

Section IV – ELEMENTS – 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)

- Consideration of Coastal High Hazard Area (CHHA).
- Strengthen neighborhood connections (multimodal) to the Island Neighborhood.
- Encourage retail, service, office, limited light industrial, and residential through Mixed Use development.
- 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.
- Require the installation of pedestrian realm features including but not limited to: street trees, street furniture/furnishings, and wayfinding signage.
- 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 maximum density is 18.0 units per acre limited to a maximum of 35% of the total acreage within the MUS designation. Based on this maximum density, as of 01/01/2017, the MUS designation allows no more than 603 units; no 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 65% of the total acreage within the MUS designation, and for individual sites is 1.5. Based on the maximum non-residential intensity, as of 01/01/2017, the MUS designation allows no more than 1,100,000 square footage allowed; existing non-residential development is indicated as 61,600 square feet.
- C. Development and redevelopment may incorporate either a horizontal or vertical mix of uses, typically locating higher activity uses such as retail, restaurant, or similar on the ground floor, and lower intensity uses such as professional office, residential, or similar above the ground floor.
- D. The City shall develop and maintain an inventory of all public facilities and properties to ensure that structures are safe, well maintained and optimally utilized.
- E. The City shall identify, plan, and provide for the specific infrastructure needs of the Gateway Neighborhood such as stormwater and parking and develop a prioritization system based on project costs and benefit.

Strategy LU-GW 1.1.3 – Mixed Use 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)*

Transportation:

Strategy TR-GW 1.1.6 – Complete Street Elements

Multimodal transportation improvements shall be designed in a context sensitive manner and incorporate appropriate complete street principles based upon the location of the improvement within the neighborhood. Specific complete street elements to be included on a particular street segment shall be subject to evaluation and approval on a segment by segment basis. Potential candidates for complete street principles include but are not limited to. *(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 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 as well as adding new amenities within existing parks and trails. *(New)*

Infrastructure:

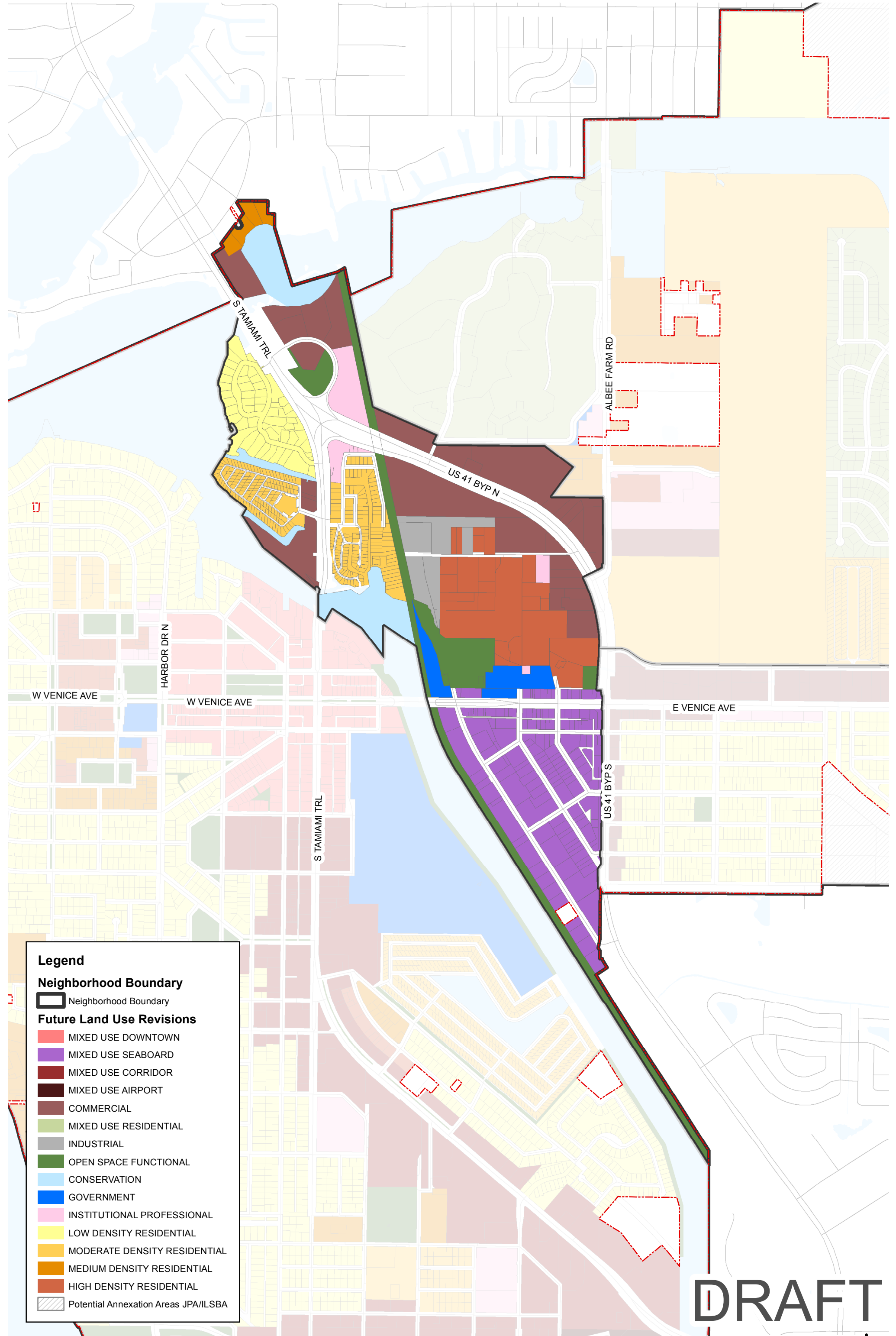
Strategy IN-GW 1.1.11 – Identified Enhancements

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



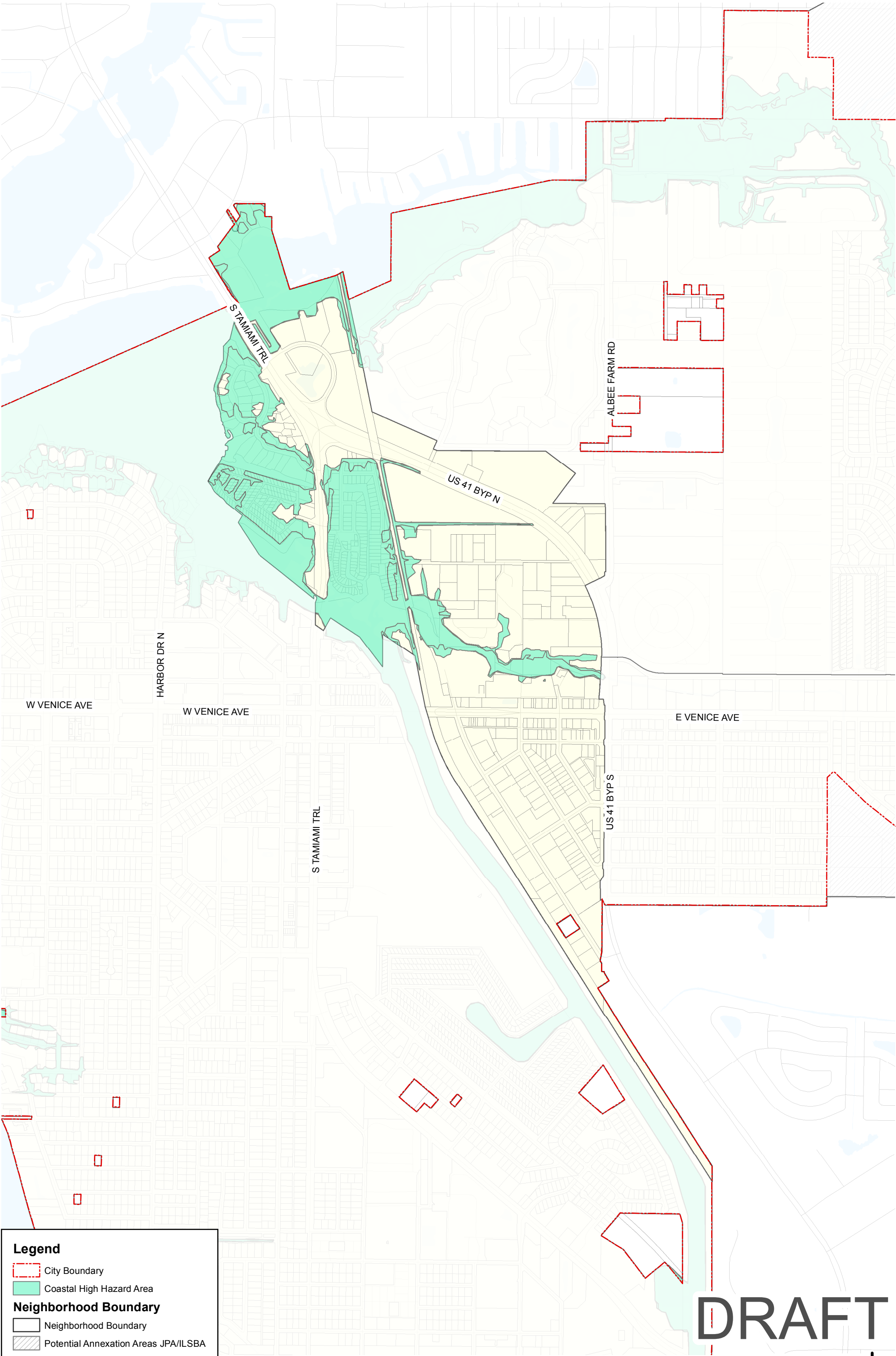
Legend

Neighborhood Boundary

Neighborhood Boundary

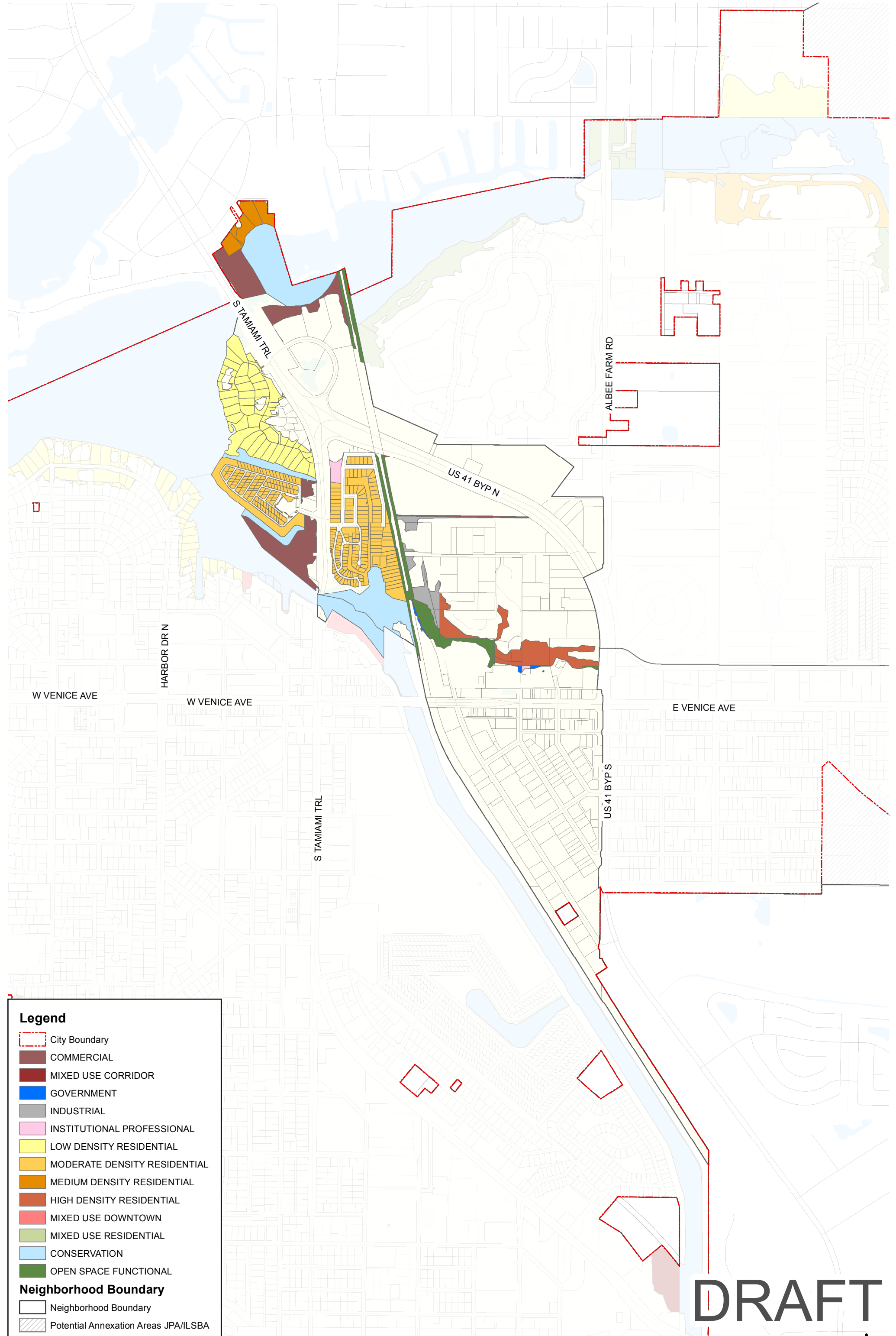
Future Land Use Revisions

- 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



Legend

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



Legend

- City Boundary
- COMMERCIAL
- MIXED USE CORRIDOR
- GOVERNMENT
- INDUSTRIAL
- INSTITUTIONAL PROFESSIONAL
- LOW DENSITY RESIDENTIAL
- MODERATE DENSITY RESIDENTIAL
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- MIXED USE DOWNTOWN
- MIXED USE RESIDENTIAL
- CONSERVATION
- OPEN SPACE FUNCTIONAL

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