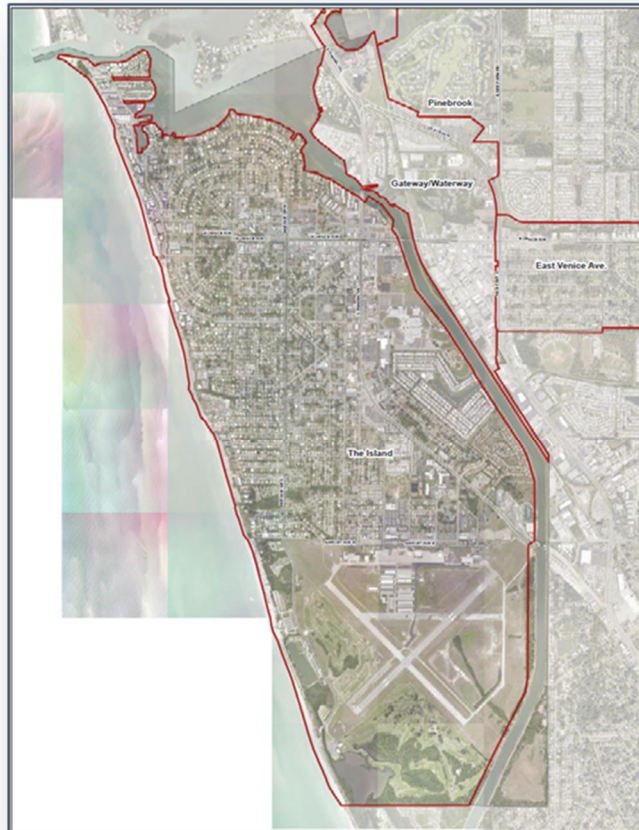


## Section IV – ELEMENTS – Island Neighborhood

### 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*

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 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 or greater than 50-years in age, 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 maximum density is 18.0 units per acre limited to a maximum of 50% of the total acreage within the MUD designation. Based on this maximum density, as of 01/01/2017, the MUD designation allows no more than 756 units; 579 residential units are indicated as existing in this area.
- B. The maximum non-residential FAR across the Neighborhood is 0.65 limited to a maximum of 50% of the total acreage within the MUD designation, and for individual sites is 3.0. Based on the maximum non-residential intensity, as of 01/01/2017, the MUD designation allows no more than 1,790,000 square footage; existing non-residential development is indicated as 859,000 square feet.
- 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 a 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 (see Strategy LU-IS 1.1.6) are not included in the total square feet and residential units. As a result, the acreage to be utilized for determining buildout potential is 140 acres: *(New)*

- A. The maximum density is 13.0 units per acre limited to a maximum of 50% of the total acreage within the MUC designation. Based on this maximum density, as of 01/01/2017, the MUC designation allows no more than 1,230 units; 17 residential units are indicated as existing in this area.
- B. The maximum non-residential FAR across the Neighborhood is 0.75 limited to a maximum of 75% of the total acreage within the MUS designation, and for individual sites is 1.0. Based on the maximum non-residential intensity, as of 01/01/2017, the MUC designation allows no more than 4,631,000 square footage; existing non-residential development is indicated as 1,406,132 square feet.<sup>1</sup> 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 1.1.6 – 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 maximum non-residential FAR across the Neighborhood is 0.5 limited to a maximum of 75% of the total acreage within the MUA designation, and for individual sites is 1.0. Based on the maximum non-residential intensity, as of 01/01/2017, the MUA designation allows no more than 2,770,000 square footage; existing non-residential development is indicated as 104,887 square feet.
- 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 1.1.7 – 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).

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<sup>1</sup> ibid

- B. Building Height.
- C. Architecture.
- D. Building form, massing, and setbacks.
- E. Parking.
- F. Mobility.

Strategy LU-IS 1.1.8 – 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"> <li>Assisted living</li> <li>Independent living.</li> <li>Skilled nursing facilities and services.</li> <li>Community services.</li> <li>Adult day care</li> <li>Related health care services and facilities.</li> </ul>	<ul style="list-style-type: none"> <li>Assisted Living Facilities:               <ul style="list-style-type: none"> <li>30 units per gross acre with individual kitchen facilities.</li> <li>55 units per gross acre without individual kitchen facilities (Assisted Living Facilities).</li> </ul> </li> <li>Independent Living Facilities:               <ul style="list-style-type: none"> <li>18 units per gross acre for age restricted (Independent Living Facilities).</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Shall not exceed a Floor Area Ratio of 4.0 for the gross acreage.</li> </ul>
Venice Regional Medical Center Campus (see FLUM #X-X)	<ul style="list-style-type: none"> <li>Medical and Health Care Center including emergency care, hospital, and related health care services and facilities</li> </ul>	<ul style="list-style-type: none"> <li>18 units per gross acre.</li> </ul>	<ul style="list-style-type: none"> <li>Floor Area Ratios shall range from 3.5 to 6.5</li> <li>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.</li> </ul>

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

## Transportation:

### Strategy TR-IS 1.1.9 – Complete Street Elements

Multimodal transportation Improvements shall be designed in a context sensitive manner and incorporate appropriate complete street principles based upon the location of the improvement within the neighborhood. Specific complete streets elements to be included on a particular street segment shall be subject to evaluation and approval on a segment by segment basis. Potential candidates for complete streets principles include but are not limited to items identified by X. *(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 1.1.10 – 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 1.1.11 – 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 1.1.12 – 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)

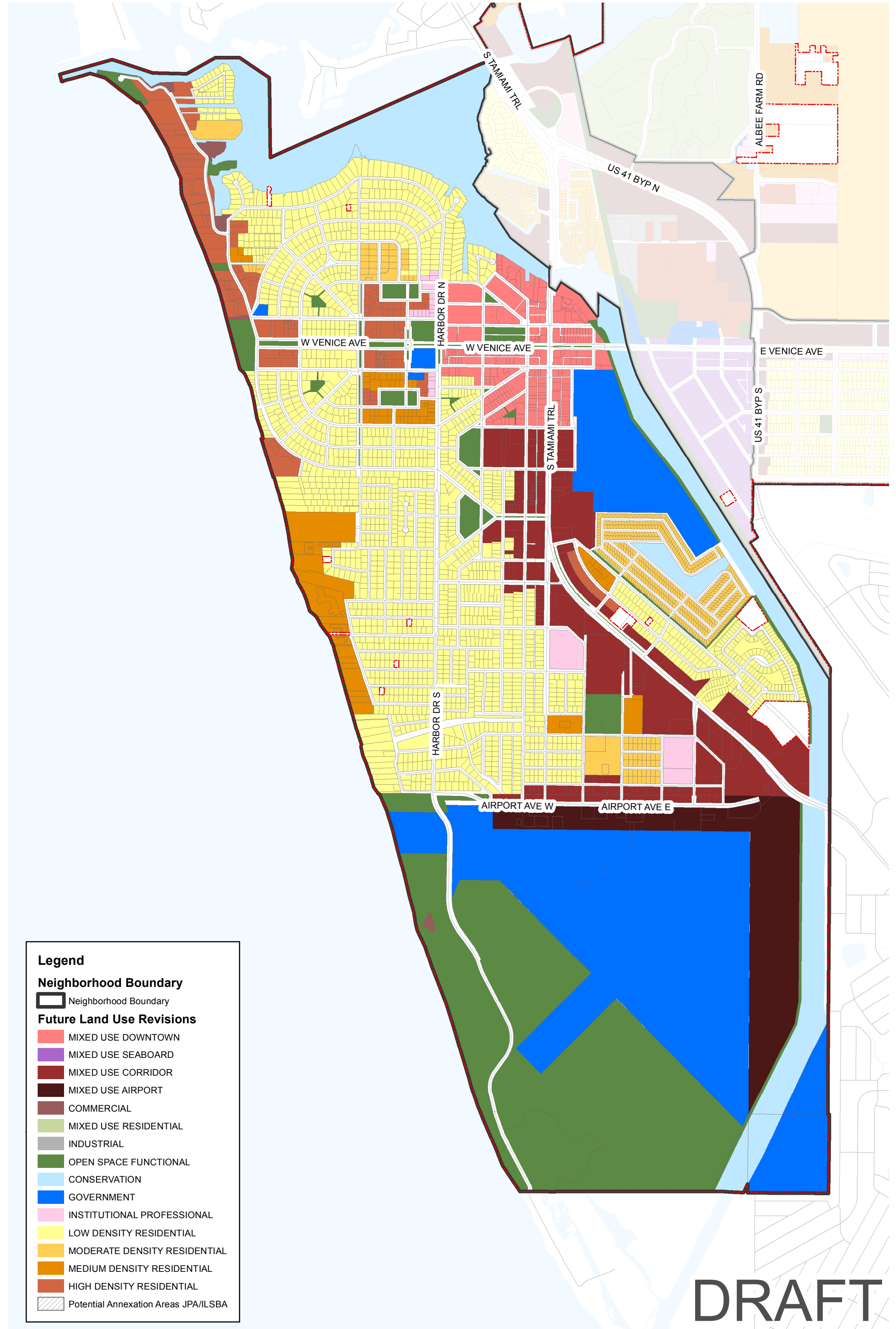
##### Strategy OS-IS 1.1.13 – Open Space Enhancement

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 redesigning the parking and open space components to maximize appearance and functionality.
- C. Downtown Pedestrian Plaza: Evaluation of Venice Avenue and adjacent Tampa and Miami Avenues to facilitate a more attractive, functional, and safe bicycle and pedestrian environment.
- D. Venice Avenue Bridge: Explore options for expansion and/or repurposing to facilitate connectivity from the downtown/Island Neighborhood to the Gateway Neighborhood



**Legend**

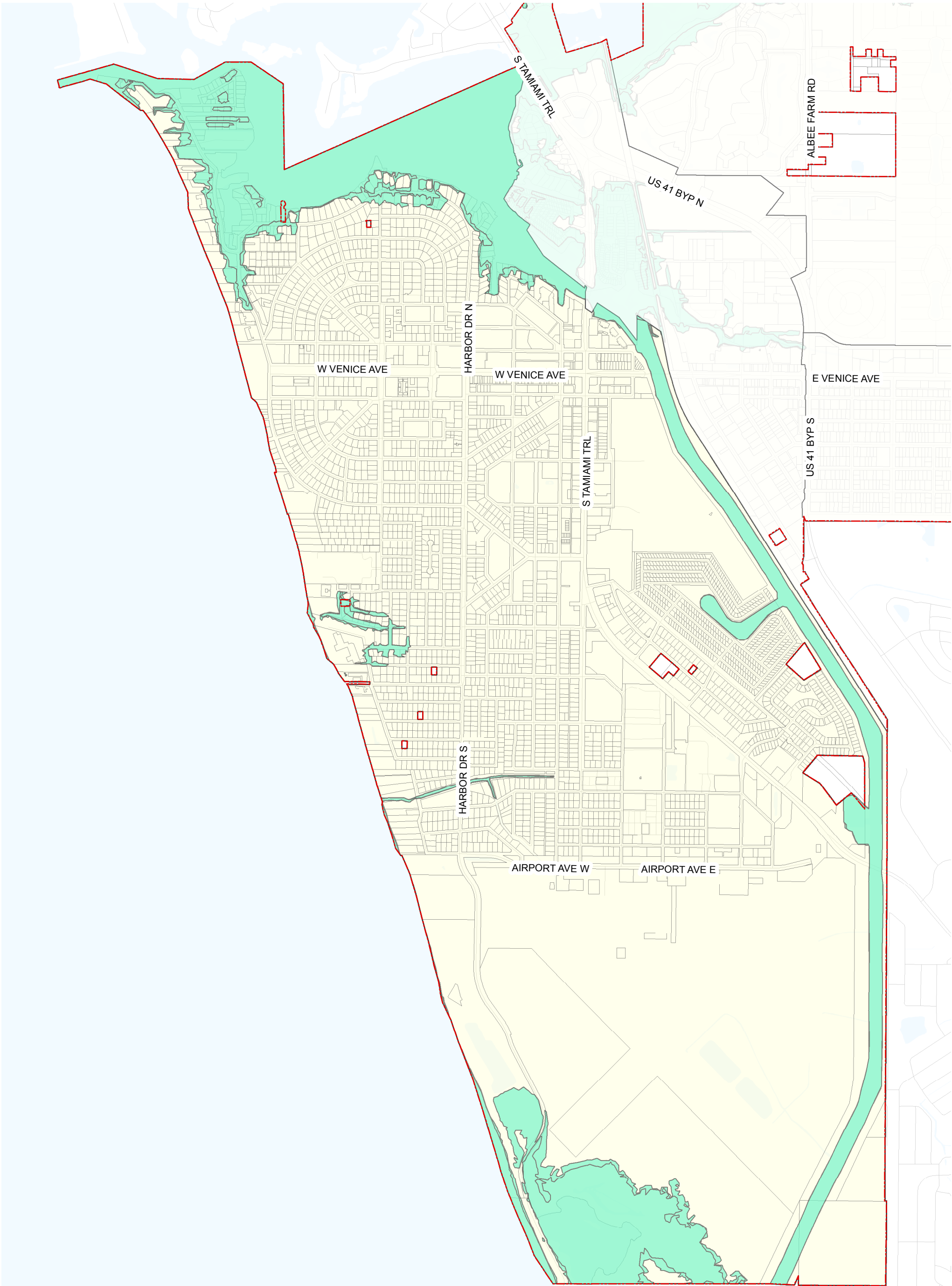
**Neighborhood Boundary**

Neighborhood Boundary

**Future Land Use Revisions**

- MIXED USE DOWNTOWN
- MIXED USE SEABOARD
- MIXED USE CORRIDOR
- MIXED USE AIRPORT
- 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 Annexation Areas JPA/ILSBA

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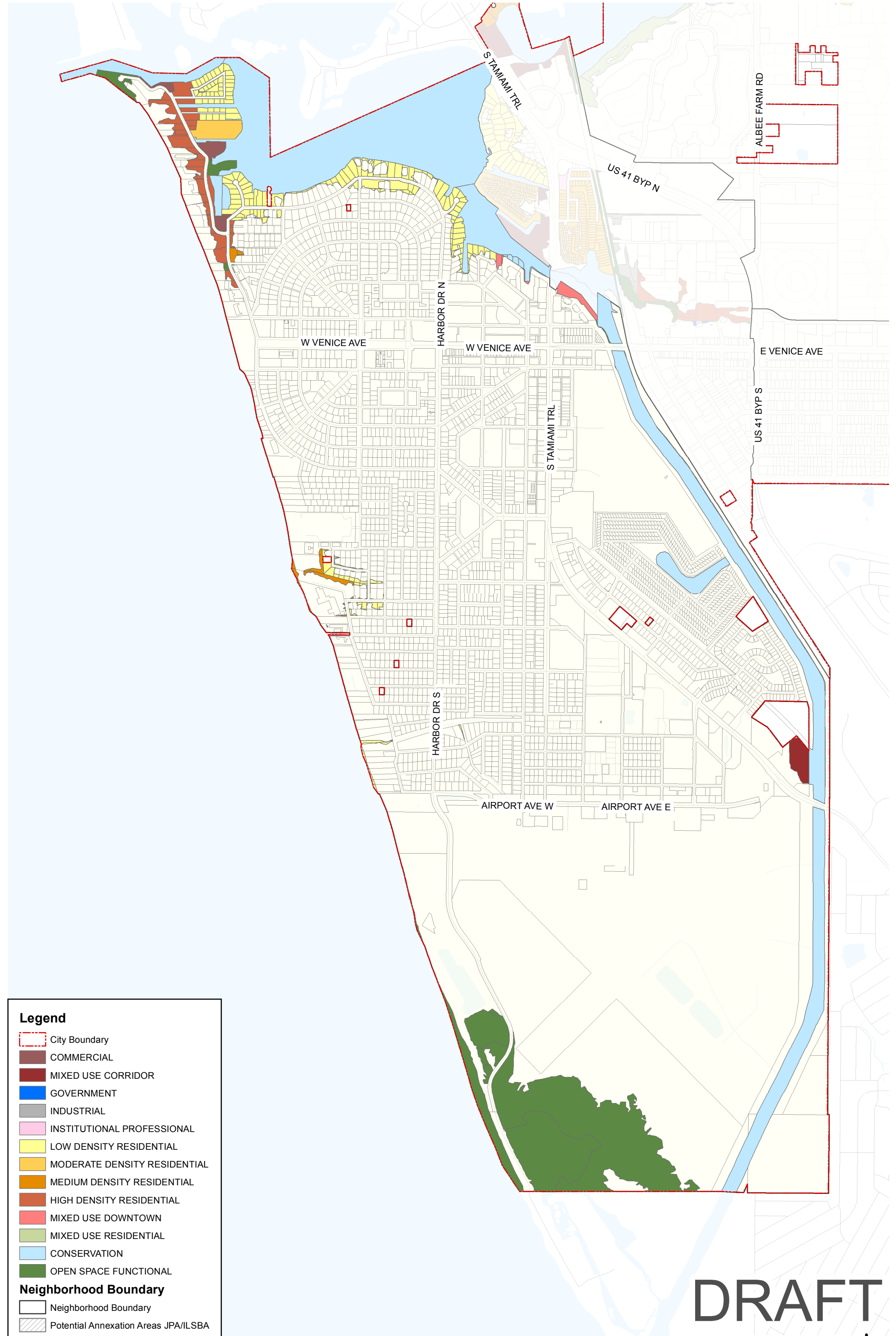
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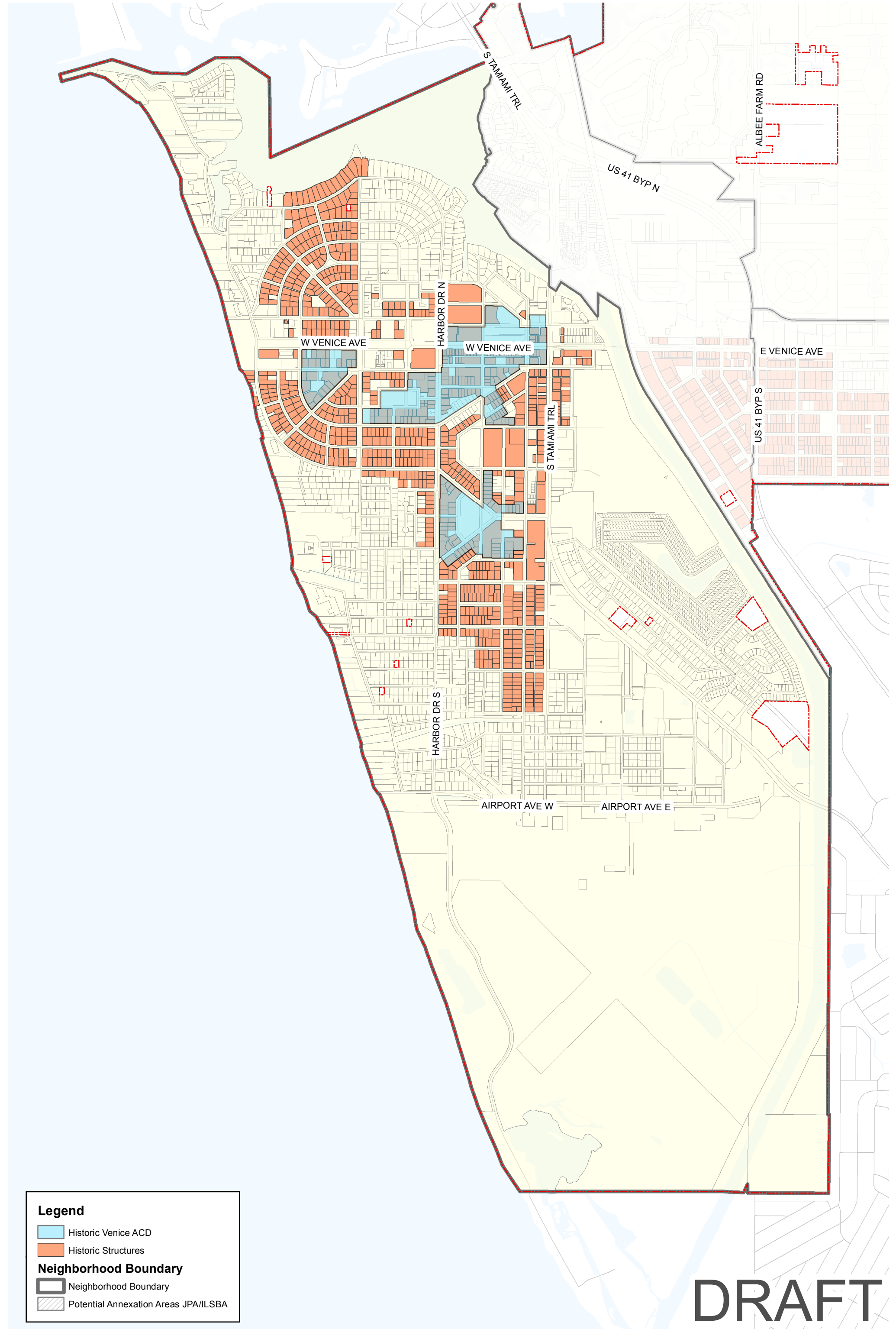
- City Boundary
- Coastal High Hazard Area
- Neighborhood Boundary**
- Neighborhood Boundary
- Potential Annexation Areas JPA/ILSBA

**ISLAND COASTAL HIGH HAZARD AREA**





**DRAFT**

0 350 700 1,400 Feet





**Legend**

-  Historic Venice ACD
-  Historic Structures
- Neighborhood Boundary**
-  Neighborhood Boundary
-  Potential Annexation Areas JPA/ILSBA