

SECTION 5. MIXED-USE DISTRICTS

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5.1. Purpose and Intent

- A. The City of Venice adopted the 2017-2027 Comprehensive Plan which divided the City into Neighborhoods and includes a number of Mixed-Use Areas on the Future Land Use Map (FLUM). These Mixed-Use Areas intend to provide an alternative form of development within targeted neighborhoods of the City. The Mixed-Use Areas shall be implemented through Mixed-Use Districts, each of which shall act as a zoning district with unique development standards and measurement requirements. Each Mixed-Use Area, with its implementing Mixed-Use Districts and associated Comprehensive Plan Neighborhood, are listed in Table 5.1.1 below:

Table 5.1.1. Mixed-Use Areas and Implementing Mixed-Use Districts

Mixed-Use Area (FLUM)	Implementing Mixed-Use District (Zoning)	Comprehensive Plan Neighborhood	LDC Standards
Mixed-Use Downtown			
	Venice Avenue	Island/Gateway	Sec. 5.3.
	Downtown Edge	Island	Sec. 5.4.
	South Trail Island	Island	Sec. 5.5.
Mixed-Use Seaboard			
	Venice Avenue	Island/Gateway	Sec. 5.3.
	Seaboard Improvement	Gateway	Sec. 5.7.
Mixed-Use Corridor			
	South Trail Island	Island	Sec. 5.5.
	Airport Avenue	Island	Sec. 5.6.
	North Trail Gateway	Gateway	Sec. 5.8.
	Laurel West	Laurel Road Corridor	Sec. 5.9.
	Laurel East	Laurel Road Corridor	Sec. 5.10.
	Knights Trail	Knights Trail	Sec. 5.11.

- B. Per Strategy LU 1.2.9 of the Comprehensive Plan, these Mixed-Use Areas are required to be developed using the principles and components of a form-based code. The following sections shall define the Mixed-Use District Maps and Development Standards, which utilize principles and components of a form-based code. The implementing Mixed-Use Districts are illustrated in Fig. 5.1.1 and Fig. 5.1.2.

Fig. 5.1.1. City of Venice Implementing Mixed-Use Districts.

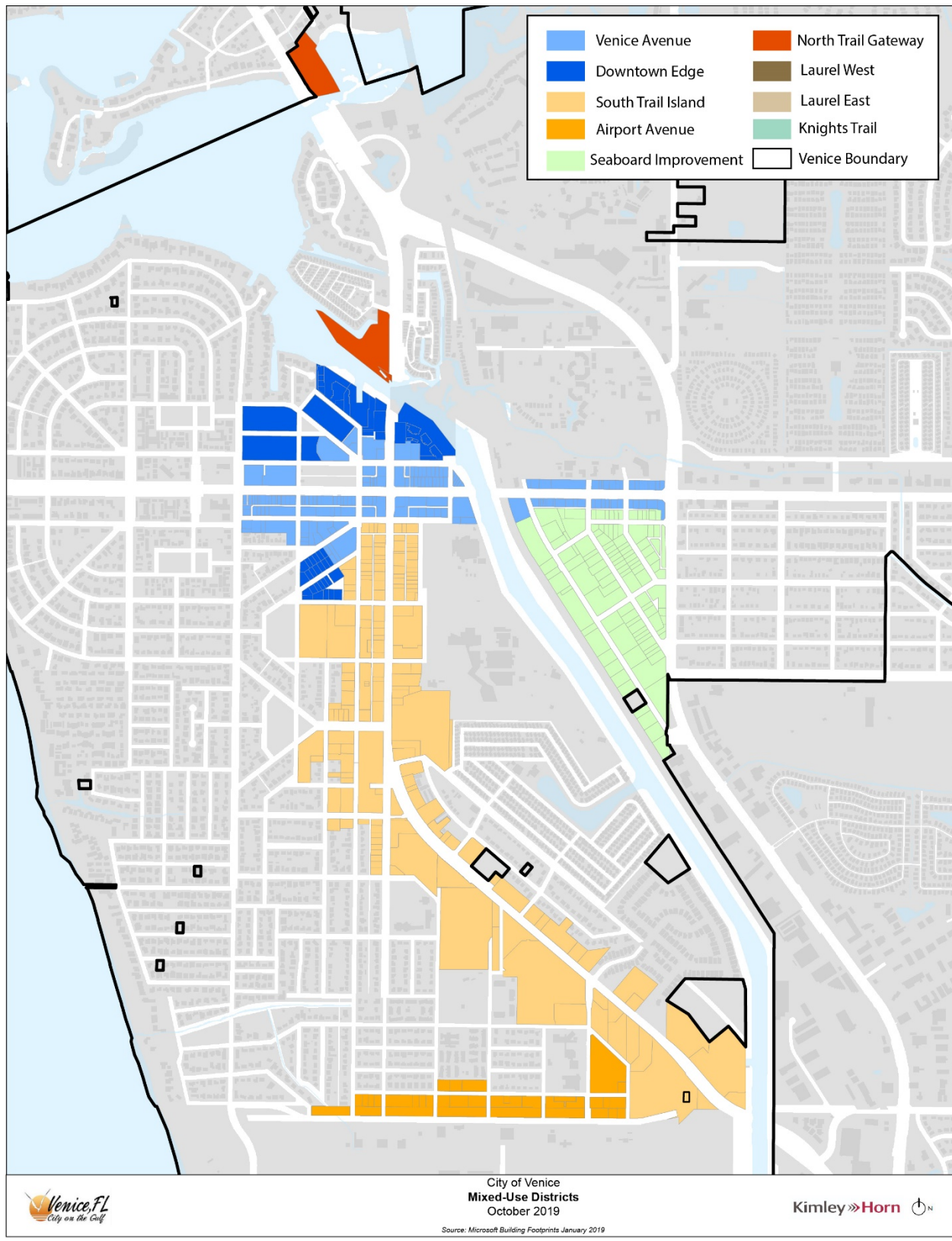
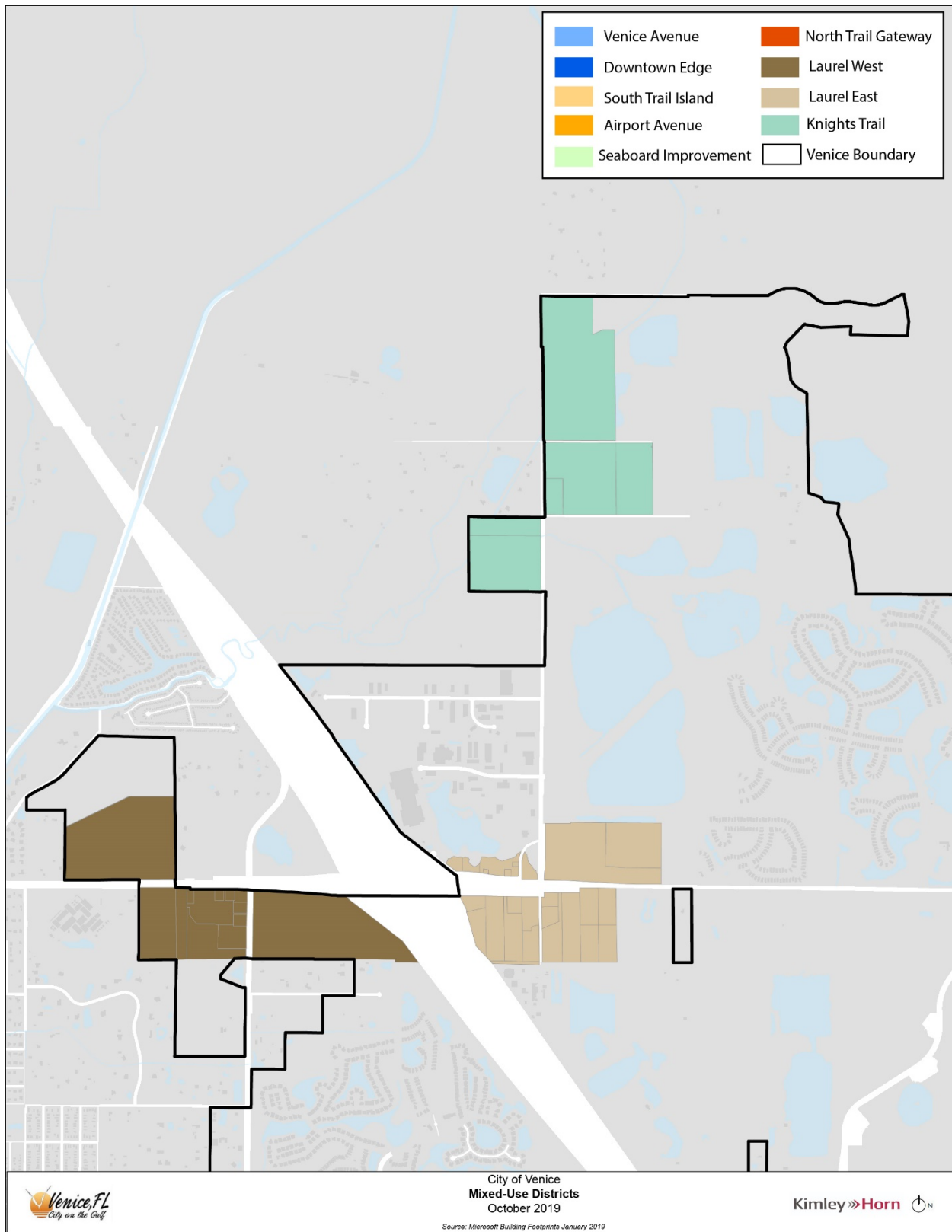


Fig. 5.1.2. City of Venice Implementing Mixed-Use Districts.



5.2. Mixed-Use Districts Maps and Development Standards

- A. Generally.** Each Mixed-Use District shall be regulated by Maps (Regulating Map and Primary Street Map), a Development Standards Table, and Use Table. These are intended to support and provide for a high-quality and predictable form within the public and private realm. The standards address the relationships between buildings, open spaces (including active use areas), and multi-modal components (sidewalks, trails, roadways/Complete Streets). The standards are provided in a Development Standards Table for each Mixed-Use District and apply to all properties within the Mixed-Use District. It is understood that the development standards will have specific measurement requirements that are specific to each Mixed-Use District. These standards, and their associated definitions and requirements, are specific to Mixed-Use Districts and are not to be applied to the City of Venice's traditional zoning districts.
- B. Maps.** The Mixed-Use Districts are defined and delineated by a Regulating Map and Primary Street Map. These maps, which address the specific development vision of those portions of the City, are keyed to development standards (set forth in each district's Development Standards Table) that designate the appropriate form, scale, and character of development, rather than only distinctions in land uses.
1. **Regulating Map.** Each Mixed-Use District shall contain a Regulating Map. The Regulating Map shall show the boundaries of the Mixed-Use District.
 2. **Primary Street Map.** Primary Streets are those streets which the City has deemed to be of primary consideration for development and/or redevelopment projects within the Mixed-Use Districts. The 2017-2027 Comprehensive Plan identified possible Complete Streets segments within Strategy TR 1.3.4, which align with the listed Primary Streets. Similar to Complete Streets, the Primary Streets listed are understood to be the focus for streetscape improvements, active use areas, pedestrian entrances, sidewalks, parking, signage and similar; not all streets within a Mixed-Use District are designated and or characterized for the purposes of this Section. Primary streets provide a priority of frontage for buildings to ensure pedestrian friendly environments and to promote active use areas. A Mixed-Use District may have more than one Primary Street and shall list a Street Hierarchy.
 - a. **Street Hierarchy.** Mixed-Use Districts may have multiple primary streets in close proximity. Street hierarchy identifies a rank of priority for primary streets in a Mixed-Use District. Entrances shall be provided on the highest-ranking street for any building and shall act as the front for the building and lot. This does not preclude additional entrances from being provided on lower hierarchy and/or non-designated streets.
- C. Development Standards Table.** Development standards and their respective measurement requirements are included for each of the specific Mixed-Use Districts. Development standards shall include height, building placement, lot, frontage, architecture, parking, and signage and are defined in Section 5.2.E – 5.2.K. Additional standards may be provided for each district and are indicated by district specific notes below each Mixed-Use District Development Standards Table.
- D. Use Table.** Each Mixed-Use District shall regulate allowable principal uses as identified in Section 5.13, Mixed-Use Districts Use Table. Accessory uses are permitted and found in the Use Definitions of Section 6 but shall not be allowed as stand-alone uses.

E. Building Height.

1. **Generally.** Building Height shall be defined by stories and height expressed in feet. Except for single-family detached and two-family dwellings, stories shall be defined as follows and meet the minimum and maximum standards.

Fig. 5.2.1. Building Height.



2. **Measurement of Story.** For the purposes of this section and by example, buildings expressed as a maximum of three (3) stories are limited (by conversion) to one (1) ground floor with a maximum of 15 feet and two (2) upper stories with a maximum of 12 feet each. To allow for a wider variety of building designs, a design alternative may be proposed to modify the allowable height of stories, so long as the maximum permitted height of the structure is not exceeded.
 - a. **Habitable Space.** Stories are understood to include the habitable space of a building excluding rooflines, architectural features or similar. To allow for architectural features and building appurtenances, non-habitable rooftop elements, such as architectural features, are limited to ten (10) feet in height. Ground level structured parking portions shall be limited to fifteen (15) feet in height, not including base floor elevation (B.F.E.).

- 3. Height Exceptions.** If indicated on the development standard table, a height exception may be requested per the requirements of Section 3 (Review Bodies and Processes), combined with any requirement stated in the table. These may include additional architectural requirements and/or a building setback. A building setback is a step-like recession in a wall to allow for more daylight to reach the street level and create a more open, inviting pedestrian environment. Setbacks may be required for stories or features above a certain height.

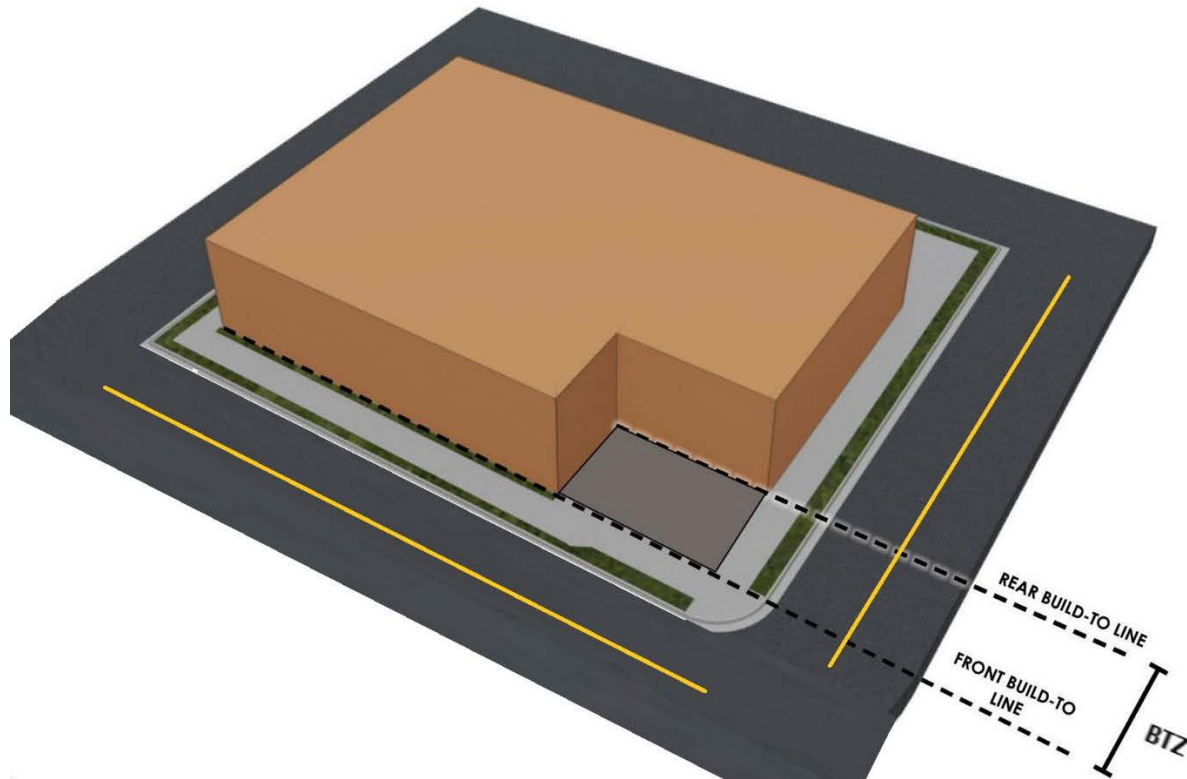
Fig. 5.2.2. Setback.



F. Building Placement.

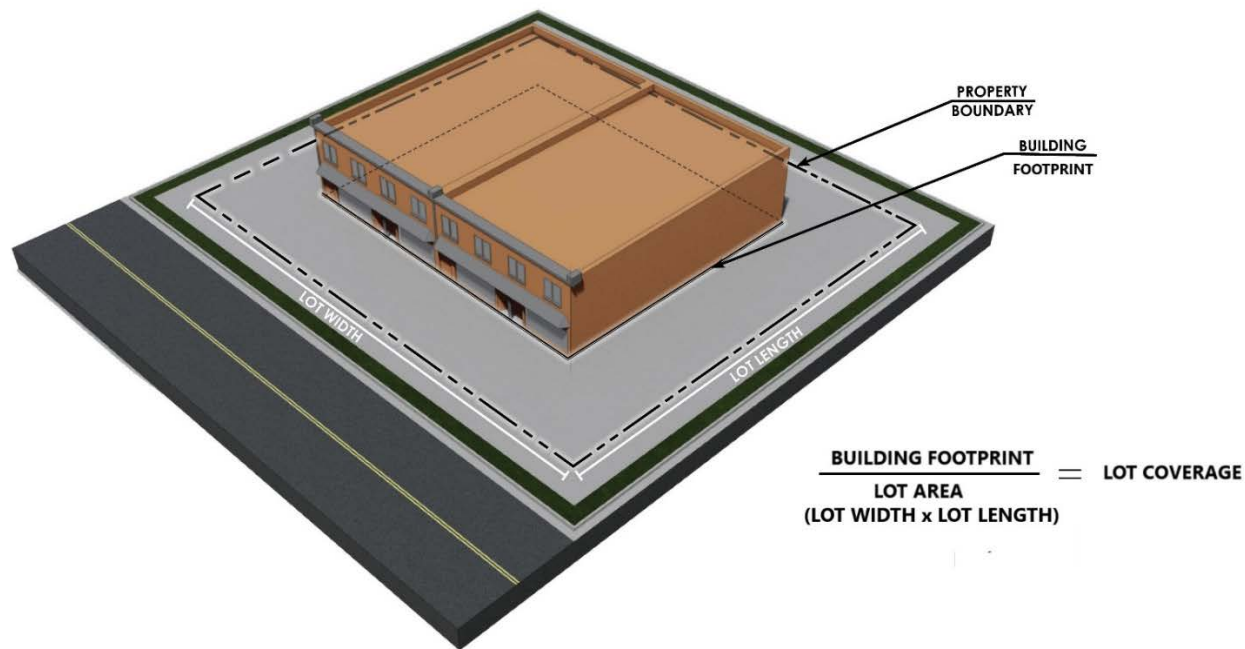
- 1. Generally.** Building placement describes Build-to Zones (BTZ) for a Mixed-Use District. This shall be defined as the range at which construction of a building façade is to occur on the lot, running parallel to the property line ensuring a uniform façade along the street. A BTZ provides a range for building placement, expressed as a minimum and maximum, that establishes a sense of enclosure by providing spatial definition adjacent to the street. The BTZ accommodates flexibility in specific site design while maintaining an established street edge. Each development standards table shall express building placement requirements for front/street, side, and rear placement.

Fig. 5.2.3. Building Placement.



- G. Lot.** Lots are parcels of land, either vacant or occupied intended as a unit for the purpose, whether immediate or for the future, of transfer of ownership or possession or for development. Lot shall include the following terms defined, as illustrated in Fig. 5.2.4.
- a. **Lot Width.** Lot width is the distance between the side lot lines (generally running perpendicular to a street) measured at the primary street property line along a straight line of the property line.
 - b. **Lot Length.** Lot length is the distance between the front and rear property lines measured along a line midway between the side property lines.
 - c. **Lot Area.** Lot area is the lot length multiplied by the lot width.
 - d. **Lot Coverage.** Lot coverage is the minimum and maximum area of a lot that is permitted to be covered by roofed structures. Lot coverage does not include paved areas such as parking lots, driveways or pedestrian walkways. Lot coverage shall be calculated by dividing the building footprint of the building by the lot area.

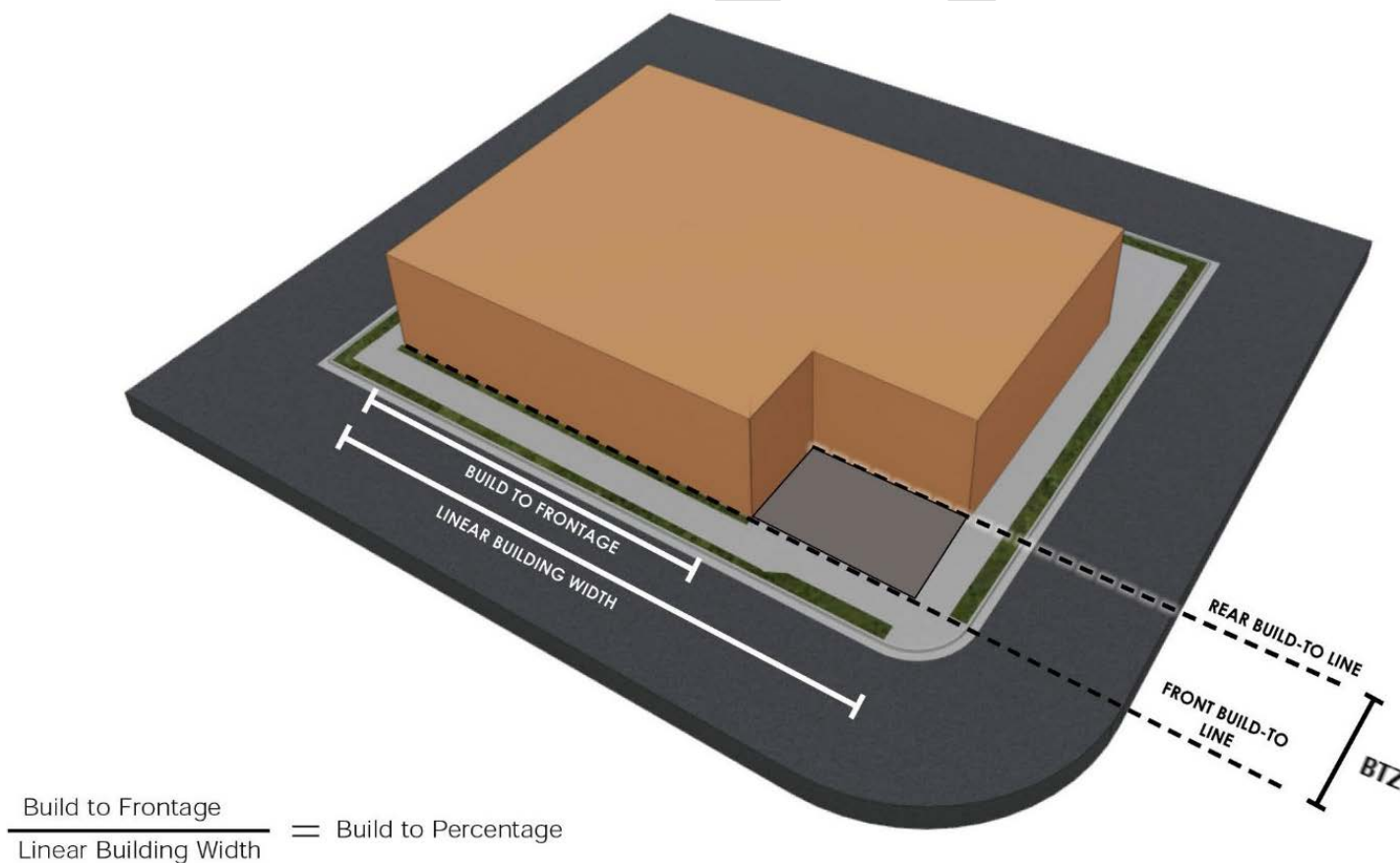
Fig. 5.2.4. Lot Width/Length/Area/Coverage.



H. Frontage. The following terms are used in “Frontage” and identify specific standards adopted in the respective Mixed-Use Development Standards Table.

- 1. Build to Percentage (% Requirement).** The “Build to Percentage” (“% Requirement”) indicates the percentage of the linear building width that must be located within the BTZ. This requirement may be achieved through the use of an Active Use Area (AUA). The Build to Percentage shall be calculated by dividing the build to frontage by the linear building width.

Fig. 5.2.5. Percent (%) Requirement.



- 2. Encroachments.** Encroachments are building elements that are attached to a building and are permitted to exist within a setback (Fig. 5.2.6.A), or public realm (Fig. 5.2.6.B). These may include architectural elements that are intended to bring the public realm closer to the building. Awnings, canopies, and projecting signs are the only allowable encroachments into the public realm. Encroachments shall be defined as having a minimum required clearance height (A), maximum encroachment depth (B), and maximum allowed length (C) as shown in Fig. 5.2.6.A and Fig 5.2.6.B below. For reasons of public safety and accessibility, steps may also be permitted as encroachments but do not need to meet the requirements of this section.

Fig. 5.2.6.A. Encroachments Into Setback

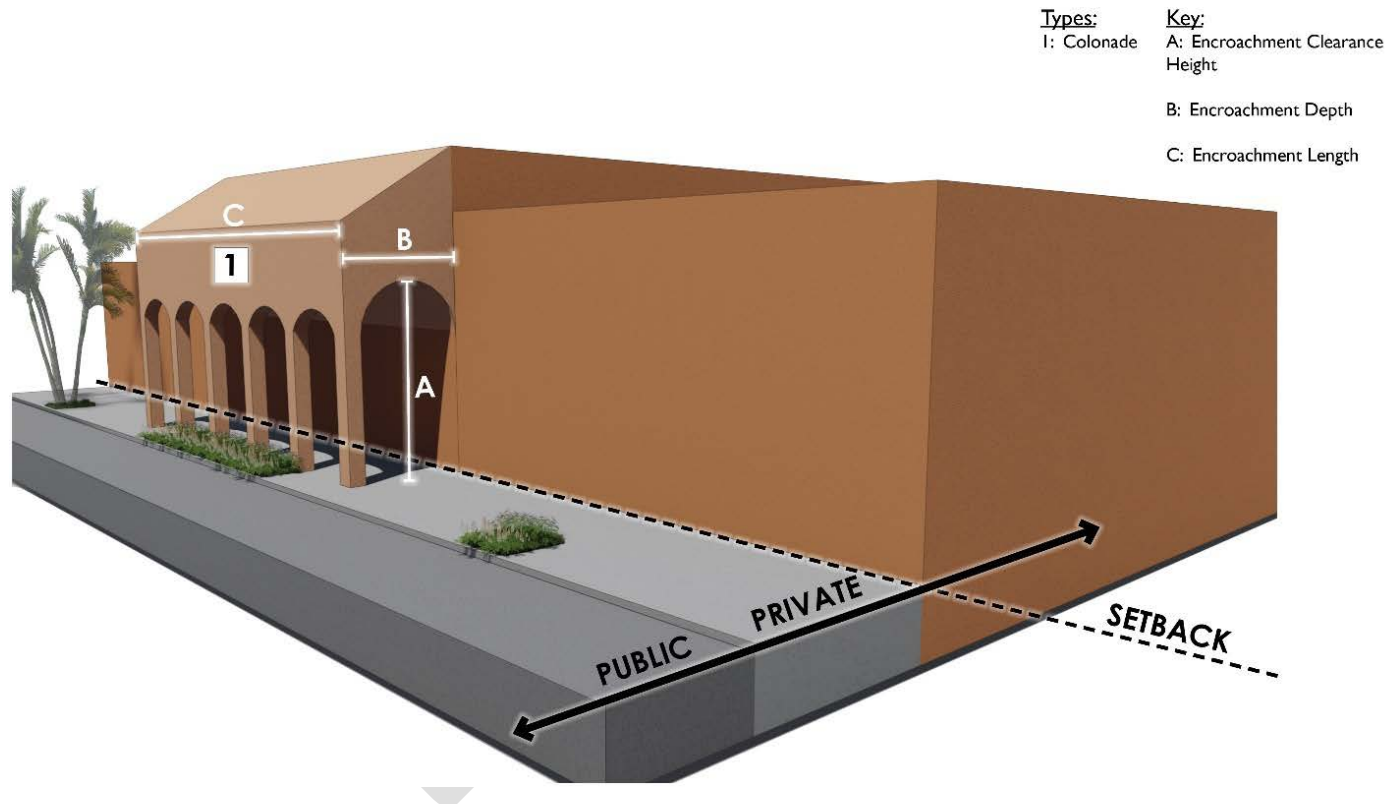
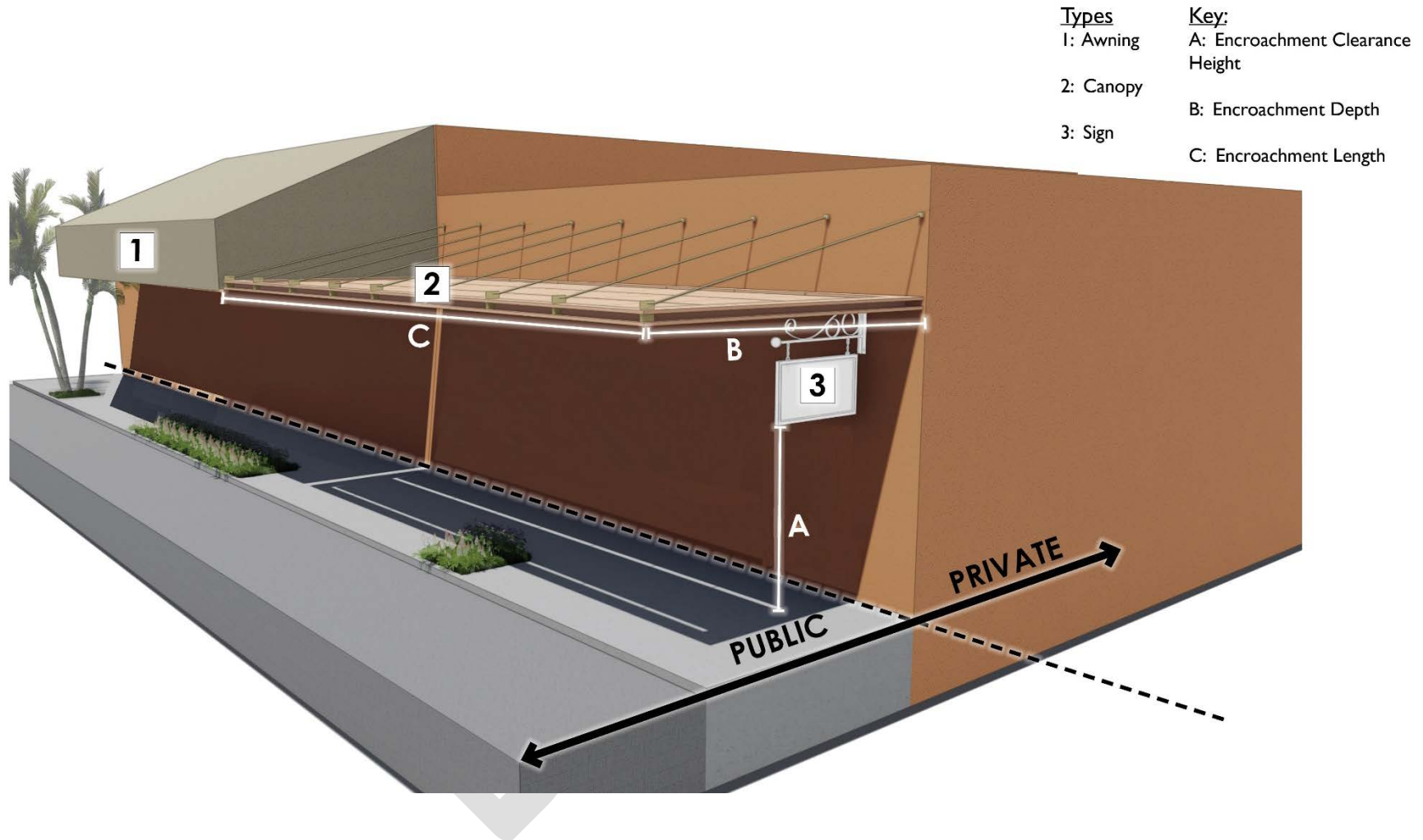


Fig. 5.2.6.B. Encroachments Into Public Realm



3. **Active Use Areas.** “Active Use Areas” (AUA) refer to those areas along a frontage that may provide for areas such as a court, colonnade, arcade, courtyards, outdoor dining, merchandise display, and/or shared gardens. AUA’s are defined as those elements which reside or encroach into the private realm. AUA’s may only be allowed along primary streets. AUA’s shall be defined as having an allowed length (A) and allowed depth (B) as illustrated in Fig. 5.2.7 below and identified in each Mixed-Use District Development Standards Table. The maximum length of an AUA is measured parallel to the frontage, while the maximum width is measured perpendicular to the frontage. Active Use Areas may be utilized to achieve frontage and BTZ requirements. If setback requirements allow a side setback that would make it impossible to achieve frontage requirement standards, Active Use Areas must be used to achieve frontage requirement standard.

Fig. 5.2.7. Active Use Areas.

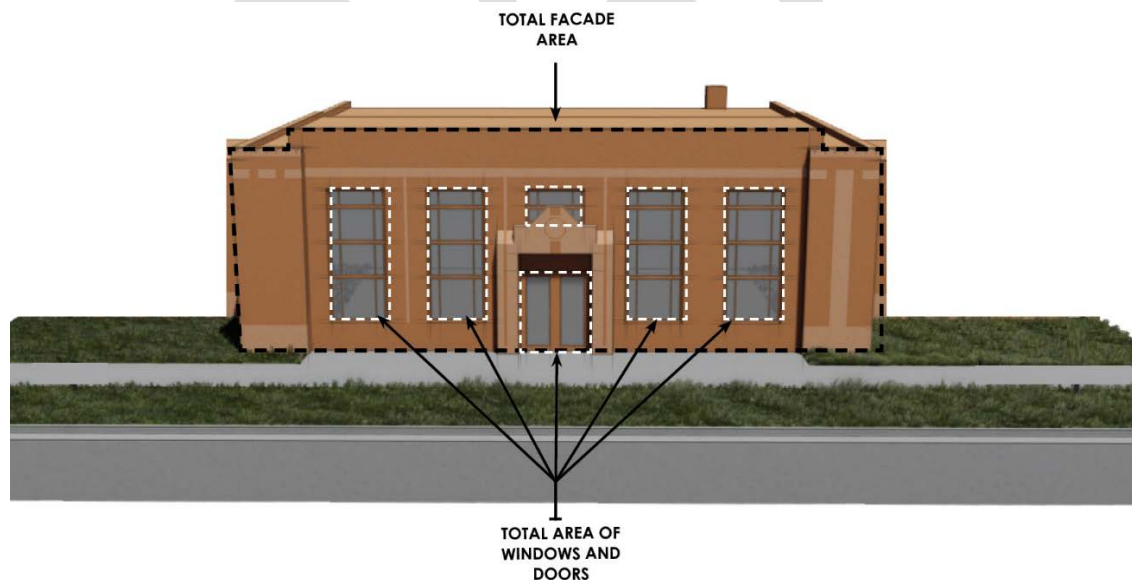


4. **Entrances.** Entrances are required on a Primary Street; secondary entrances are permitted. If a property has frontage on multiple Primary Streets, the street hierarchy in the respective area shall govern the placement of entrances. For corner lots, an entrance may be placed at an angle facing the intersection of the two streets. Corner lots with frontage on one or more Primary Street shall provide at least one entrance per street with a maximum of two.

I. Architecture.

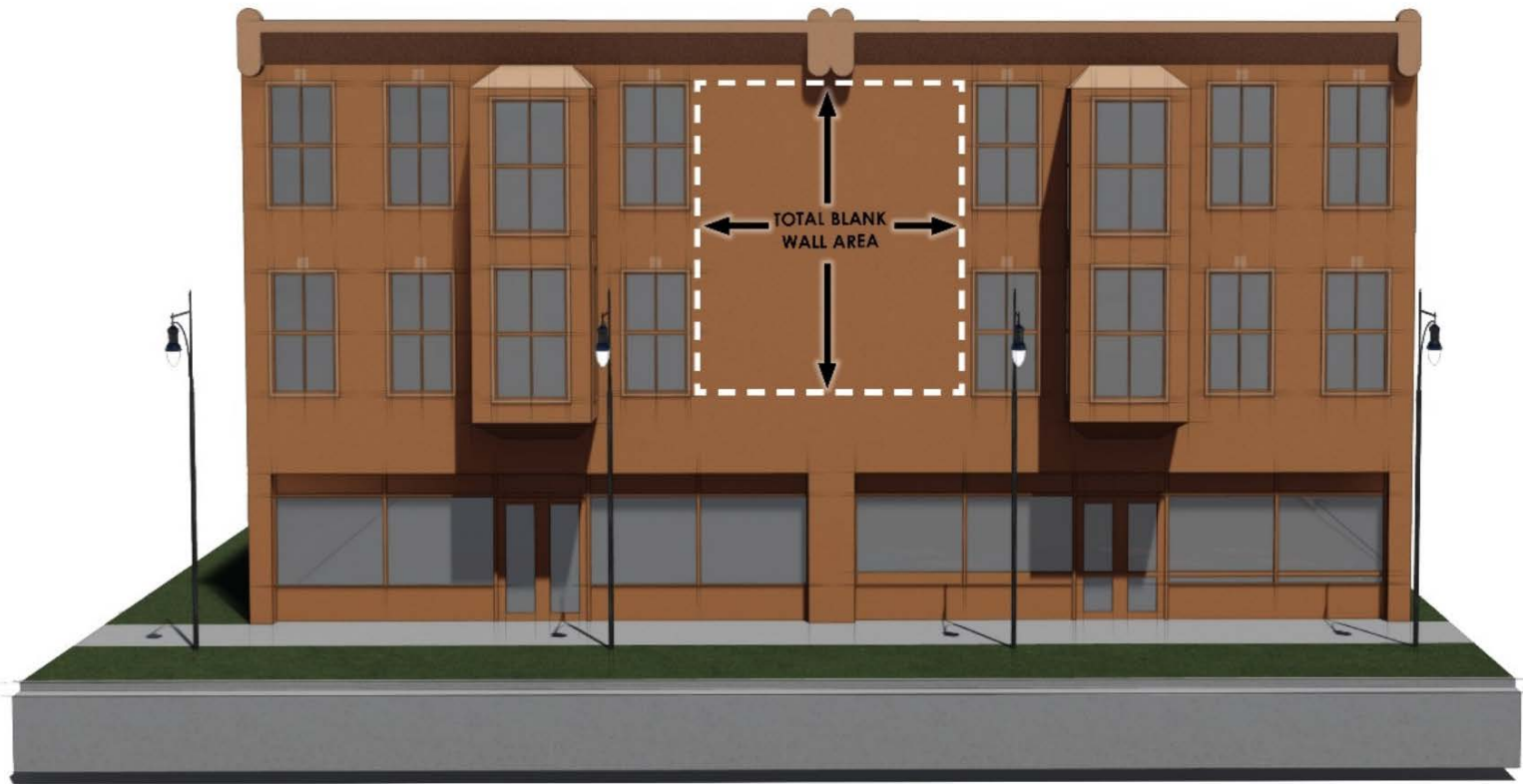
1. **Architectural Style.** All Mixed-Use Districts require the Venice Historical Precedent architectural style. Specific required architectural elements of the required style are provided in Section 9.2.
2. **Transparency Area.** The minimum percentage of windows and doors that must cover a ground story or upper story façade. Transparency is required for each story of a structure, consistent with the height definition of a “story” in this section. Windows and doors shall not be made opaque and shall be clear and non-reflective, except in cases that translucent windows are LEED certified. Glass is considered transparent at the ground floor when it has a transparency higher than 80% and external reflectance of less than 15%. Glass on upper stories may have any level of transparency and external reflectance. Transparency area shall be calculated by the total area of windows and doors divided by total façade area of each story, per Fig. 5.2.8.

Fig. 5.2.8. Transparency Area.



3. **Blank Wall Area.** Blank wall area regulations intend to prevent expanses of undifferentiated building mass. Blank wall area for the purposes of this section is defined as any portion of an exterior façade of a building that does not include substantial material change, windows or doors, columns, or other articulation or architectural feature greater than 8 inches in depth. Substantial material change shall mean a change between materials and/or finishes; paint color is not a substantial material change. Blank wall area shall be calculated in square footage (length of a blank wall multiplied by the width of a blank wall) and shall not exceed the allotment stated in each Mixed-Use District Development Standards Table.

Fig. 5.2.9. Blank Wall Area.



J. Parking.

- 1. Generally.** Each Mixed-Use District shall feature its own unique parking standards. Parking shall not encroach, infringe or otherwise hinder accessibility through or along an alleyway. Up to 10 percent of the required off-street parking may be provided through on-street parking. On-street parking must be located within 1,000 feet walking distance of the building and may be counted toward a project's minimum off-street parking requirements. Parking standards are understood to include the items below:
 - a. Placement.** Parking placement shall state where required parking must be placed on any parcel/site/lot.
 - b. Parking Requirement Ratio.** Mixed-Use Districts, due to their nature, allow for an overall decrease in the need for provided parking. The parking rates contained in Section 7.4 may be modified per the percentages identified in each Mixed-Use District Development Standards Table found in this section. The ratio provided in each Development Standards Table apply as a multiplier to the standard parking requirement for a use per Section 7.4. For example, if a use requires 5 parking spaces per 1,000 SF in Section 7.4, and the Mixed-Use District Development Standards Table states 50%, then only 50% of the standard 5 parking spaces per 1,000 SF is required, making the requirement 2.5 spaces per 1,000 SF. Note: Certain Mixed-Use Districts, due to their nature, may not require off-street parking to be provided.
 - c. Access.** Vehicular access to a parcel/site/lot shall be limited to the requirement provided in each Mixed-Use District Development Standards Table. Access and location of off-street parking are identified in each Mixed-Use District Development Standards Table.
 - d. Loading.** Loading requirements may differ from the traditional standards set forth in this Section 7.4 for each Mixed-Use District.
 - e. Structures.** Parking structures may be permitted dependent upon the requirement provided in each Mixed-Use District Development Standards Table.

K. Signage.

- 1. Generally.** Each Mixed-Use District shall allow a specific selection of sign types. Sign types, the number of signs, and allowed square footage for signs are identified in Section 7.3. Sign types for each Mixed-Use District are permitted by sign type in the Table 5.2.1 below.

Table. 5.2.1 Permitted Sign Types by Mixed-Use District

ALLOWABLE SIGNS	SIGN TYPES BY MIXED-USE DISTRICTS								
Key: P = Permitted X = Not Permitted	Venice Ave	Edge	South Trail	Airport Ave	Seaboard	North Trail	Laurel West	Laurel East	Knights Trail
Awning/Hanging Signs	P	P	P	P	P	P	P	P	P
Monument Signs	X	X	P	P	P	P	P	P	P
Subdivision Signs	X	X	X	X	X	X	P	P	P
Projecting Signs	P	P	P	P	P	P	P	P	P
Wall Signs	P	P	P	P	P	P	P	P	P
Sandwich Board Signs	P	P	P	P	P	P	P	P	P
Directory Signs	X	X	X	X	X	X	P	P	P
Window	P	P	P	P	P	P	P	P	P
Directional	P	P	P	P	P	P	P	P	P

L. Nonconformities Within Mixed-Use Districts.

- Existing structures may be rebuilt to their existing standards, including height, intensity, density, and architectural style, through the design alternative process.
- Expansions of existing development (including additions and new structures on a parcel or parcels through unified control) may request a design alternative to allow previous architectural styles to apply for the expansions of existing development. All other provisions of Section 10, Nonconformities, of this LDC shall apply. All other applicable development regulations found in this LDC shall apply for expansions of existing development.

5.3. Venice Avenue

- A. Venice Avenue District Purpose.** An implementing district of the Mixed-Use Downtown FLUM (MUD), the Venice Avenue district supports an urban form consistent with the vision of the John Nolen General Plan and the historic downtown of Venice.

The area is characterized by a traditional downtown development pattern of walkable interconnected blocks, grid streets, and alleys. Buildings located in the Venice Avenue district are at or closer to the public roadways within a defined BTZ.

The uses within the Venice Avenue district will be interconnected uses through sidewalks, multimodal pathways, and public and civic spaces. The Venice Avenue district provides for a mix of uses (primarily vertical), however, the mix of uses may be horizontal upon approval by the Planning Commission as a design alternative as part of a site and development concept plan.

Fig. 5.3.1. Venice Avenue Regulating Map.

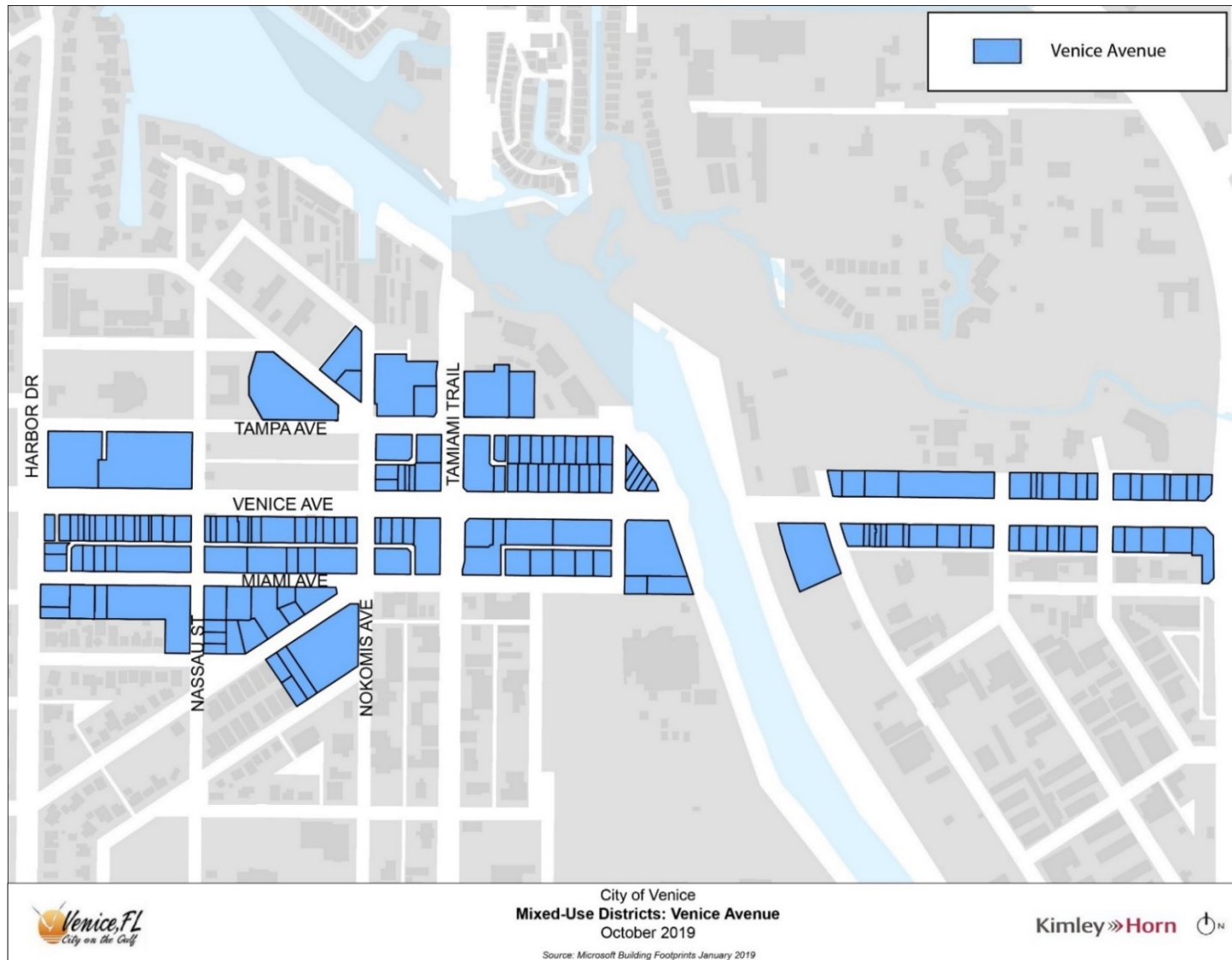


Fig 5.3.2. Venice Avenue Primary Streets.

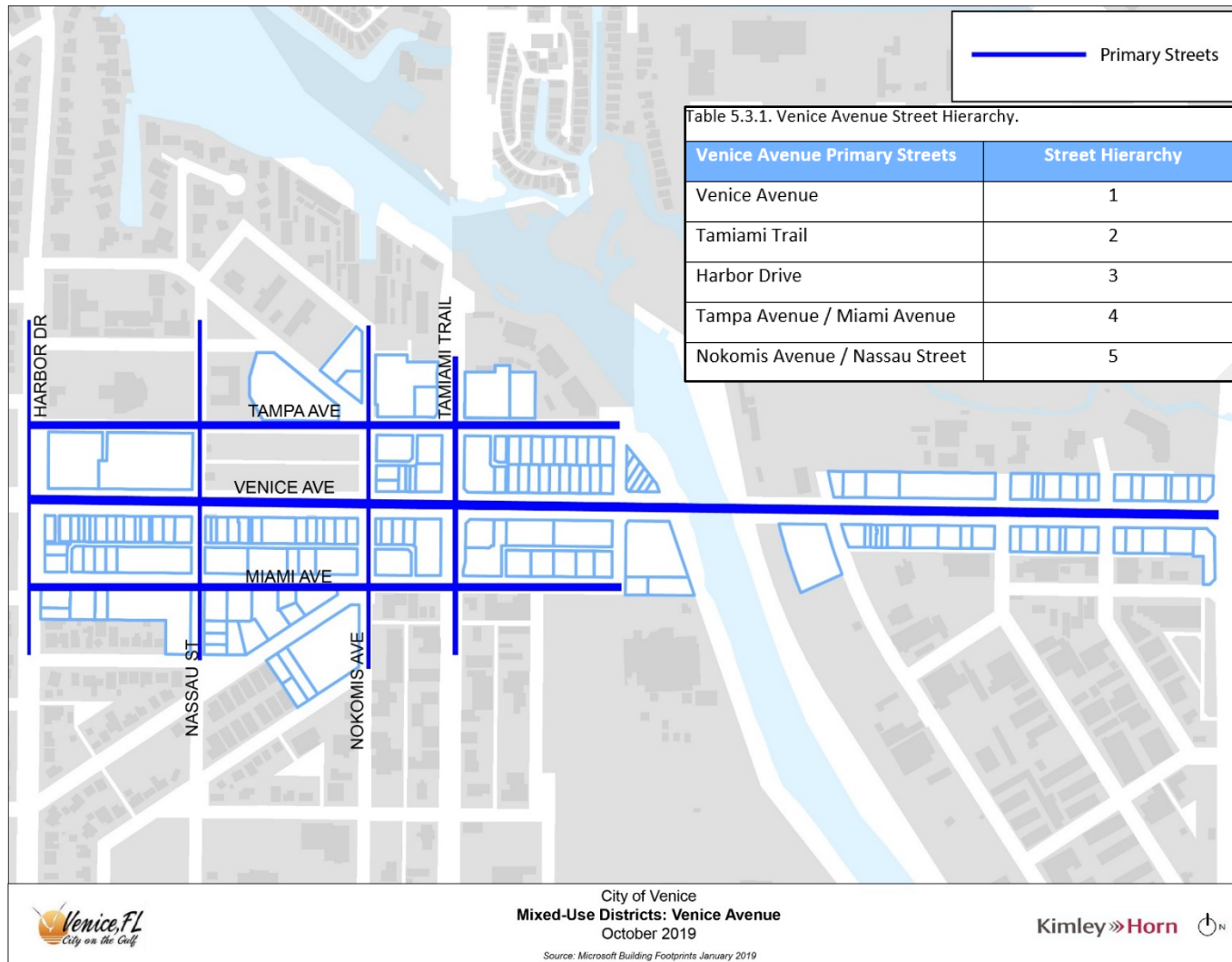


Table 5.3.2. Venice Avenue Development Standards.

Venice Avenue Development Standards Table		
Standard		Measurement Requirement
Building Height		3 Story Maximum (By Right) Height Exception Standards: None. No Height Exceptions May Be Granted
Building Placement (min/max) ^a	Front/Street	0' / 5'
	Side	0' / 5'
	Rear	0' / 20'
Lot	Length (min)	100'
	Width (min)	25'
	Coverage (min/max)	75% / 100%
Frontage	% Requirement	100%
	Encroachments	Maximum Length: 50% of Building Frontage Maximum Encroachment: 6' Minimum Clearance: 8'
	Active Use Area (AUA)	Maximum Length: 25' or 75% of Building Frontage (Whichever Lesser) Maximum AUA Depth: 8'
	Entrances	Oriented to Street ^b
Architecture	Style	Venice Historical Precedent ^c
	Transparency	50% Transparency on First Story, 30% Transparency for Each Story Above
	Blank Wall Area	Maximum 30 Square Feet Blank Wall Area
Parking	Placement ^d	Rear. Side May Be Permitted Through a Design Alternative
	Parking Requirement Ratio	No Off-Street Parking Required
	Access	Rear
	Loading ^e	No Loading Required
	Parking Structure	Prohibited
Signage		See Table 5.2.1. ^f

Venice Avenue Specific Development Standards Table Notes

^a Building Placement. Where adjacent to fronting existing waterway, BTZ may be increased up to 50' to accommodate boardwalks and other publicly accessible recreational features.

^b Entrances. The prioritization order of Primary Streets shall govern the placement of entrances.

^c Architecture. Some parcels located in the Venice Avenue district are also located within the Historic Venice or Venetian Theme Architectural Districts where new construction or substantial improvements identified in Section 9.1 or 9.2 are subject to review by the ARB and may also require review as applicable by the HPB.

^d Parking-Placement. Off-street parking is not required; however, if it is provided within Venice Avenue, it must be placed in the rear or side of buildings and not along a Primary Street.

^e Parking-Loading. Loading/unloading not permitted on the roadways of Venice Avenue, Tamiami Trail, or Harbor Drive. Parking and loading shall not encroach, infringe or otherwise hinder accessibility through or along, any alleyway.

^f Signage. Historic Sign Replications are also permitted and are counted towards the total permitted number.

5.4. Downtown Edge

- A. Downtown Edge Purpose.** An implementing district of the Mixed-Use Downtown FLUM (MUD) and limited to the Island Neighborhood, the Downtown Edge district supports an urban form consistent with the vision of the John Nolen General Plan.

The area is characterized by a traditional downtown and waterfront development pattern and offers increased flexibility for height, parking locations, and a mixture of uses, including attached single-family residential. The Downtown Edge district provides for a mix of uses, (primarily vertical), however, the mix of uses may be horizontal upon approval by the Planning Commission as part of a site and development concept plan.

Similar to the Venice Avenue district, buildings located in the Downtown Edge district are located at or close to the public roadways within a defined BTZ but may offer a greater flexibility in range of building placement. The various uses within the Downtown Edge district will be interconnected uses through sidewalks, multimodal pathways, and public and civic spaces.

Fig. 5.4.1. Downtown Edge Regulating Map.

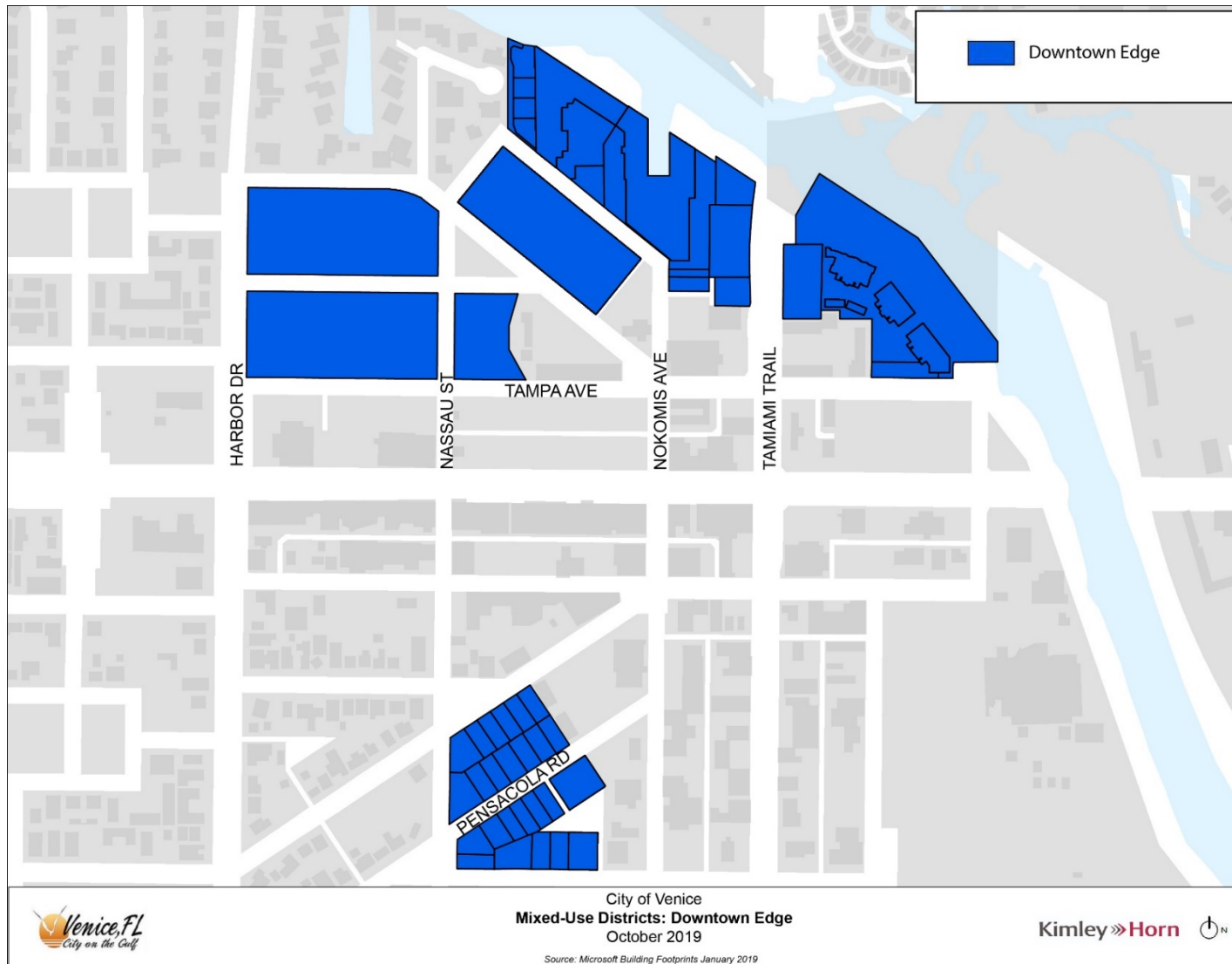


Fig. 5.4.2. Downtown Edge Primary Streets.

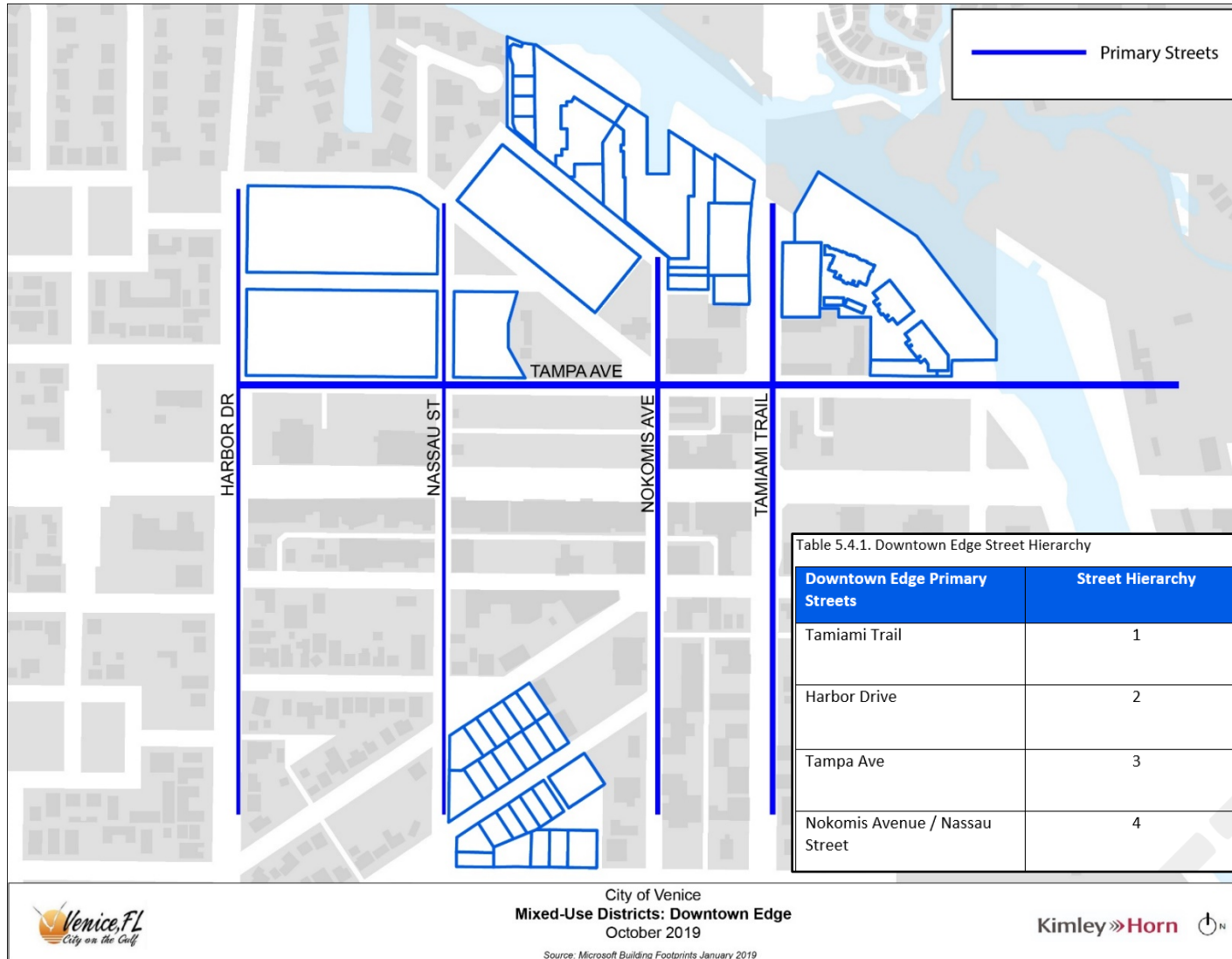


Table 5.4.2. Downtown Edge Development Standards.

Downtown Edge Development Standards Table		
Standard		Measurement Requirement
Building Height		3 Story Maximum (By Right) Up to 6 Story (Through Height Exception) ^a Height Exception Standards: Above 3 Stories, A Building Stepback and Additional Architectural Features From Section 9.2 Are Required
Building Placement (min/max) ^b	Front/Street	0' / 20'
	Side	0' / 10'
	Rear	0' / 20'
Lot	Length (min)	100'
	Width (min)	50'
	Coverage (min/max)	50% / 75% 100% Coverage Permitted if Parking Structure is Provided
Frontage	% Requirement	80%
	Encroachments	Maximum Length: 25' or 50% of Building Frontage (Whichever Lesser) Maximum Encroachment: 6' Minimum Clearance: 8'
	Active Use Area (AUA)	Maximum Length: 25' or 50% of Building Frontage (Whichever Lesser) Maximum AUA Depth: 8'
	Entrances	Oriented to Street ^c
	Style	Venice Historical Precedent ^d
Architecture	Transparency	50% Transparency on First Story, 30% Transparency for Each Story Above For Single-Family Structures, 20% Transparency on First Story, 15% Transparency for Each Story Above
	Blank Wall Area	Maximum 30 Square Feet Blank Wall Area

Table 5.4.2. (Cont.) Downtown Edge Development Standards.

Downtown Edge Development Standards Table (Cont.)		
Standard		Measurement Requirement
Parking	Placement	Side/Rear Not Adjacent or Facing to Waterfront
	Parking Requirement Ratio	50%
	Access	Side/Rear
	Loading ^e	Follow Standards in Sec. 7.4.
	Parking Structure	Requires a Conditional Use
Signage		See Table 5.2.1. ^g

Downtown Edge Specific Development Standards Table Notes

^a Height Exception. Height exceptions may only be granted for property abutting intracoastal waterway. Requires at a minimum a vertical integration and mix of uses (residential, office, retail/commercial, maximum 85% of GFA dedicated to any singular use). Additional architectural features are required, to be reviewed during Height Exception process.

^b Building Placement. Where adjacent to fronting existing waterway, the BTZ may be increased up to 50' to accommodate boardwalks and other publicly accessible recreational features.

^c Entrances. The prioritization order of Primary Streets shall govern the placement of entrances.

^d Architecture. Some parcels located in the Downtown Edge district are also located within the Historic Venice or Venetian Theme Architectural Districts where new construction or substantial improvements identified in Section 9.1 or 9.2 are subject to review by the ARB and may also require review as applicable by the HPB.

^e Parking-Loading. Loading/unloading not permitted on Tamiami Trail or Harbor Drive. Parking and loading shall not encroach, infringe or otherwise hinder accessibility through or along, any alleyway.

^g Signage. Historic Sign Replications are also permitted and are counted towards the total permitted number.

5.5. South Trail Island

- A. South Trail Island Purpose.** An implementing district of the Mixed-Use Corridor FLUM (MUC) and Mixed-Use Downtown FLUM (MUD) and limited to the Island Neighborhood, the South Trail Island district is characterized by a generally urban development pattern along Tamiami Trail.

The South Trail Island district provides for a mix of uses, vertical and horizontal. Buildings in the South Trail Island district are at or closer to the public roadways within a defined BTZ, but offer a range of building placement flexibility. The various uses within the South Trail Island district will be interconnected uses through sidewalks, multimodal pathways, and public and civic spaces.

The South Trail Island district includes areas of unique consideration defined by Strategy LU-IS 1.1.6 and Section 5.5.B. The standards identified in Section 5.5.B (uses, density, and intensity) shall prevail; all other standards in the Development Standards Table shall apply.

Fig. 5.5.1. South Trail Island Regulating Map.

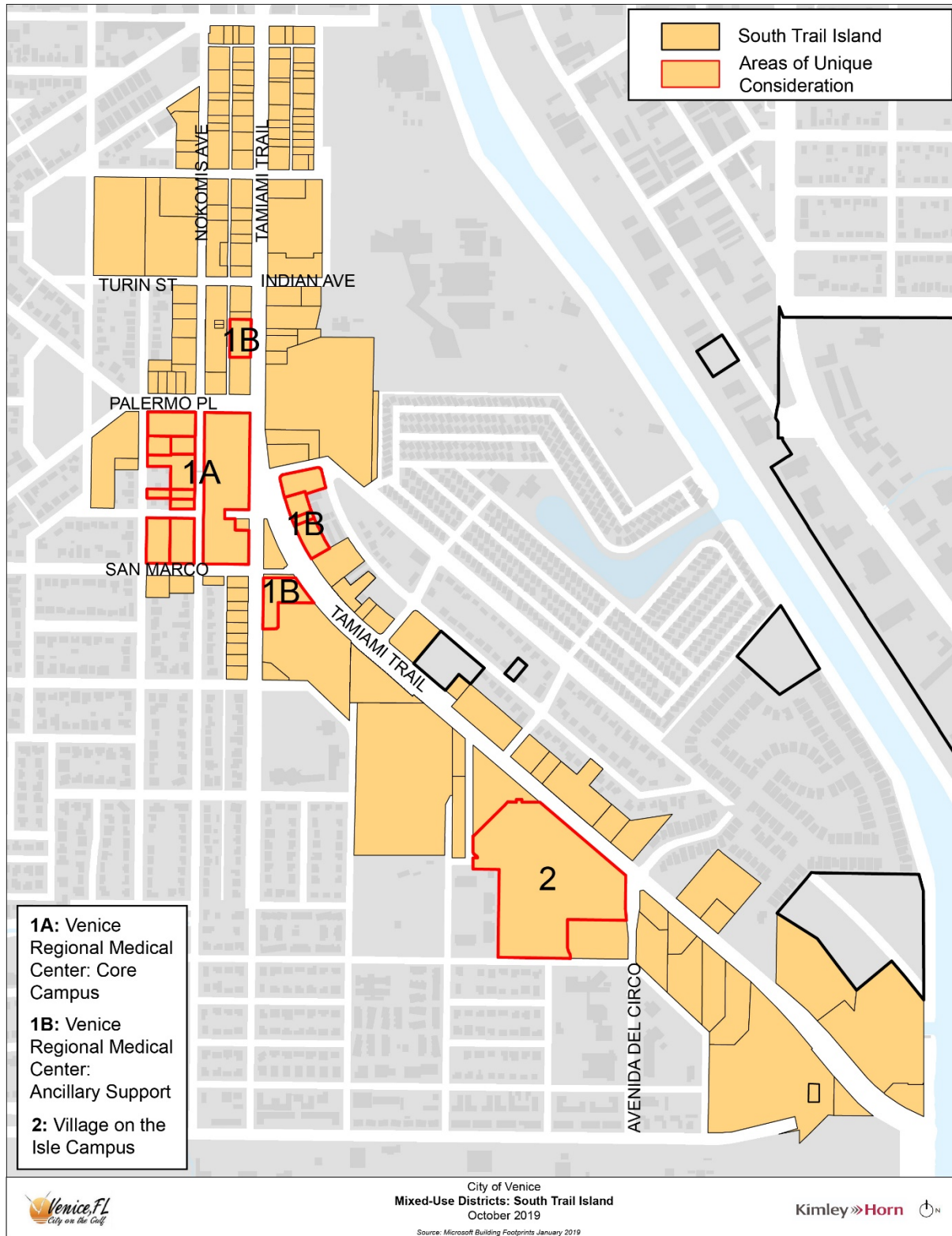


Fig. 5.5.2. South Trail Island Primary Streets.

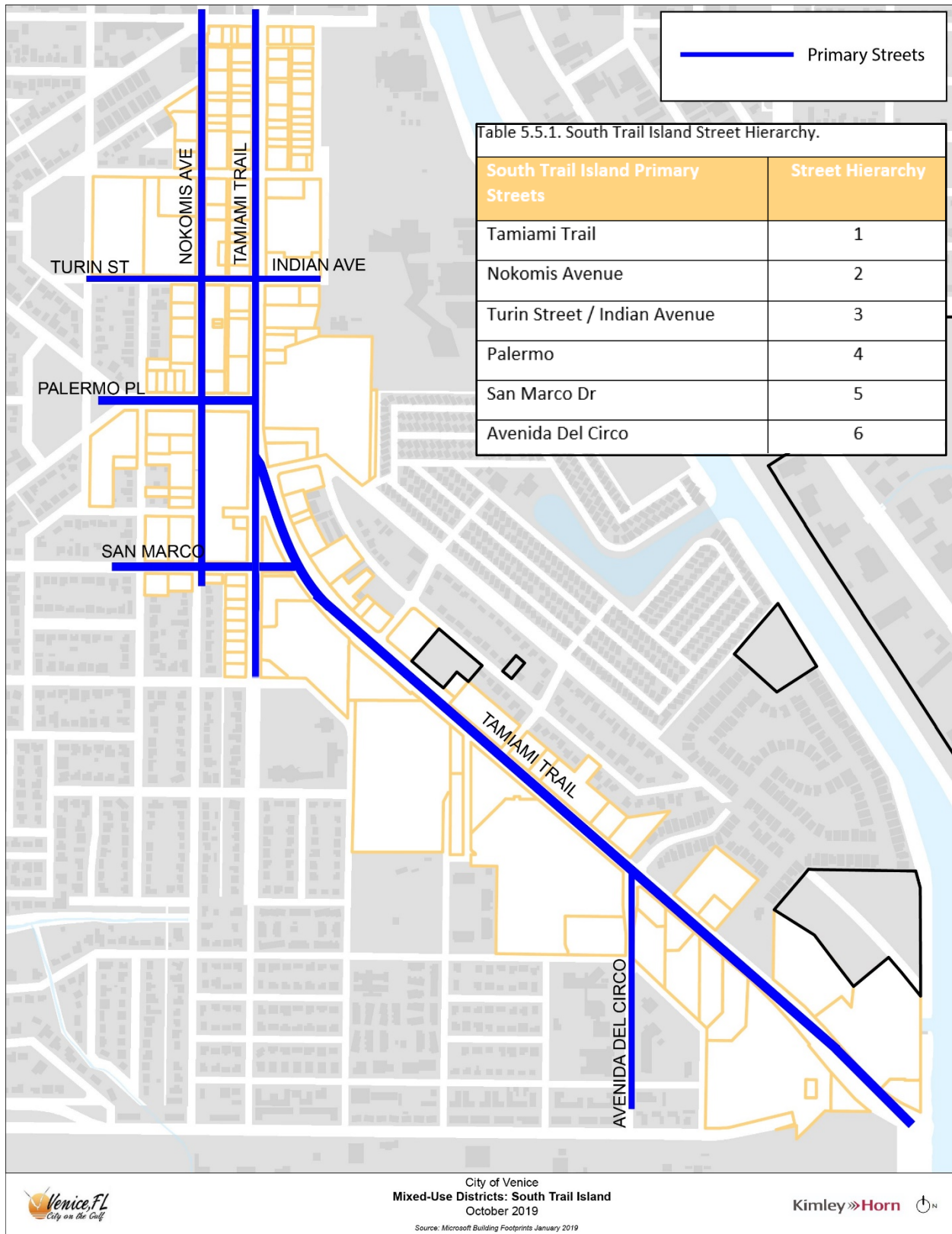


Table 5.5.2. South Trail Island Development Standards.

South Trail Island Development Standards Table		
Standard		Measurement Requirement
Building Height		3 Story Maximum (By Right) Up to 5 Story (Through Height Exception) ^a Height Exception Standards: Above 3 Stories, A Building Stepback and Additional Architectural Features From Section 9.2 Are Required
Building Placement (min/max)	Front/Street	5' / 25'
	Side	0' / 15'
	Rear	0' / 20'
Lot	Length (min)	100'
	Width (min)	50'
	Coverage (min/max)	35% / 75%
Frontage	% Requirement	75%
	Encroachments	Maximum Length: 25' or 50% of Building Frontage (Whichever Lesser) Maximum Encroachment: 6' Minimum Clearance: 8'
	Active Use Area (AUA)	Maximum Length: 25' or 50% of Building Frontage (Whichever Lesser) Maximum AUA Depth: 8'
	Entrances	Oriented to Street ^b
Architecture	Style	Venice Historical Precedent ^c
	Transparency	40% Transparency on First Story, 20% Transparency for Each Story Above
	Blank Wall Area	Maximum 40 Square Feet Blank Wall Area

Table 5.5.2. (Cont.) South Trail Island Development Standards.

South Trail Island Development Standards Table (Cont.)		
Standard		Measurement Requirement
Parking	Placement	Side/Rear
	Parking Requirement Ratio	50%
	Access	Side/Rear
	Loading ^d	Follow Standards in Sec. 7.4.
	Parking Structure	Requires a Conditional Use
Signage		See Table 5.2.1. ^e

South Trail Island Specific Development Standard Table Notes

^a Height Exception. Requires at a minimum a vertical integration and mix of uses (residential, office, retail/commercial, maximum 85% of GFA dedicated to any singular use). Additional architectural features are required, to be reviewed during Height Exception process.

^b Entrances. The prioritization order of Primary Streets shall govern the placement of entrances.

^c Architecture. Some parcels located in the South Trail Island district are also located within the Historic Venice or Venetian Theme Architectural Districts where new construction or substantial improvements identified in Section 9.1 or 9.2 are subject to review by the ARB and may also require review as applicable by the HPB.

^d Loading. Loading/unloading not permitted on Tamiami Trail.

^e Signage. Historic Sign Replications are also permitted and are counted towards the total permitted number.

- B. South Trail Island Areas of Unique Consideration.** The following “Areas of Unique Consideration” are adopted within the 2017-2027 Comprehensive Plan. The Plan and this Code recognize the unique, adopted, standards (entitlements) associated with the respective properties. Development standards for these areas are listed below and the areas of unique consideration are illustrated on the South Trail Island Regulating Map, Fig. 5.5.1.

Table 5.5.3. Areas of Unique Consideration Development Standards.

Areas of Unique Consideration	Development Standards		
	Uses	Density	Intensity
Village on the Isle Campus	<p>Residential Care (Assisted Living, Independent Living, Community Care)</p> <p>Day Care Center (More Than 6 Persons)</p> <p>Related Health Care Services and Facilities, Related Office Uses, Related Community Services.</p>	<p><u>Assisted Living:</u></p> <p>30 Units Per Gross Acre with Individual Kitchen Facilities, 55 Units Per Gross Acre without Individual Kitchen Facilities</p> <p><u>Independent Living:</u></p> <p>18 Units Per Gross Acre for Age Restricted</p>	<p>Shall Not Exceed a Floor Area Ratio of 4.0 for the Gross Acreage.</p>
Venice Regional Medical Center (Venice Regional Bayfront Health)	<p>Medical and Health Care Center Including Emergency Care, Hospital, and Related Health Care Services and Facilities.</p>	<p>18 Units Per Gross Acre</p>	<p>Floor Area Ratios Shall Range from 3.5 to 6.5</p> <p>Conversion Between Residential and Commercial Uses May Be Made on an Equivalent Dwelling Unit Basis of 1 Dwelling Unit per 4,000 Square Feet of Commercial Space, Gross Acreage.</p>

5.6. Airport Avenue

- A. Airport Avenue Purpose.** An implementing district of the Mixed-Use Corridor FLUM (MUC) and limited to the Island Neighborhood, the Airport Avenue district is characterized by a development pattern common to airport corridors and airport supportive properties. Due to the nature of the district and proximity to the Venice Municipal Airport, building heights shall be limited to three (3) stories.

The Airport Avenue district provides for a mix of uses, horizontal or vertical. A defined BTZ allows buildings in the Airport Avenue district to be set closer to the public roadways, or setback with moderate setbacks to allow a range of building placement flexibility.

The various uses within the Airport Avenue district will be interconnected uses through sidewalks and multimodal pathways. Additional standards consistent with Ch. 333, F.S. and Section 8.3 of this LDC shall also apply.

Fig. 5.6.1. Airport Avenue Regulating Map.

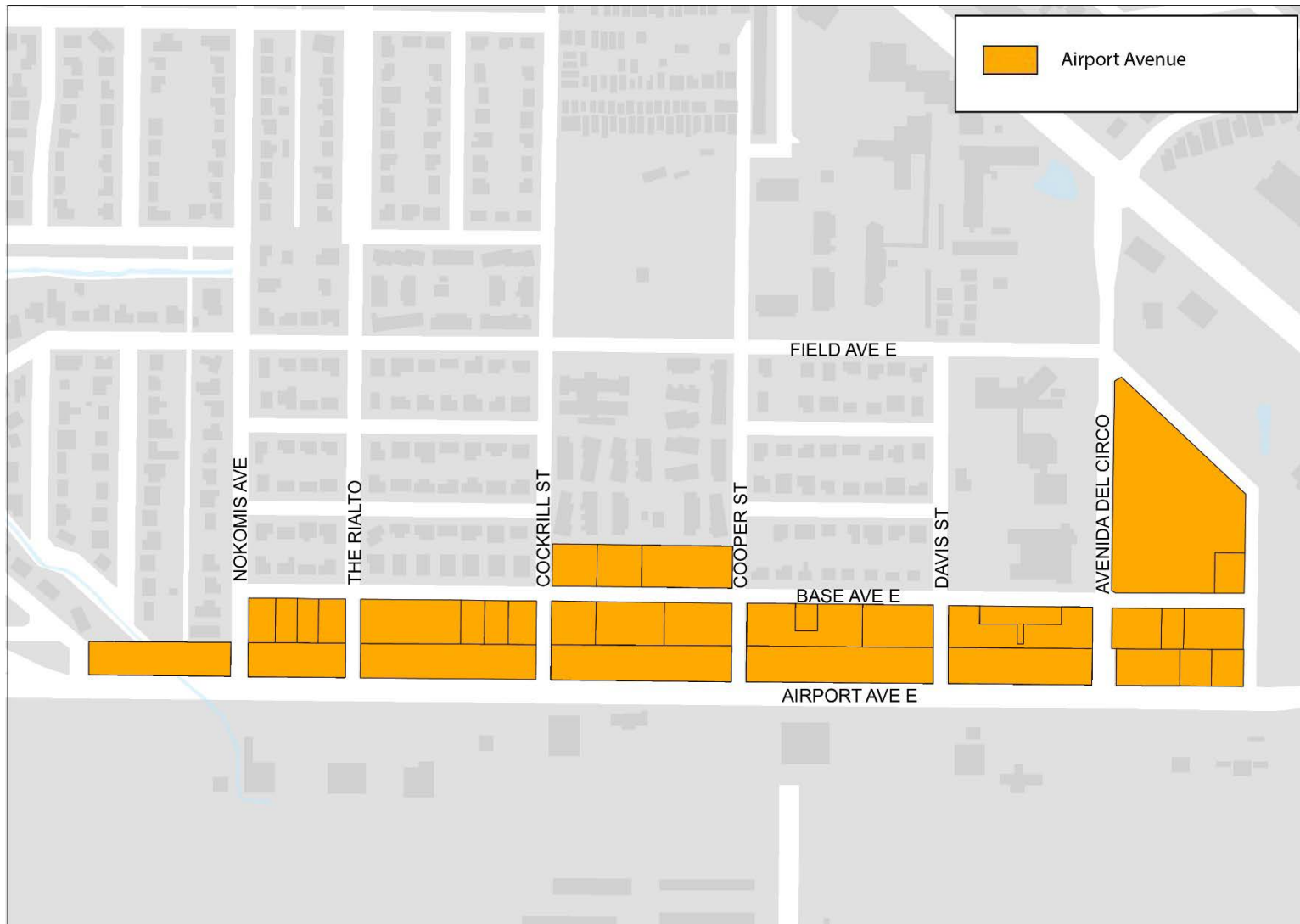


Fig 5.6.2. Airport Avenue Primary Streets

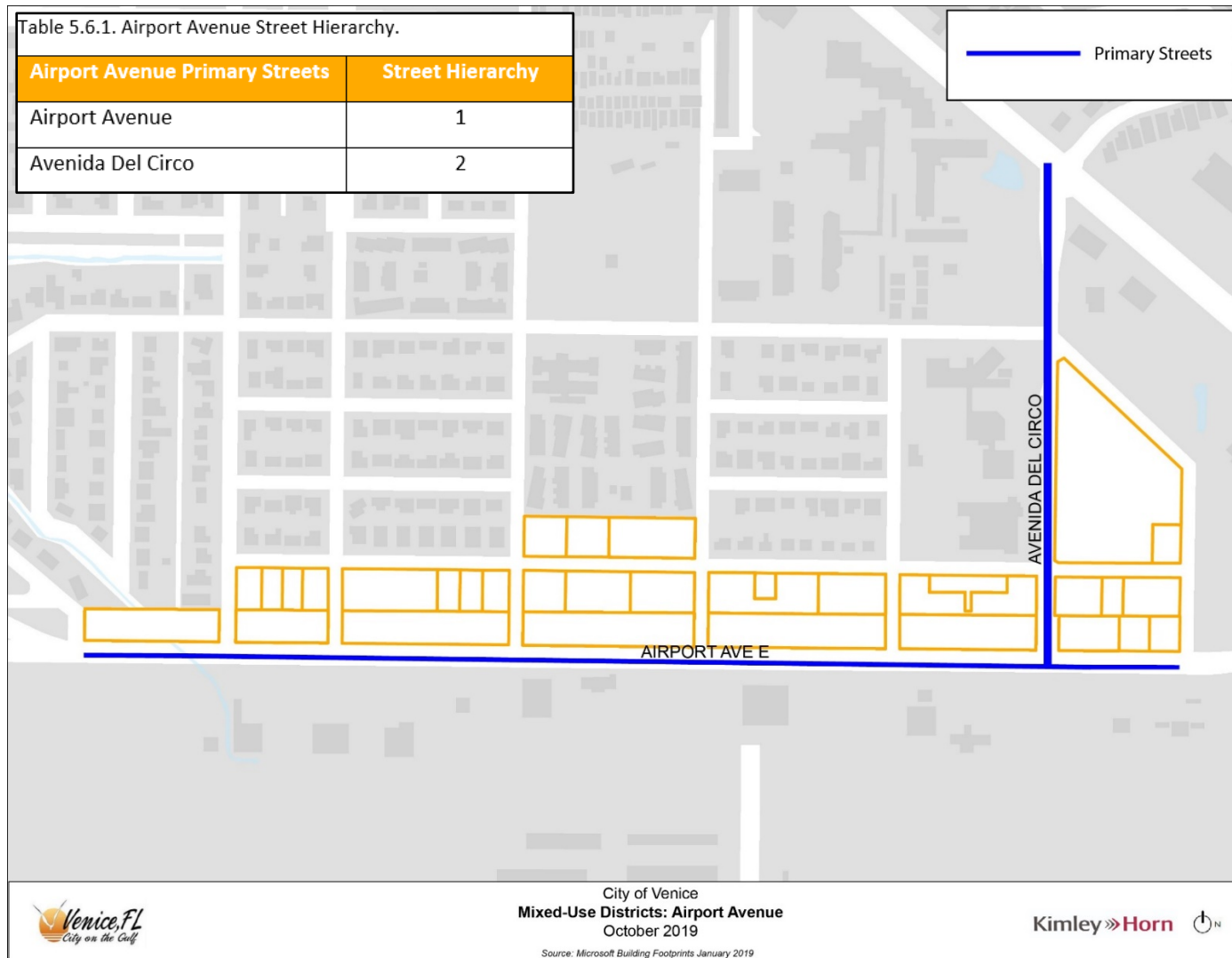


Table 5.6.2. Airport Avenue Development Standards.

Airport Avenue Development Standards Table		
Standard		Measurement Requirement
Building Height		3 Story Maximum (By Right) (Also Ch. 333, F.S. and Section 8.3 for Parcels Within the Airport Overlay) Height Exception Standards: None. No Height Exceptions May Be Granted.
Building Placement (min/max)	Front/Street	10' / 25'
	Side	5' / 15'
	Rear	5' / 20'
Lot	Length (min)	100'
	Width (min)	50'
	Coverage (min/max)	35% / 75%
Frontage	% Requirement	65%
	Encroachments	Maximum Length: 25' or 50% of Building Frontage (Whichever Lesser) Maximum Encroachment: 6' Minimum Clearance: 8'
	Active Use Area (AUA)	Maximum Length: 25' or 50% of Building Frontage (Whichever Lesser) Maximum AUA Depth: 8'
	Entrances	Oriented to Street ^a
Architecture	Style	Venice Historical Precedent
	Transparency	40% Transparency on First Story, 20% Transparency for Each Story Above
	Blank Wall Area	Maximum 40 Square Feet Blank Wall Area

Table 5.6.2. (Cont.) Airport Avenue Development Standard

Airport Avenue Development Standards Table (Cont.)		
Standard		Measurement Requirement
Parking	Placement ^c	Side/Rear
	Parking Requirement Ratio	50%
	Access ^d	Side/Rear
	Loading	Follow Standards in Sec. 7.4.
	Parking Structure	Permitted as a Conditional Use
Signage		See Table 5.2.1. ^b

Airport Avenue Specific Development Standards Table Notes

^a Entrances. The prioritization order of Primary Streets shall govern the placement of entrances.

^b Signage. Historic Sign Replications are also permitted and are counted towards the total permitted number.

^c Placement. A design alternative may be requested for parking placement in the front.

^d Access. A design alternative may be requested for access in the front.

5.7. Seaboard Improvement

- A. Seaboard Improvement Purpose.** An implementing district of the Mixed-Use Seaboard FLUM (MUS) and limited to the Gateway Neighborhood, the Seaboard Improvement district generally includes the historically industrial Seaboard area along US Bypass 41 and Seaboard Avenue.

This area is characterized by a general urban development pattern and frames a gateway corridor to the Downtown Mixed-Use Area and Island Neighborhood. The Seaboard Improvement district shall support redevelopment and adaptive reuse of current industrial uses, and shall implement Strategy LU GW 1.1.1 C, D, and E of the 2017-2027 Comprehensive Plan.

The Seaboard Improvement district shall place an emphasis on redevelopment to allow for increased opportunities for pedestrian-oriented uses, placement of on-street parking, and attractive and functional public spaces. Historic parking issues necessitate redevelopment projects that will be based upon the required physical improvements taking place, specifically the development of marked on-street parking. Redevelopment of Seaboard Improvement district shall take advantage of the amenity of the intercoastal waterway and publicly owned lands adjacent to it. The district shall aim to fulfill Strategy LU GW 1.1.2 D and E by implementing infrastructure updates such as stormwater and parking, and redevelopment of City owned properties to remain public.

Where possible, the district shall promote access to Venetian Waterway Park while allowing flexibility for height, parking locations and mixture of uses. Buildings in the Seaboard Improvement district are at or closer to the public roadways within a defined BTZ but offer a range of building placement flexibility.

Fig. 5.7.1. Seaboard Improvement Regulating Map.

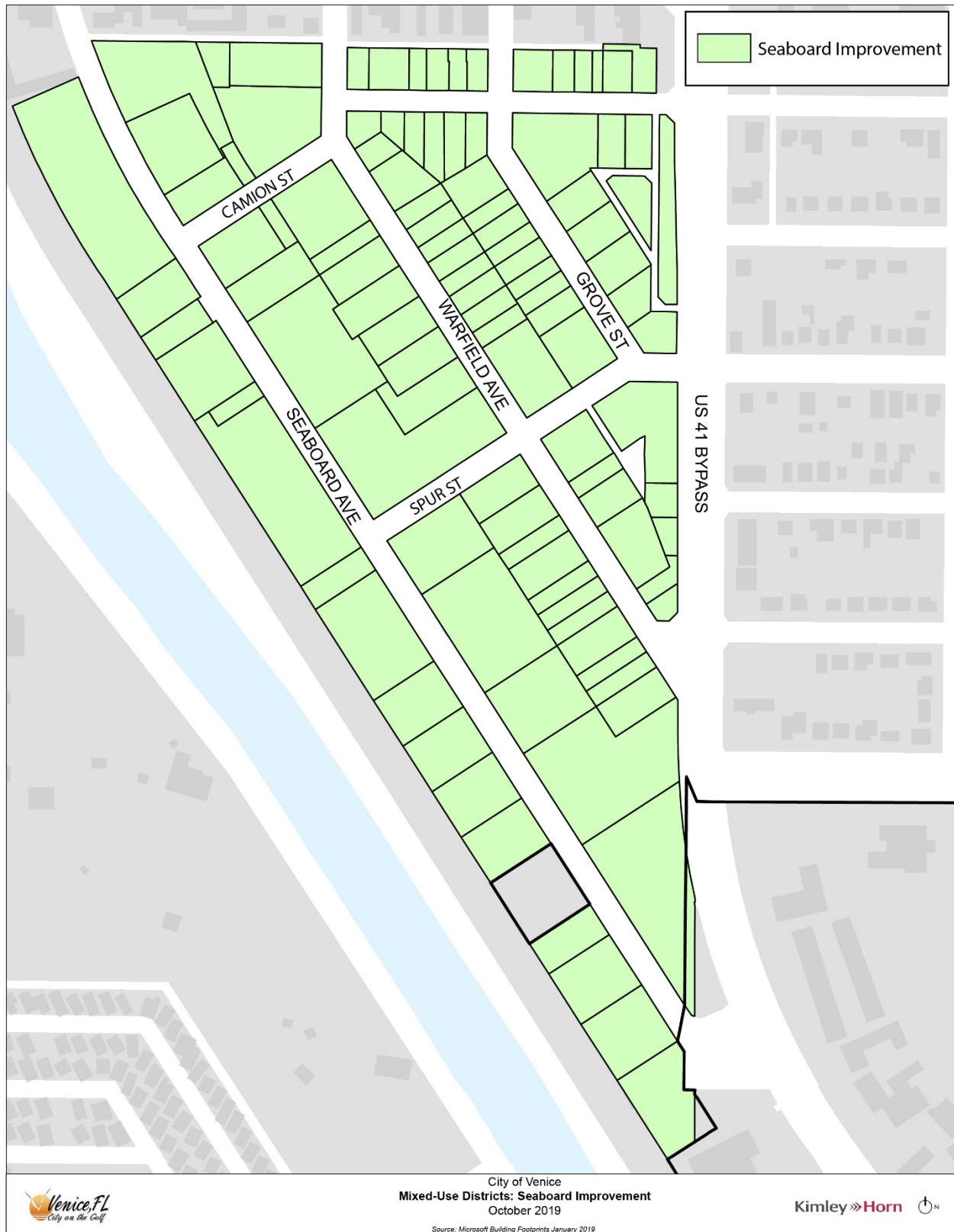


Fig. 5.7.2. Seaboard Improvement Primary Streets.

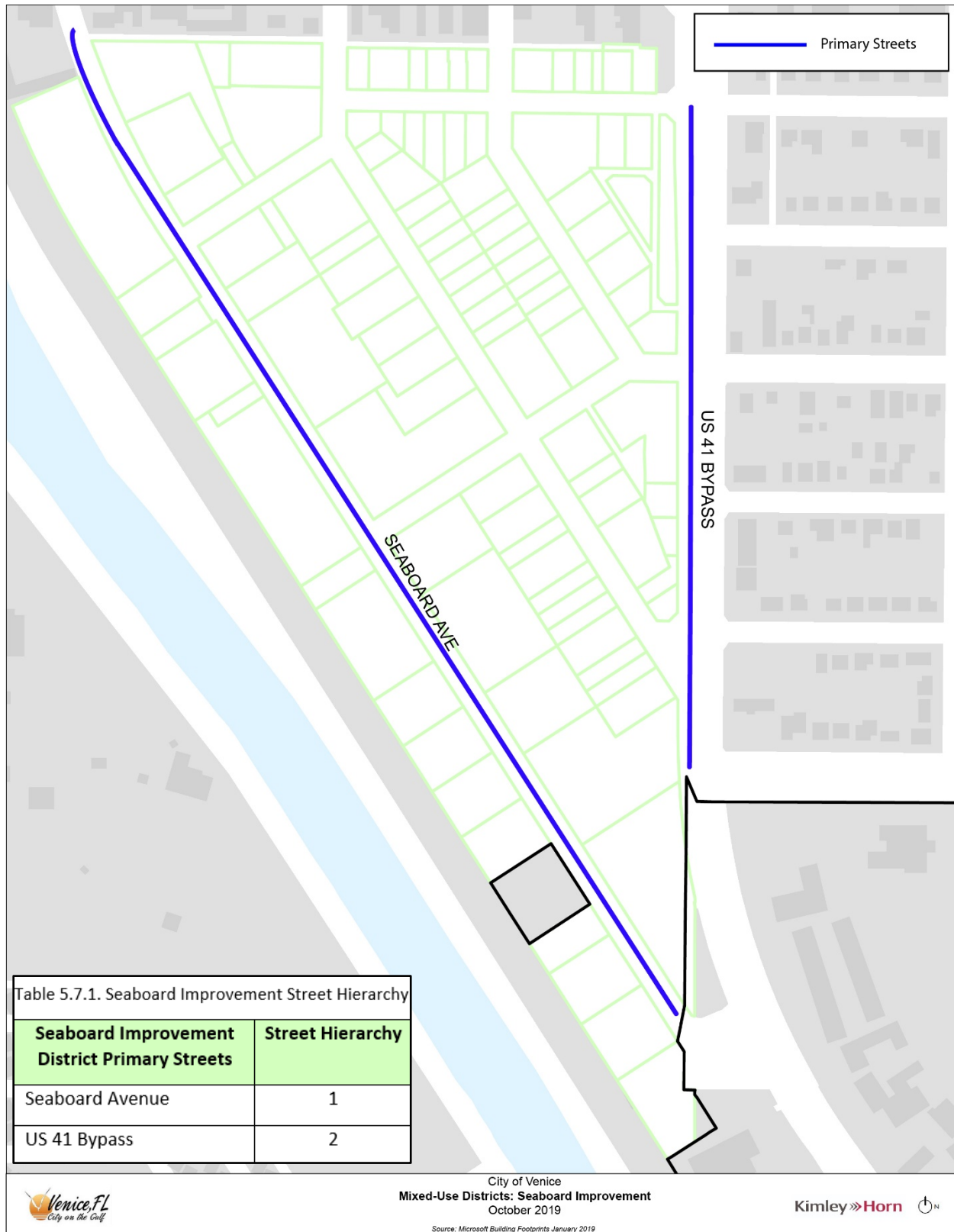


Table 5.7.2. Seaboard Improvement Development Standards.

Seaboard Improvement Development Standards Table		
Standard		Measurement Requirement
Building Height ^a		3 Story Maximum (By Right) 5 Story (Through Height Exception) ^b Height Exception Standards: Additional Architectural Features From Section 9.2 Are Required
Building Placement (min/max) ^c	Front/Street	0' / 10'
	Side	0' / 10'
	Rear	0' / 25'
Lot	Length (min)	150'
	Width (min)	50'
	Coverage (min/max)	50% / 100%
Frontage	% Requirement	80% ^d
	Encroachments	Maximum Length: 25' or 50% of Building Frontage (Whichever Lesser) Maximum Encroachment: 6' Minimum Clearance: 8'
	Active Use Area (AUA) ^e	Maximum Length: 25' or 50% of Building Frontage (Whichever Lesser) Maximum AUA Depth: 8'
	Entrances	Oriented to Street ^f
Architecture	Style	Venice Historical Precedent ^g
	Transparency	50% Transparency on First Story, 30% Transparency for Each Story Above
	Blank Wall Area	Maximum 30 Square Feet Blank Wall Area

Table 5.7.2. (Cont.) Seaboard Improvement Development Standards.

Seaboard Improvement Development Standards Table (Cont.)		
Standard		Measurement Requirement
Parking	Placement	Side/Rear ^h
	Parking Requirement Ratio	No Parking Required, Subject to the Availability of Marked On-Street Parking Spaces or Public Parking Facilities, Otherwise a 50% Requirement Ratio Applies.
	Access	Side/Rear ⁱ
	Loading	Follow Standards in Sec. 7.4. ^j
	Parking Structure	Permitted as a Conditional Use
Signage		See Table 5.2.1. ^k

Seaboard Improvement Specific Development Standards Table Notes

^a Building Height. Rooftop uses allowed within maximum height threshold. Architectural features (including parapet roofs) projecting above maximum height allowed but not to exceed 10' above maximum height.

^b Height Exception. Requires at a minimum a vertical integration and mix of uses (residential, office, retail/commercial, maximum 85% of GFA dedicated to any singular use). A design alternative may be requested to increase the allowed maximum of GFA dedicated to any singular use.

^c Building Placement. Where adjacent to fronting existing waterway, BTZ may be increased up to 50' to accommodate boardwalks and other publicly accessible recreational features.

^d % Requirement. Due to the unique nature of redevelopment in Seaboard Improvement, a design alternative may be requested to reduce the % requirement.

^e Active Use Area. Active use area also permitted facing the waterfront.

^f Entrances. The prioritization order of Primary Street shall govern the placement of entrances. Considerations shall be given for any potential entrance facing Venetian Waterway Park.

^g Architecture. Some parcels located in the Seaboard Improvement district may also be located within the Historic Venice or Venetian Theme Architectural Districts where new construction or substantial improvements identified in Section 9.1 or 9.2 are subject to review by the ARB and may also require review as applicable by the HPB.

^h Parking Placement. If a parcel lies on western side of Seaboard Ave with its rear along the intercoastal waterway, parking may only be placed on the side. If the parcel prohibits such arrangement, a design alternative may be requested during the site and development process.

ⁱ Parking Access. Front access May Be Permitted Under Certain Circumstances.

^j Loading. Loading/unloading not permitted on US 41 Bypass.

^k Signage. Historic Sign Replications are also permitted and are counted towards the total permitted number. Monument signs may only be permitted on US 41 Bypass.

5.8. North Trail Gateway

- A. Purpose.** An implementing district of the Mixed-Use Corridor FLUM (MUC) and limited to the Gateway Neighborhood, the North Trail Gateway district is comprised of two primary properties commonly known as the Heartis Venice ALF and Fisherman's Wharf.

These properties serve as a Gateway to the City and set the view of residents and visitors approaching the downtown. The North Trail Gateway district shall provide for a mix of uses (primarily horizontal) and promote pedestrian connectivity where possible.

These areas reflect the previously approved Heartis Venice ALF and Fisherman's Wharf development plans, including their approved standards and allowable uses.

Fig 5.8.1. North Trail Gateway Regulating Map.

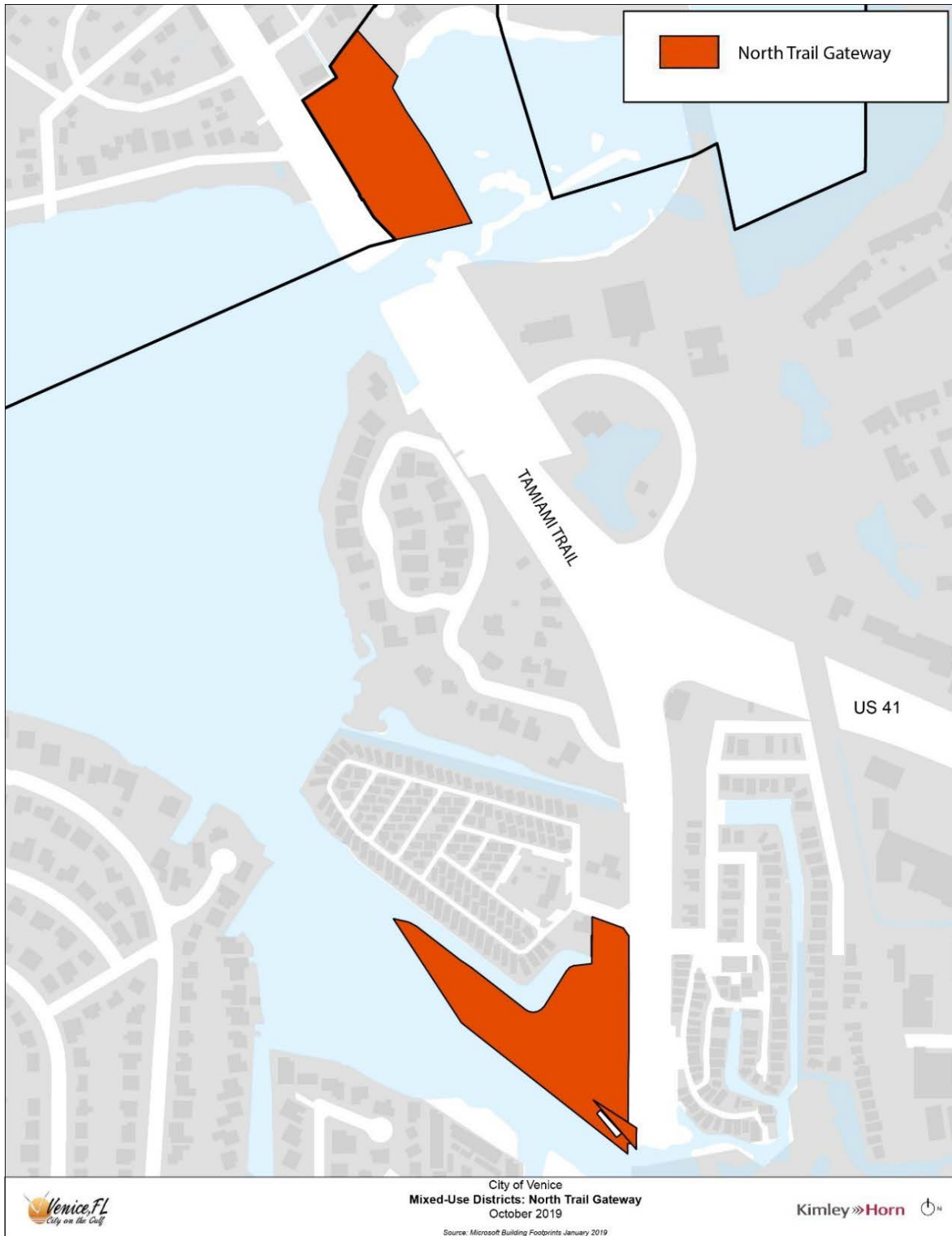


Fig 5.8.2. North Trail Gateway Primary Streets.

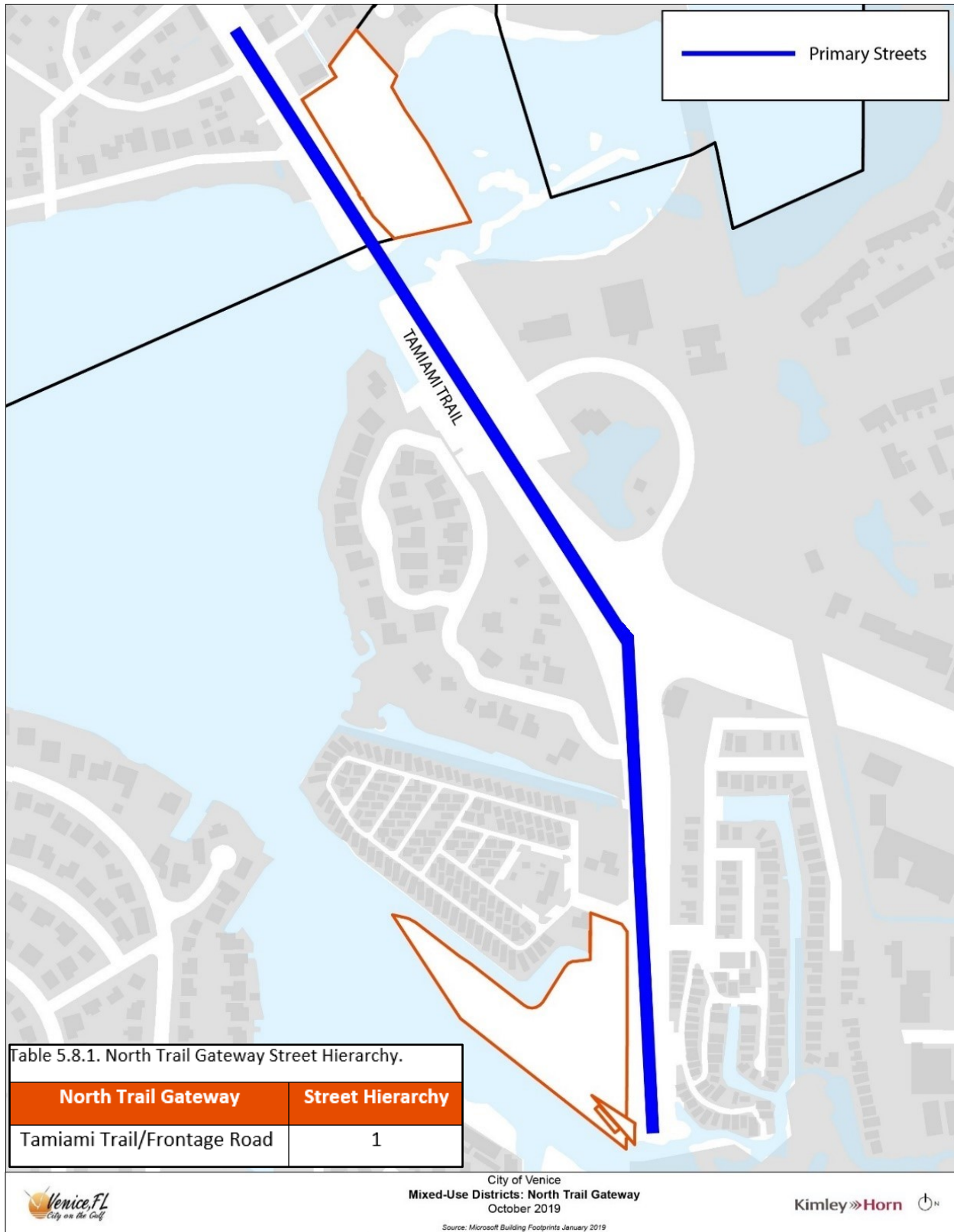


Table 5.8.2. North Trail Gateway Development Standards.

North Trail Gateway Development Standards Table ^a		
Standard		Measurement Requirement
Building Height		5 Story Maximum (By Right) 6 Story (Through Height Exception) Height Exception Standards: Above 3 Stories, A Building Stepback and Additional Architectural Features From Section 9.2 Are Required
Building Placement (min/max)	Front/Street	0' / 150'
	Side	0' / 50'
	Rear/Waterfront	Not Required
Lot	Length (min)	50'
	Width (min)	25'
	Coverage (min/max)	5% / 75%
Frontage	% Requirement	25%
	Encroachments	Maximum Length: 25' or 50% of Building Frontage, Whichever Lesser Maximum Encroachment: 6' Minimum Clearance: 8'
	Active Use Area (AUA)	Maximum Length: 25' or 50% of Building Frontage (Whichever Lesser) Maximum AUA Depth: 8'
	Entrances	Oriented to Street
Architecture	Style	Venice Historical Precedent
	Transparency	40% Transparency on First Story, 20% Transparency for Each Story Above
	Blank Wall Area	Maximum 40 Square Feet Blank Wall Area
Parking	Placement	Front/Side/Rear
	Parking Requirement Ratio	65% ^b
	Access	Side/Rear
	Loading	Follow Standards in Sec. 7.4.
	Parking Structure	Permitted as a Conditional Use

North Trail Gateway Development Standards Table (Cont.)**Signage**

See Table 5.2.1.

North Trail Gateway Specific Development Standards Table Notes

^a Standards. Heartis Venice ALF and Fisherman's Wharf are previously approved site and development plans.

^b Parking. May have pre-existing, permitted shared parking arrangements.

5.9. Laurel West

- A. Laurel West Purpose.** An implementing district of the Mixed-Use Corridor FLUM (MUC) and limited to the Laurel Road Neighborhood, the Laurel West district is characterized by an arterial roadway, featuring buildings with moderate setbacks and landscaped buffers between the street and off-street parking.

Due to the nature of the Laurel Road Neighborhood and arterial function Laurel Road serves, liner buildings may be utilized to achieve frontage requirements for new development in the district.

The Laurel West district supports a mix of uses (horizontal and vertical) and supports moderate to medium density residential. Understood that due to the unique characteristics of the bisecting of the neighborhood by I-75, Laurel West shall feature unique measurement requirements as compared to Laurel Road East.

Fig. 5.9.1. Laurel West Regulating Map.

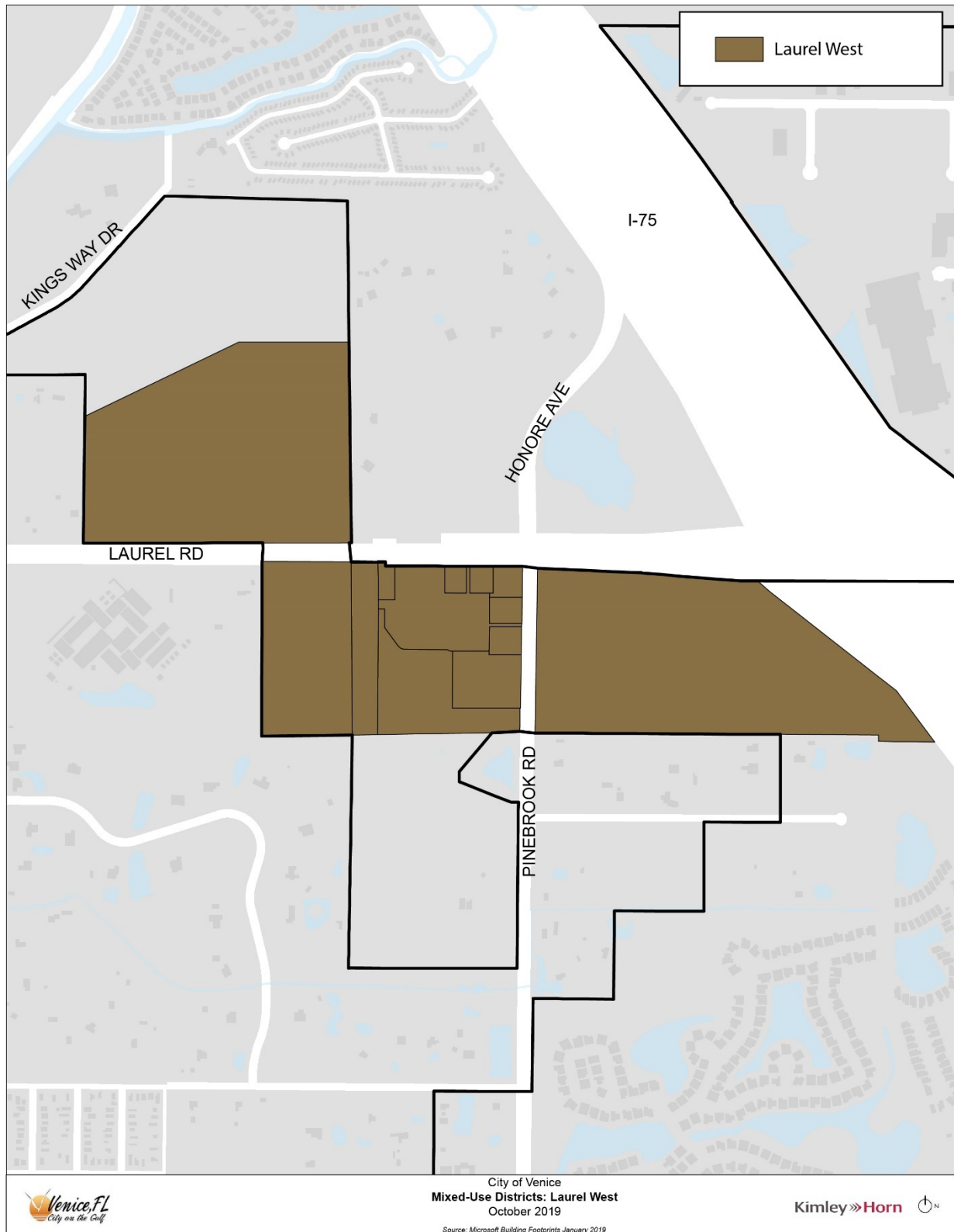


Fig. 5.9.2. Laurel West Primary Streets.

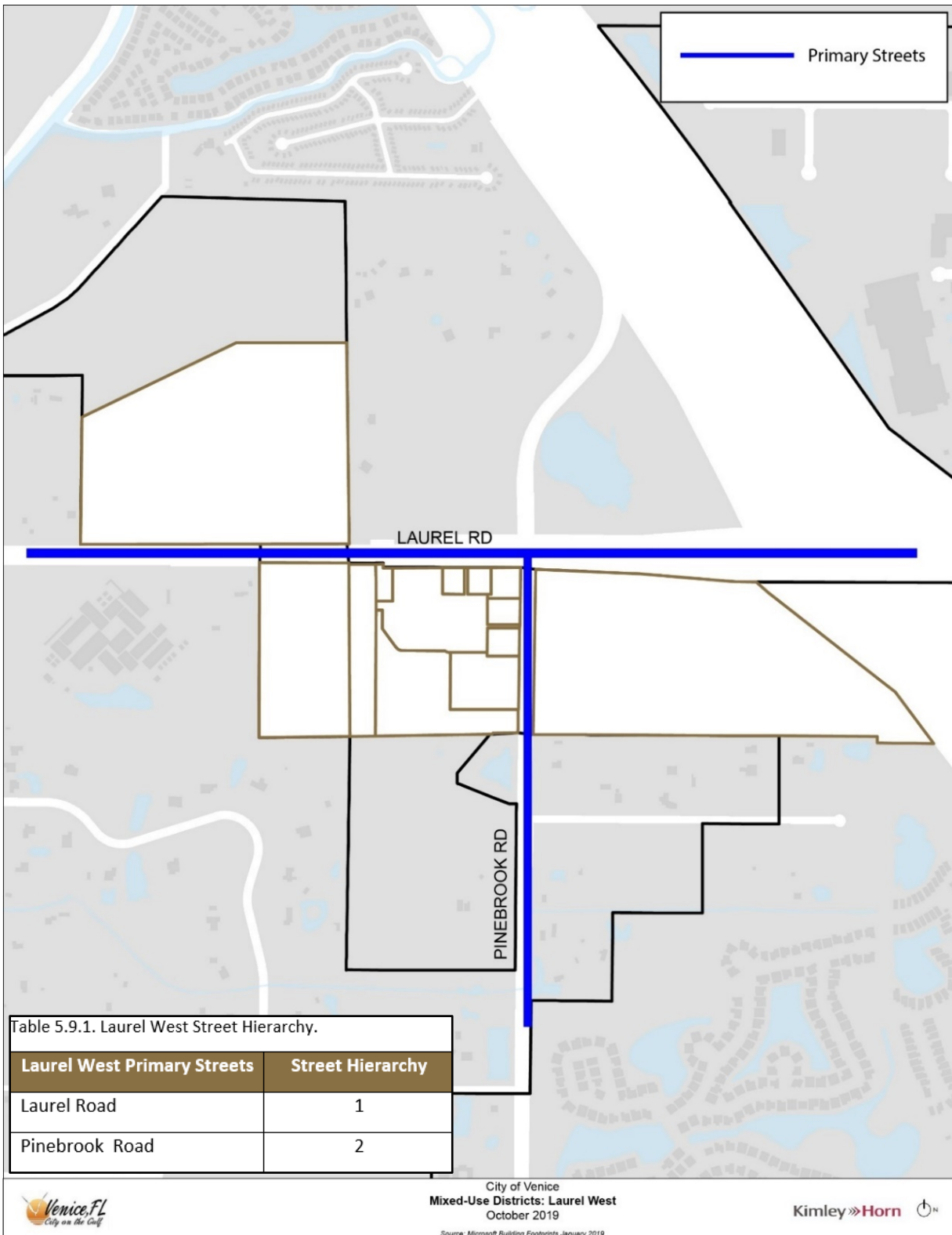


Table 5.9.2. Laurel West Development Standards.

Laurel West Development Standards Table		
Standard		Measurement Requirement
Building Height ^a		4 Story Maximum (By Right) 6 Story (Through Height Exception) Height Exception Standards: Above 3 Stories, A Building Stepback and Additional Architectural Features From Section 9.2. Are Required
Building Placement (min/max) ^b	Front/Street	15' / 50'
	Side	5' / 10'
	Rear	10' / 30'
Lot	Length (min)	100'
	Width (min)	50'
	Coverage (min/max)	50% / 85%
Frontage	% Requirement	50% Liner Buildings May Be Used to Meet Frontage, Landscaping, and Entrance Requirements
	Encroachments	Maximum Length: 25' or 50% of Building Frontage, Whichever Lesser Maximum Encroachment: 10' Minimum Clearance: 12'
	Active Use Area (AUA)	Maximum Length: 25' or 50% of Building Frontage, Whichever Lesser Maximum AUA Depth: 15'
	Entrances	Oriented to Street ^c
Architecture	Style	Venice Historical Precedent
	Transparency	30% Transparency on First Story, 20% Transparency for Each Story Above For Single-Family Structures, 20% Transparency on First Story, 15% Transparency for Each Story Above
	Blank Wall Area	Maximum 50 Square Feet Blank Wall Area

Table 5.9.2. (Cont.) Laurel West Development Standards.

Laurel West Development Standards Table (Cont.)		
Standard		Measurement Requirement
Parking	Placement	Off-Street
	Parking Requirement Ratio	65% ^d
	Access	Side or rear access to internal street only; access directly into parking from Laurel Road prohibited
	Loading	Side and Rear Only
	Parking Structure	Prohibited

Laurel West Specific Development Standards Table Notes

^a Building Height. Rooftop uses allowed within maximum height threshold; architectural features (including parapet roofs) projecting above maximum height allowed but not to exceed 10' above maximum height; taller structures may be permitted for conditional uses.

^b Building Placement. Special considerations shall be given for Institutional/Campus Development.

^c Entrance. Direct pedestrian access is required from the public sidewalk to the primary street-facing entrance of the building.

^d Parking. On-street parking may be permitted on internal streets.

5.10. Laurel East

- A. Purpose.** An implementing district of the Mixed-Use Corridor FLUM (MUC) and limited to the Laurel Road Neighborhood, the Laurel East district is characterized by an arterial roadway, featuring buildings with moderate setbacks and landscaped buffers between the street and off-street parking. Heights and intensity shall differ from Laurel West, emphasizing structures of fewer stories and less intensity.

Due to the nature of the Laurel Road Neighborhood and arterial function Laurel Road serves, liner buildings may be utilized to achieve frontage requirements for new development in the district.

The Laurel East district supports a mix of uses (horizontal and vertical) and supports moderate to medium density residential. Understood that due to the unique characteristics of the bisecting of the neighborhood by I-75, Laurel West shall feature unique measurement requirements as compared to Laurel Road East.

Fig. 5.10.1. Laurel East Regulating Map.

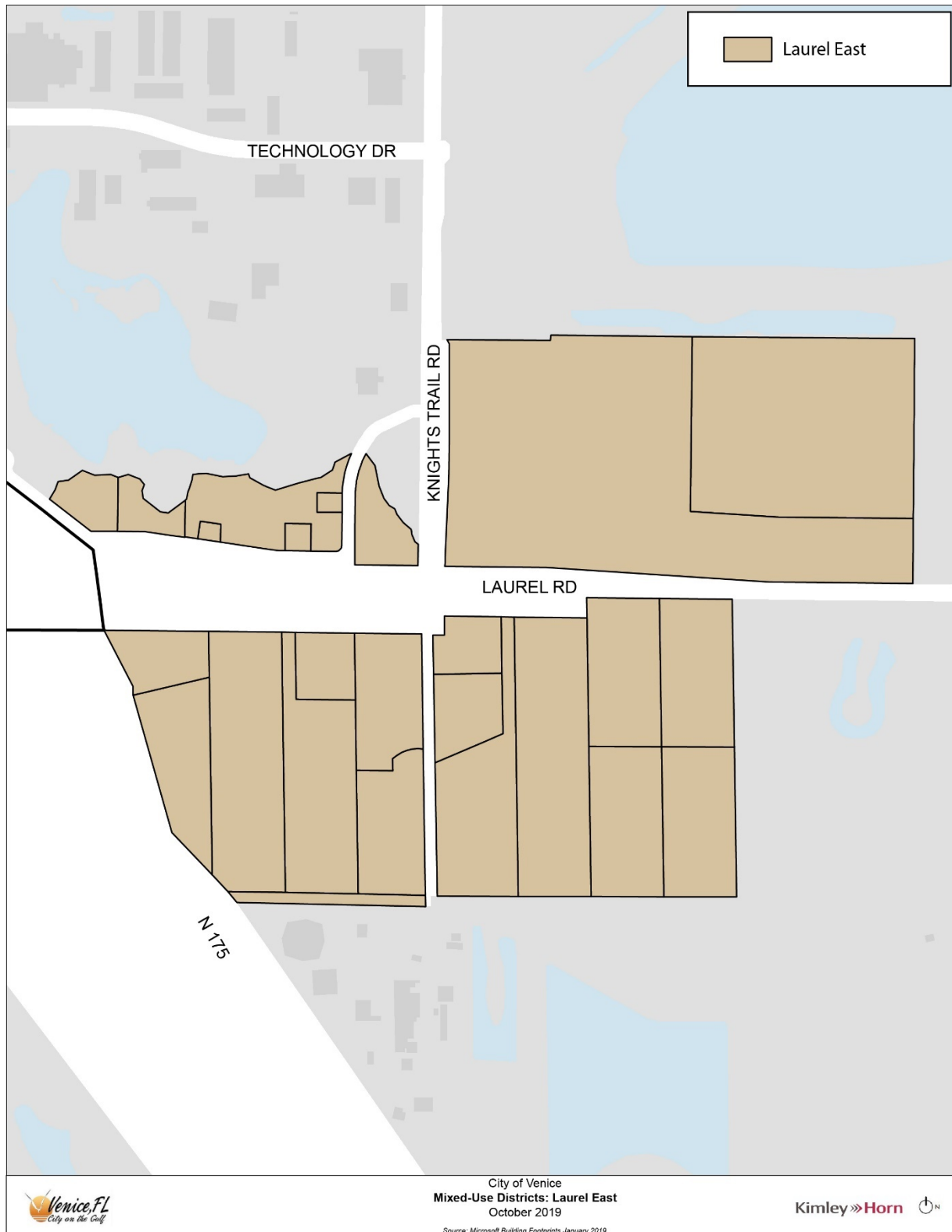


Fig. 5.10.2. Laurel East Primary Streets.

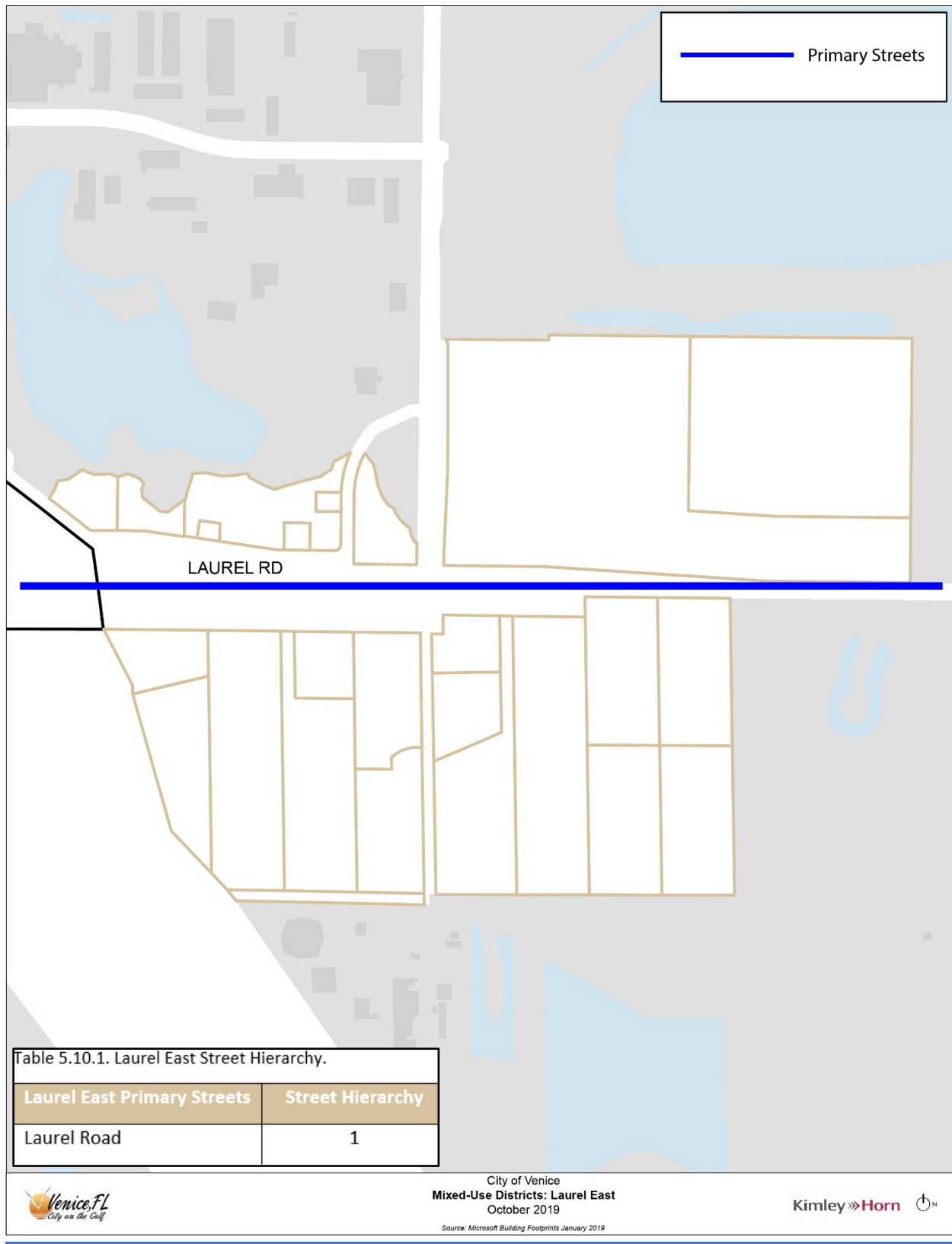


Table 5.10.2. Laurel East Development Standards.

Laurel East Development Standards Table		
Standard		Measurement Requirement
Building Height ^a		3 Story Maximum (By Right) 4 Story (Through Height Exception) Height Exception Standards: Above 3 Stories, A Building Stepback and Additional Architectural Features From Section 9.2 Are Required
Building Placement (min/max) ^b	Front/Street	10' / 35'
	Side	5' / 10'
	Rear	10' / 30'
Lot	Length (min)	100'
	Width (min)	50'
	Coverage (min/max)	35% / 75%
Frontage	% Requirement	50% Liner Buildings May Be Used to Meet Frontage, Landscaping, and Entrance Requirements
	Encroachments	Maximum Length: 25' or 50% of Building Frontage, Whichever Lesser Maximum Encroachment: 10' Minimum Clearance: 12'
	Active Use Area (AUA)	Maximum Length: 25' or 50% of Building Frontage, Whichever Lesser Maximum AUA Depth: 15'
	Entrances	Oriented to Street ^c
Architecture	Style	Venice Historical Precedent
	Transparency	30% Transparency on First Story, 20% Transparency for Each Story Above For Single-Family Structures, 20% Transparency on First Story, 15% Transparency for Each Story Above
	Blank Wall Area	Maximum 50 Square Feet Blank Wall Area

Table 5.10.2. (Cont.) Laurel East Development Standards.

Laurel East Development Standards Table (Cont.)		
Standard		Measurement Requirement
Parking	Placement	Off-Street
	Parking Requirement Ratio	50% ^d
	Access	Side or rear access to internal street only; access directly into parking from Laurel Road prohibited
	Loading	Side and Rear Only
	Parking Structure	Requires a Conditional Use
Signage		See Table 5.2.1.

Laurel East Specific Development Standards Table Notes

^a Building Height. Rooftop uses allowed within maximum height threshold; architectural features (including parapet roofs) projecting above maximum height allowed but not to exceed 10' above maximum height; taller structures may be permitted for conditional uses.

^b Building Placement. Special considerations shall be given for Institutional/Campus Development.

^c Entrance. Direct pedestrian access is required from the public sidewalk to the primary street-facing entrance of the building.

^d Parking. On-street parking may be permitted on internal streets.

5.11. Knights Trail

- A. Knights Trail Purpose.** An implementing district of the Mixed-Use Corridor FLUM (MUC) and limited to the Knights Trail Neighborhood, the Knights Trail district is bordered along its southern boundary by the Northeast Venice Neighborhood and Laurel Road Neighborhood. Existing of predominantly industrial uses, access to industrial designated lands via Knights Trail Road is required. Access shall not be supported through lower intensity lands including agricultural or residential.

The Knights Trail district supports a mix of uses (horizontal and vertical), including moderate to medium density residential. While the district does not preclude providing supporting retail, office and other non-industrial uses which are necessary to support industrial uses, the district shall encourage protection of industrial areas and uses through the Mixed-Use District Use Table in Section 5.13.

Fig. 5.11.1. Knights Trail Regulating Map.

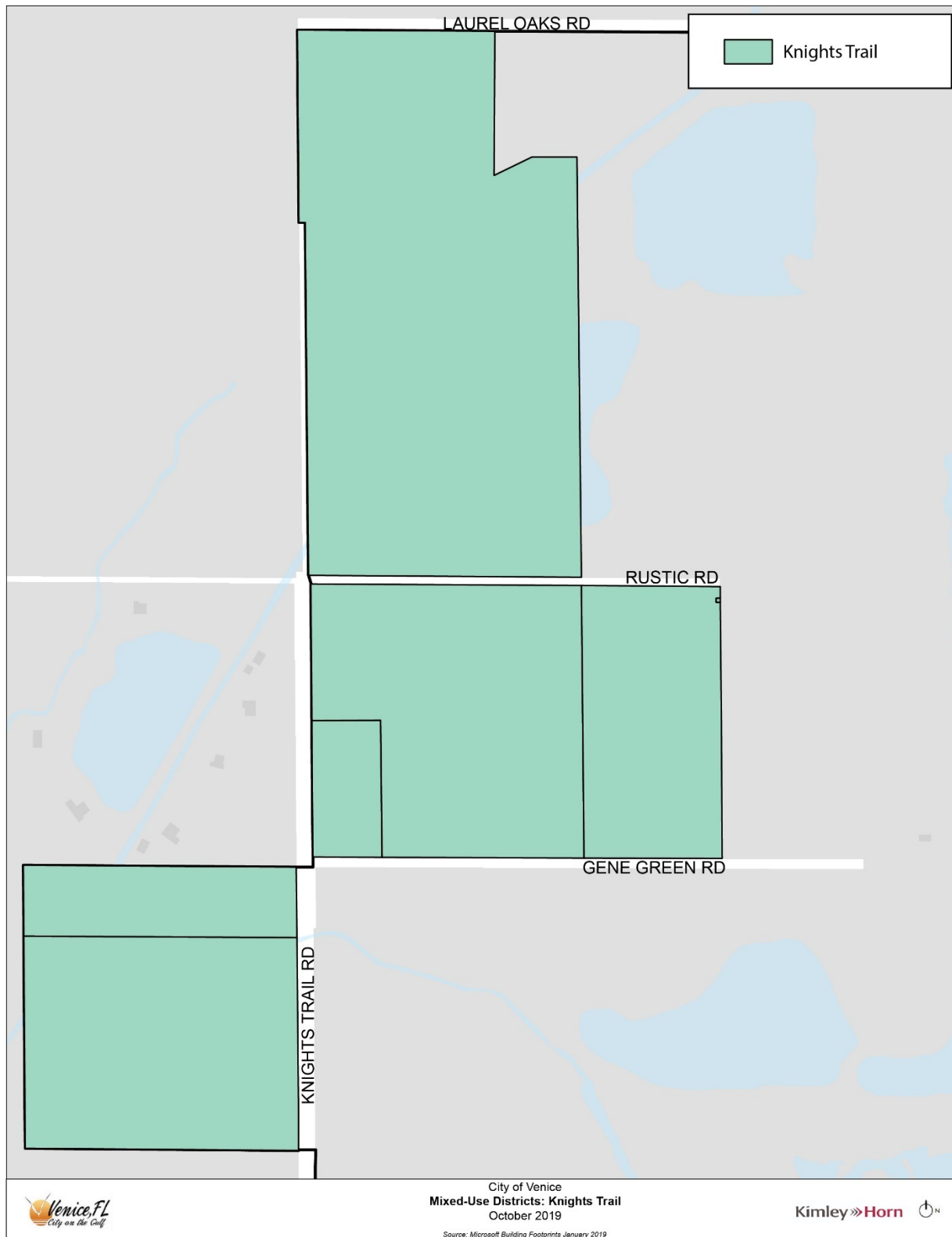


Fig. 5.11.2. Knights Trail Primary Streets.

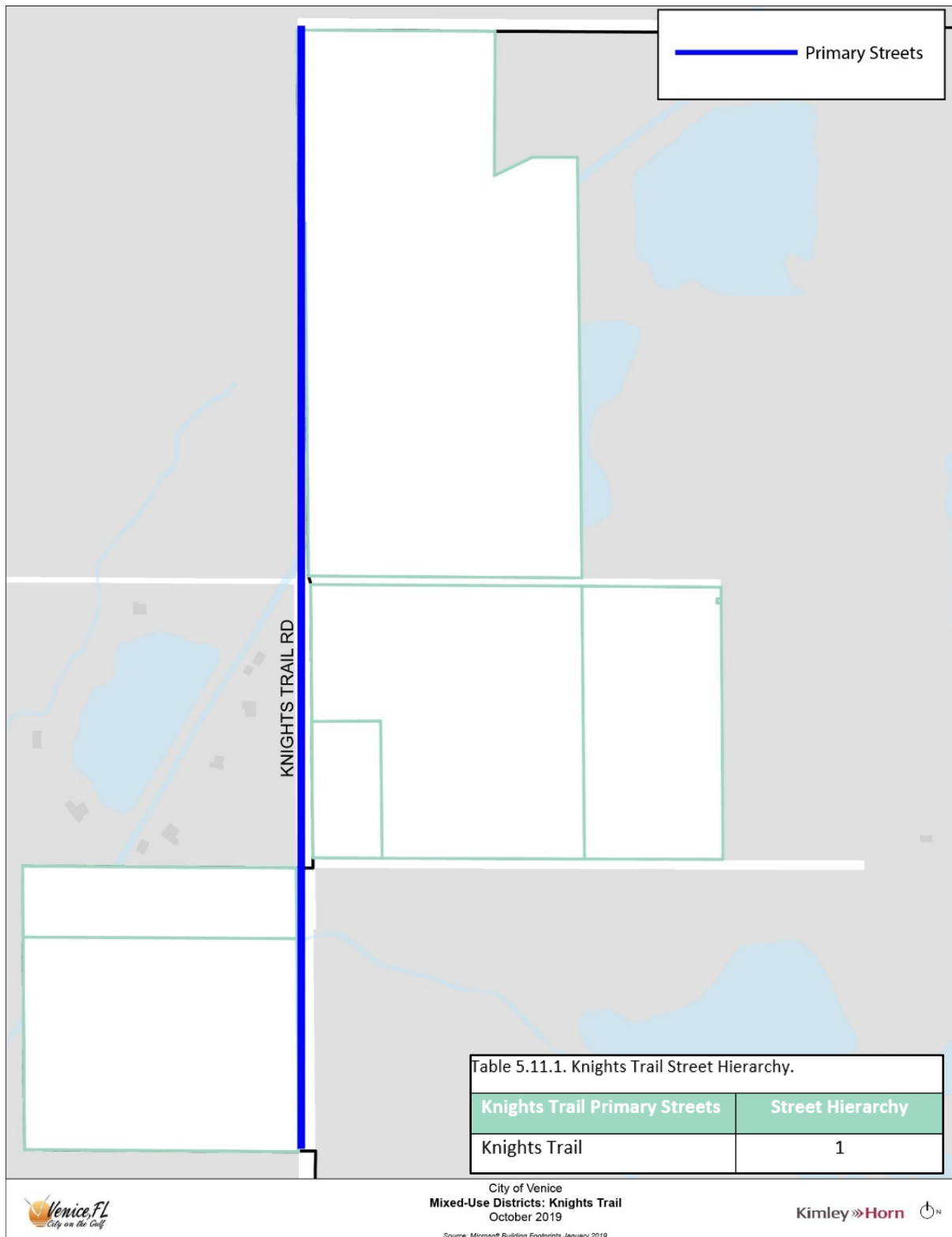


Table 5.11.2. Knights Trail Development Standards.

Knights Trail Development Standards Table		
Standard		Measurement Requirement
Building Height ^a		3 Story Maximum (By Right) 4 Story (Through Height Exception) Height Exception Standards: Above 3 Stories, A Building Stepback and Additional Architectural Features From Section 9.2 Are Required
Building Placement (min/max) ^b	Front/Street	10' / 35'
	Side	5' / 10'
	Rear/Waterfront	10' / 30'
Lot	Length (min)	100'
	Width (min)	50'
	Coverage (min/max)	35% / 75%
Frontage	% Requirement	50%
	Encroachments	Maximum Length: 25' or 50% of Building Frontage (Whichever Lesser) Maximum Encroachment: 6' Minimum Clearance: 8'
	Active Use Area (AUA)	Maximum Length: 25' or 50% of Building Frontage (Whichever Lesser) Maximum AUA Depth: 8'
	Entrances	Oriented to Street ^c
Architecture	Style	Venice Historical Precedent
	Transparency	30% Transparency on First Story, 20% Transparency for Each Story Above
	Blank Wall Area	Maximum 50 Square Feet Blank Wall Area

Table 5.11.2. (Cont.) Knights Trail Development Standards.

Knights Trail Development Standards Table (Cont.)		
Standard		Measurement Requirement
Parking	Placement	Off-Street ^d
	Parking Requirement Ratio	50%
	Access	Side or rear access to internal street only; access directly into parking from Knights Trail prohibited where an alternative exists.
	Loading	Follow Standards in Sec. 7.4.
	Parking Structure	Requires a Conditional Use
Signage		See Table 5.2.1.

Knights Trail Specific Development Standards Table Notes

^a Building Height. Rooftop uses allowed within maximum height threshold; architectural features (including parapet roofs) projecting above maximum height allowed but not to exceed 10' above maximum height; taller structures may be permitted for conditional uses; no minimum number of stories/ building height.

^b Building Placement. Special considerations shall be given for Institutional/Campus Development.

^c Entrance. Direct pedestrian access is required from the public sidewalk to the primary street-facing entrance of the building

^d Parking. On-street parking may be permitted on internal streets