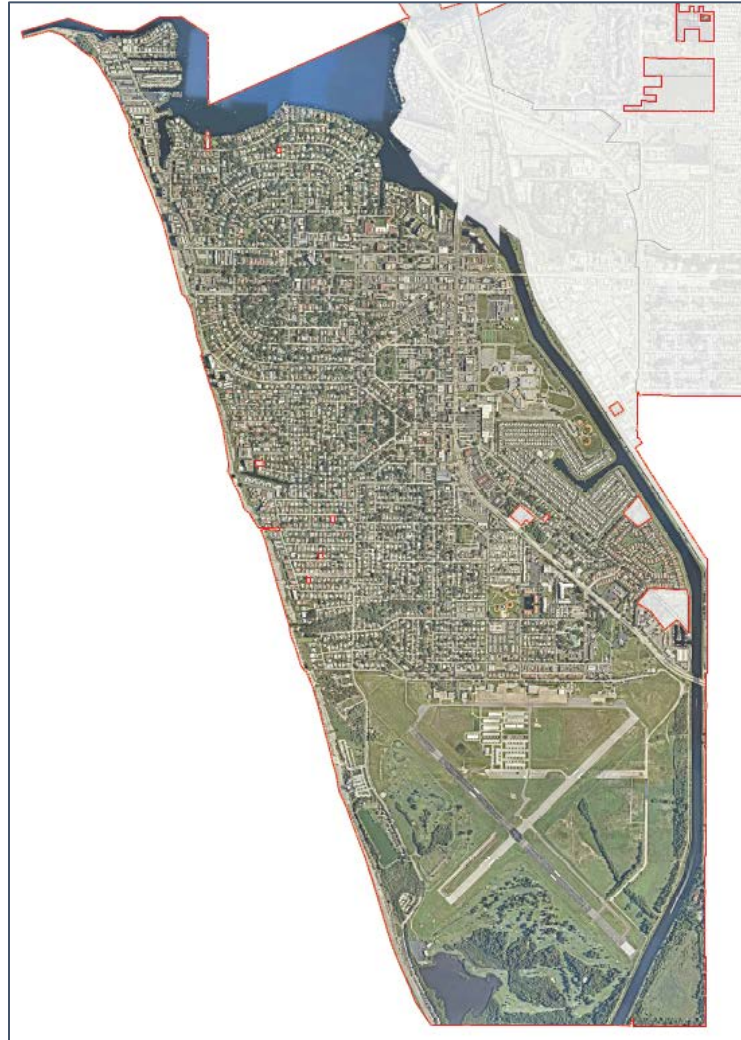


Overview

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, 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 & Development

The Island Neighborhood encompasses approximately 2,817 acres (gross acreage) or approximately ~~27.4~~ 26.5 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:

- 7,297 residential units (single family detached, single family attached, multifamily/ condominium), and
- 3,669,309 square feet of non-residential uses (commercial, office, civic, professional)

Future Land Use

The Island				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	6	261,360	0	184	8,015,040	0
CONSERVATION	304	0	0	608	0	0
GOVERNMENT	476	0	0	634	0	0
HIGH DENSITY RESIDENTIAL	85	0	1,530	134	0	2,412
INDUSTRIAL	0	0	0	523	45,563,760	0
INSTITUTIONAL PROFESSIONAL	22	479,160	0	96	2,090,880	0
LOW DENSITY RESIDENTIAL	579	0	2,895	1,021	0	5,105
MEDIUM DENSITY RESIDENTIAL	73	0	949	244	0	3,172
MIXED USE CORRIDOR	140	2,134,440	1,274	621	11,194,920	3,475
<i>Areas of Unique Concern</i>	49	<i>see LU-IS 1.1.6</i>		49		0
MIXED USE DOWNTOWN	84	1,902,701	756	84	1,902,701	756
MIXED USE SEABOARD	0	0	0	67	1,970,001	422
MIXED USE AIRPORT	127	1,936,242	0	127	1,936,242	0
MIXED USE RESIDENTIAL	0	0	0	3,909 4,227	3,405,521 3,474,781	19,545 20,769
MODERATE DENSITY RESIDENTIAL	74	0	666	543	0	4,887
OPEN SPACE FUNCTIONAL	436	0	0	568	0	0
	2,455	6,713,903	8,070	9,412	76,079,065 76,148,325	39,774 40,998
ROW	362			887		
Total City Boundary	2,817			10,299 10,617		

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 - 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 Island Neighborhood specifically regarding:

- A. Historic grid street patterns established by the Nolen Plan
- B. Building massing, form, layout, and setbacks

Strategy LU-IS 1.1.2 - Mixed Use Downtown (MUD)

The MUD within the Island Neighborhood comprises 84 acres generally including the historic downtown and a portion of Business 41 (see mixed-use descriptions in the Future Land Use Element). The following shall apply for the MUD designation:

- A. The minimum residential density is 9.1 dwelling units (DUs) per gross acre; the maximum residential density is 18.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUD is:

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing as of 01/01/17
MUD	84	18	20%	50%	302	756	513

- B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.65 (designation-wide); 3.0 (for individual sites). The range of square footage permitted in the MUD is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Existing as of 01/01/17
MUD	84	0.65	50%	80%	1,189,188	1,902,701	903,950

- 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 uses on the ground floor, and lower activity uses such as professional offices, residential, or similar uses above the ground floor.
- D. Development and redevelopment for those properties within the MUD but not zoned CBD may be either a vertical or horizontal mix of uses.

Strategy LU-IS 1.1.3 - Mixed Use Corridor (MUC)

The MUC within the Island Neighborhood comprises approximately 189 acres (140 acres excluding the Areas of Unique Consideration) 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 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:

- A. The minimum residential density is 5.1 dwelling units (DUs) per gross acre; the maximum residential density is 13.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUC is:

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing as of 01/01/17
MUC	140	13	30%	70%	546	1,274	1,109

- B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.50 (designation-wide); 1.0 (for individual sites). The range of square footage permitted in the MUC is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Existing as of 01/01/17
MUC	140	0.5	30%	70%	914,760	2,134,440	1,453,614

- 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 1.1.4 - 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:

- A. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.35 (designation-wide); 1.0 (for individual sites). The range of square footage permitted in the MUA is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Existing as of 01/01/17
MUA	127	0.35	NA	NA	NA	1,936,242	104,887

- B. Within the MUA designation, development and redevelopment shall be limited 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.

Overview

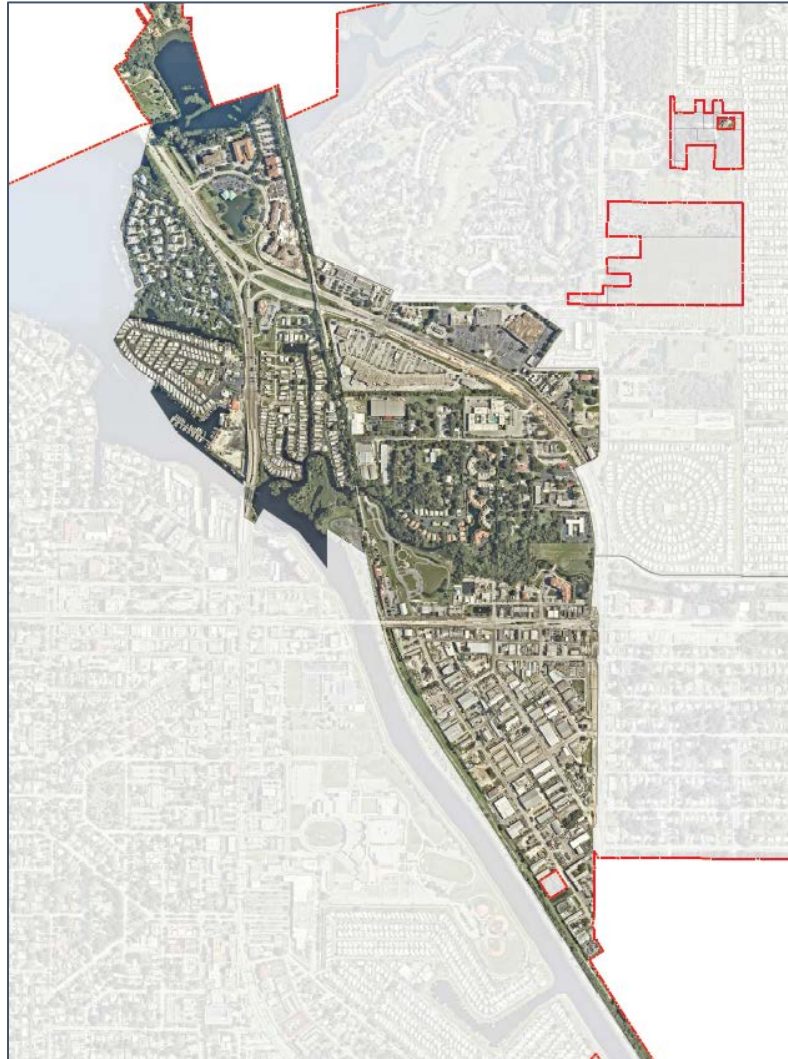
General: The “Gateway/Waterway” Neighborhood (“Gateway”) encompasses the northern portions of the City including the City’s original business and industrial area (Seaboard) and the “split” of US 41 (Business and Bypass). This neighborhood serves as the northern gateway for a number of areas including 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 East 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 & Development

The Gateway Neighborhood encompasses approximately 436 acres (gross acreage) or approximately 4.2 4.1 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:



- 857 residential units (single family detached, single family attached, multifamily/ condominium), and
- 1,718,203 square feet of non-residential uses (commercial, office, civic, professional).

Future Land Use

Gateway				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	73	3,179,880	0	184	8,015,040	0
CONSERVATION	27	0	0	608	0	0
GOVERNMENT	10	0	0	634	0	0
HIGH DENSITY RESIDENTIAL	45	0	810	134	0	2,412
INDUSTRIAL	14	1,219,680	0	523	45,563,760	0
INSTITUTIONAL PROFESSIONAL	10	217,800	0	96	2,090,880	0
LOW DENSITY RESIDENTIAL	25	0	125	1,021	0	5,105
MEDIUM DENSITY RESIDENTIAL	10	0	130	244	0	3,172
MIXED USE CORRIDOR	13	254,826	127	617	11,194,920	3,475
<i>Areas of Unique Concern</i>				49		0
MIXED USE DOWNTOWN	0	0	0	84	1,902,701	756
MIXED USE SEABOARD	67	1,970,001	422	67	1,970,001	422
MIXED USE AIRPORT	0	0	0	127	1,936,242	0
MIXED USE RESIDENTIAL	0	0	0	3,909 4,227	3,405,521 3,474,781	19,545 20,769
MODERATE DENSITY RESIDENTIAL	31	0	279	543	0	4,887
OPEN SPACE FUNCTIONAL	41	0	0	568	0	0
	366	6,842,187	1,893	9,412	76,079,065 76,148,325	39,774 40,998
ROW	74			887		
Total City Boundary	440			10,299 10,617		

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:

- A. Consideration of Coastal High Hazard Area (CHHA)
- B. Strengthen neighborhood connections (multimodal) to the Island Neighborhood
- C. Encourage 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, and wayfinding signage
- 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 East Venice Ave (see mixed-use descriptions in the Future Land Use Element). The following shall apply for the MUS designation within the Gateway Neighborhood.

- A. The minimum residential density is 9.1 dwelling units (DUs) per gross acre; the maximum residential density is 18.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUS is:

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing as of 01/01/17
MUS	67	18	10%	35%	121	422	0

- B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.75 (designation-wide); 2.0 (for individual sites). The range of square footage permitted in the MUS is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Existing as of 01/01/17
MUS	67	0.75	65%	90%	1,422,779	1,970,001	886,195

- 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 Corridor (MUC)

The MUC within the Gateway Neighborhood comprises approximately 13 acres generally including two properties commonly known as Chung Property and Fisherman's Wharf (see mixed use descriptions in the Future Land Use Element). The following shall apply for the MUC designation within the Gateway Neighborhood.

- A. The minimum residential density is 5.1 dwelling units (DUs) per gross acre; the maximum residential density is 13.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUC is:

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing as of 01/01/17
MUC	13	13	10%	75%	12	127	0

- B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.50 (designation-wide); 1.0 (for individual sites). The range of square footage permitted in the MUC is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Existing as of 01/01/17
MUC	13	0.5	25%	90%	49,005	254,826	23,825

- 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-GW 1.1.4 - 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

Overview

The East Venice Ave Neighborhood is a predominately residential area with significant commercial activity along East 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
- Aston Gardens



Existing Land Use & Development

The East Venice Avenue Neighborhood encompasses 558 acres (gross acreage) or approximately ~~5.4~~ 5.3 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:

- 1,782 residential units (single family detached, single family attached, multifamily/ condominium), and
- 863,091 square feet of non-residential uses (commercial, office, civic, professional)

Future Land Use

East Venice Ave				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	94	4,094,640	0	184	8,015,040	0
CONSERVATION	0	0	0	608	0	0
GOVERNMENT	15	0	0	634	0	0
HIGH DENSITY RESIDENTIAL	0	0	0	134	0	2,412
INDUSTRIAL	0	0	0	523	45,563,760	0
INSTITUTIONAL PROFESSIONAL	32	696,960	0	96	2,090,880	0
LOW DENSITY RESIDENTIAL	167	0	835	1,021	0	5,105
MEDIUM DENSITY RESIDENTIAL	92	0	1,196	244	0	3,172
MIXED USE CORRIDOR	0	0	0	621	11,194,920	3,475
<i>Areas of Unique Concern</i>				49		0
MIXED USE DOWNTOWN	0	0	0	84	1,902,701	756
MIXED USE SEABOARD	0	0	0	67	1,970,001	422
MIXED USE AIRPORT	0	0	0	127	1,936,242	0
MIXED USE RESIDENTIAL	63	54,886	315	3,909 4,227	3,405,521 3,474,781	19,545 20,769
MODERATE DENSITY RESIDENTIAL	32	0	288	543	0	4,887
OPEN SPACE FUNCTIONAL	2	0	0	568	0	0
	497	4,846,486	2,634	9,412	76,079,065 76,148,325	39,774 40,998
ROW	61			887		
Total City Boundary	558			10,299 10,617		

Key Thoroughfares

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

- US 41 Bypass
- 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:

- Page Amended with Ordinance 2018-35*
- A. Historic grid street patterns established by the Nolen Plan,
 - B. Building massing, form, layout, and setbacks.

Strategy LU-EV 1.1.2 - Mixed Use Residential

The MUR within the East Venice Avenue Neighborhood comprises approximately 63 acres generally including a mix of non-residential uses and adjacent, supporting residential uses centered on East Venice Avenue (see mixed use descriptions in the Future Land Use Element). The following shall apply for the MUR designation:

- A. The minimum residential density is 1.0; the maximum residential density is 5.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUR is:

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing as of 01/01/17
MUR	63	5	95%	100%	299	315 ^{*1}	388

^{*1} = See LU 1.2.16.5 specific to those existing PUDs that exceed current MUR and PUD Code standards

- B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.40 (designation-wide); 0.25 (for individual sites). The range of square footage permitted in the MUR is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Existing as of 01/01/17
MUR	63	0.40	0%	5%	0	54,886 ^{*1}	28,517

^{*1} = See LU 1.2.16.5 specific to those existing PUDs that exceed current MUR and PUD Code standards

- C. Specific to Open Space, see LU 1.2.16.6.c.

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 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 items identified by "x".

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 East 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) 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.

Areas for Future Consideration:

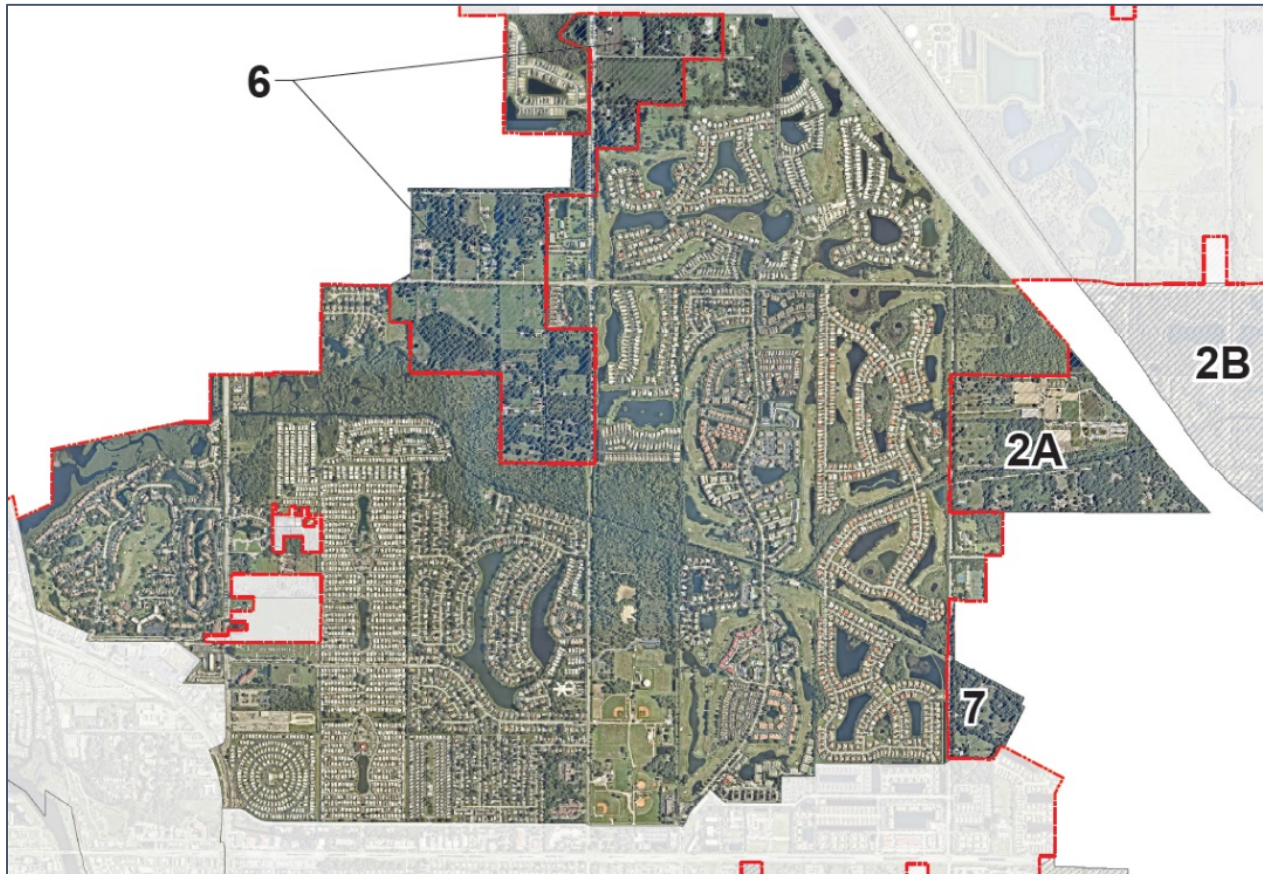
The following topics have been identified but not included within this planning horizon. However, changing conditions may require their consideration:

- 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.

Section IV – ELEMENTS – PINEBROOK NEIGHBORHOOD

Overview

The Pinebrook Neighborhood lies east of U.S. 41 Bypass, north of East 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 & Development

The Pinebrook Neighborhood encompasses approximately 2,366 acres (gross acreage) or approximately ~~23~~ 22.3 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 (within the City):

- 6,941 residential units (single family detached, single family attached, multifamily/ condominium)
 - Includes the Bay Indies Mobile Home Park and Ridgewood Mobile Home Park
- 362,628 square feet of non-residential uses (commercial, office, civic, professional)

Future Land Use

Pinebrook				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	11	479,160	0	184	8,015,040	0
CONSERVATION	224	0	0	608	0	0
GOVERNMENT	2	0	0	634	0	0
HIGH DENSITY RESIDENTIAL	4	0	72	134	0	2,412
INDUSTRIAL	0	0	0	523	45,563,760	0
INSTITUTIONAL PROFESSIONAL	32	696,960	0	96	2,090,880	0
LOW DENSITY RESIDENTIAL	119	0	595	1,021	0	5,105
MEDIUM DENSITY RESIDENTIAL	67	0	871	244	0	3,172
MIXED USE CORRIDOR	0	0	0	621	11,194,920	3,475
<i>Areas of Unique Concern</i>				49		0
MIXED USE DOWNTOWN	0	0	0	84	1,902,701	756
MIXED USE SEABOARD	0	0	0	67	1,970,001	422
MIXED USE AIRPORT	0	0	0	127	1,936,242	0
MIXED USE RESIDENTIAL	1,267	1,103,810	6,335	3,909 4,227	3,405,521 3,474,781	19,545 20,769
MODERATE DENSITY RESIDENTIAL	334	0	3,006	543	0	4,887
OPEN SPACE FUNCTIONAL	79	0	0	568	0	0
	2,139	2,279,930	10,879	9,412	76,079,065 76,148,325	39,774 40,998
ROW	227			887		
				10,299		
Total City Boundary	2,366			<u>10,617</u>		

Key Thoroughfares

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

- 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 - Mixed Use Residential

The MUR within the Pinebrook Neighborhood comprises approximately 1,267 acres generally including residential areas west of I-75 and along Pinebrook Road (see mixed use descriptions in the Future Land Use Element). The following shall apply for the MUR designation:

- A. The minimum residential density is 1.0 dwelling units (DU's) per gross acre; maximum residential density is 5.0 DU's per gross acre. The range of dwelling units permitted in the MUR is:

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing as of 01/01/17
MUR	1,267	5	95%	100%	6,018	6,335	4,424

- B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.40 (designation-wide); 0.25 (for individual sites). The range of square footage permitted in the MUR is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Existing as of 01/01/17
MUR	1,267	0.40	0%	5%	0	1,103,810	82, 640

- C. Specific to Open Space, see LU 1.2.16.6.c.

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 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 items identified by "x".

Complete Street Elements	Roadway Segments			
	Pinebrook Road	Albee Farm Road	Auburn Road	Edmontson 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. Parks may also be expanded to address the needs identified in the Parks Master Plan. In addition, portions of existing and or proposed parks may be utilized for City government uses.

Strategy OS-PB 1.1.6 - 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.

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
- Portofino
- The Bridges



Existing Land Use & Development

The Laurel Road Neighborhood encompasses approximately 473 acres (gross acreage) or approximately ~~4.6~~ 4.4% 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:

- 17 residential units (single family detached, single family attached, multifamily/ condominium), and
- 146,624 square feet of non-residential uses (commercial, office, civic, professional)

Future Land Use

Laurel Rd Corridor				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	0	0	0	184	8,015,040	0
CONSERVATION	0	0	0	608	0	0
GOVERNMENT	71	0	0	634	0	0
HIGH DENSITY RESIDENTIAL	0	0	0	134	0	2,412
INDUSTRIAL	0	0	0	523	45,563,760	0
INSTITUTIONAL PROFESSIONAL	0	0	0	96	2,090,880	0
LOW DENSITY RESIDENTIAL	0	0	0	1,021	0	5,105
MEDIUM DENSITY RESIDENTIAL	0	0	0	244	0	3,172
MIXED USE CORRIDOR	299	5,860,998	972	621	11,194,920	3,475
<i>Areas of Unique Concern</i>				49		0
MIXED USE DOWNTOWN	0	0	0	84	1,902,701	756
MIXED USE SEABOARD	0	0	0	67	1,970,001	422
MIXED USE AIRPORT	0	0	0	127	1,936,242	0
MIXED USE RESIDENTIAL	0	0	0	3,909 4,227	3,405,521 3,474,781	19,545 20,769
MODERATE DENSITY RESIDENTIAL	72	0	648	543	0	4,887
OPEN SPACE FUNCTIONAL	0	0	0	568	0	0
	442	5,860,998	1,620	9,412	76,079,065 76,148,325	39,774 40,998
ROW	31			887		
Total City Boundary	473			10,299 10,617		

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 298.8 acres generally including property along Laurel Road at the I-75 interchange (see mixed-use descriptions in the Future Land Use Element). The following shall apply for the MUC designation:

- A. The minimum residential density is 5.1; the maximum residential density is 13.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUC is:

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing as of 01/01/17
MUC	299	13	10%	25%	389	972	17

- B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.50 (designation-wide); 1.0 (for individual sites). The range of square footage permitted in the MUC is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Existing as of 01/01/17
MUC	299	0.50	75%	90%	4,884,165	5,860,998	132,251

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.

Strategy LU-LR 1.1.3 - Multifamily Focus

The City shall promote mixed-use 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.

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 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 items identified by "x".

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

Section IV – ELEMENTS – NORTHEAST NEIGHBORHOOD

Overview

The Northeast Neighborhood is the largest of the neighborhoods (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
- Willow Chase



Existing Land Use & Development

The Northeast Neighborhood encompasses approximately 2,827 acres (gross acreage) or approximately ~~27.5~~ 26.4 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:

- 1,647 residential units (single family detached, single family attached, multifamily/ condominium), and
- 67,423 square feet of non-residential uses (commercial, office, civic, professional)

Future Land Use

Northeast Venice				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	0	0	0	184	8,015,040	0
CONSERVATION	0	0	0	608	0	0
GOVERNMENT	4	0	0	634	0	0
HIGH DENSITY RESIDENTIAL	0	0	0	134	0	2,412
INDUSTRIAL	0	0	0	523	45,563,760	0
INSTITUTIONAL PROFESSIONAL	0	0	0	96	2,090,880	0
LOW DENSITY RESIDENTIAL	131	0	655	1,021	0	5,105
MEDIUM DENSITY RESIDENTIAL	2	0	26	244	0	3,172
MIXED USE CORRIDOR	0	0	0	621	11,194,920	3,436
<i>Areas of Unique Concern</i>				49		0
MIXED USE DOWNTOWN	0	0	0	84	1,902,701	756
MIXED USE SEABOARD	0	0	0	67	1,970,001	422
MIXED USE AIRPORT	0	0	0	127	1,936,242	0
MIXED USE RESIDENTIAL	2,579	2,246,825	12,895	3,909 4,227	3,405,521 3,474,781	19,545 20,769
MODERATE DENSITY RESIDENTIAL	0	0	0	543	0	4,887
OPEN SPACE FUNCTIONAL	10	0	0	568	0	0
	2,726	2,246,825	13,576	9,412	76,000,657 76,148,325	39,735 40,998
ROW	101			887		
Total City Boundary	2,827			10,299 10,617		

Key Thoroughfares

The Northeast 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 Neighborhood comprises approximately 2,579 acres generally including residential areas 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:

- A. The minimum residential density is 1.0; the maximum residential density is 5.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUR is:

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing as of 01/01/17
MUR	2,579	5	95%	100%	12,250	12,895	1,403

- B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.40 (designation-wide); 0.5 (for individual sites). The range of square footage permitted in the MUR is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Existing as of 01/01/17
MUR	2,579	0.40	0%	5%	0	2,246,825	26,939

- C. Specific to Open Space, see LU 1.2.16.6.c.

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.

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 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 streets principles include but are not limited to items identified by "x":

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. Roads may be public or private and that in case of emergency private roadways with gates shall be opened for public access. The improvement of Jacaranda Boulevard to a 4-lane roadway shall not be deemed to satisfy the requirement for the additional roadways.

Open Space

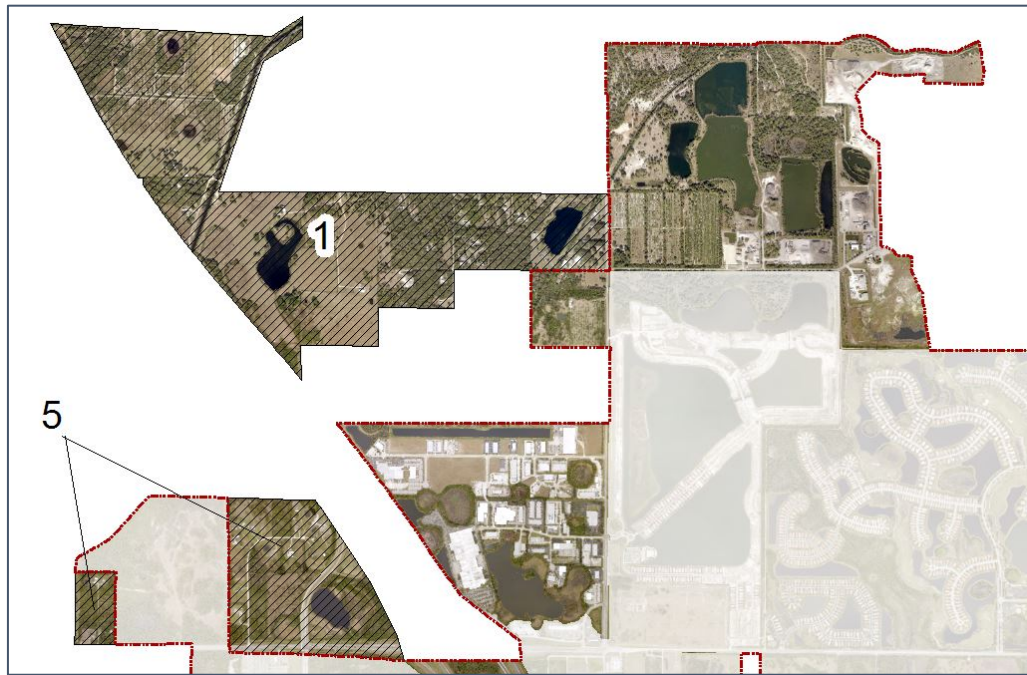
Strategy OS-NE 1.1.5 - Wildlife Corridors

The City shall minimize habitat fragmentation within and between developments by establishing standards in the Planning and Development review process including the Land Development Code, including the following:

Overview

The Knights Trail Neighborhood is predominately industrial, situated East of I-75 and along Knights Trail Road. 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 Knights 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 the City of Venice and Sarasota County.

Existing Land Use & Development

The Knights Trail Neighborhood encompasses approximately ~~848~~ 1,136 acres (gross acreage) or approximately ~~7.9~~ 10.7 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:

- 3 residential units (single family detached, single family attached, multifamily/ condominium), and
- 1,381,705 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.

Future Land Use

Knights Trail				City-Wide		
FLU	Acreages	Intensity	Density	Acreages	Intensity	Density
COMMERCIAL	0	0	0	184	8,015,040	0
CONSERVATION	53	0	0	608	0	0
GOVERNMENT	56	0	0	634	0	0
HIGH DENSITY RESIDENTIAL	0	0	0	134	0	2,412
INDUSTRIAL	509	44,344,080	0	523	45,563,760	0
INSTITUTIONAL PROFESSIONAL	0	0	0	96	2,090,880	0
LOW DENSITY RESIDENTIAL	0	0	0	1,021	0	5,105
MEDIUM DENSITY RESIDENTIAL	0	0	0	244	0	3,172
MIXED USE CORRIDOR	169	2,944,656	1,099	621	11,194,920	3,475
<i>Areas of Unique Concern</i>				49		0
MIXED USE DOWNTOWN	0	0	0	84	1,902,701	756
MIXED USE SEABOARD	0	0	0	67	1,970,001	422
MIXED USE AIRPORT	0	0	0	127	1,936,242	0
MIXED USE RESIDENTIAL	0 318	0	0	3,909 4,227	3,405,521 3,474,781	19,545 20,769
MODERATE DENSITY RESIDENTIAL	0	0	0	543	0	4,887
OPEN SPACE FUNCTIONAL	0	0	0	568	0	0
	787	47,288,736	1,099	9,412	76,079,065 76,148,325	39,774 40,998
ROW	31			887		
Total City Boundary	818 1,136			10,299 10,617		

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 169 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 within the Knights Trail Neighborhood:

- A. The minimum residential density is 5.1; the maximum residential density is 13.0 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUC is:

	Number of Acres	DUs per Acre (Max)	Minimum Development %	Maximum Development %	Minimum DUs	Maximum DUs	Existing as of 01/01/17
MUC	169	13	20%	50%	439	1,099	3

- B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.50 (designation-wide); 1.0 (for individual sites). The range of square footage permitted in the MUC is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Existing as of 01/01/17
MUC	169	0.50	50%	80%	1,840,410	2,944,656	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 to provide the City and region with a diverse economic base.
- 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.

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 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 - 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 1.1.6 - Mixed Use Residential

The MUR within the Knights Trail Neighborhood comprises approximately 318 acres generally including residential areas east of I-75 and along Rustic Rd and Ranch Rd (see mixed use descriptions in the Future Land Use Element). The following shall apply for the MUR designation:

- A. The minimum residential density is 1.0; the maximum residential density is 3.85 dwelling units (DUs) per gross acre. The range of dwelling units permitted in the MUR is:

	<u>Number of Acres</u>	<u>DUs per Acre (Max)</u>	<u>Minimum Development %</u>	<u>Maximum Development %</u>	<u>Minimum DUs</u>	<u>Maximum DUs</u>	<u>Existing as of 01/01/17</u>
MUR	318	3.85	95%	100%	1,163	1,224	3

- B. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.10 (designation-wide); 0.5 (for individual sites). The range of square footage permitted in the MUR is:

	<u>Number of Acres</u>	<u>Area Wide FAR</u>	<u>Minimum Development %</u>	<u>Maximum Development %</u>	<u>Minimum Square Feet</u>	<u>Maximum Square Feet</u>	<u>Existing as of 01/01/17</u>
MUR	318	0.10	0%	5%	0	69,260	13,014

- C. Specific to Open Space, see LU 1.2.16.6.c.
- D. The maximum number of PM Peak Hour trips for the Mixed Use Residential within the Knights Trail Area shall not exceed 785 PM Peak Hour trips.

Transportation

Strategy TR-KT 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 Items identified by "x":

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 1.1.7 - 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 1.1.8 - 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 1.1.9 - 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 are not included within this planning horizon. However, changing conditions may require their consideration: