

## Section IV – NEIGHBORHOODS: The Island

### General

The “Island” Neighborhood encompasses the portion of the City of Venice based on the Nolen Plan including the City’s traditional, and historic, downtown. The Island includes the most broad and diverse range of land use and activities within the City as a whole including residential, commercial/office, parks and recreational facilities, civic spaces, and the City’s primary governmental center – Venice City Hall. Other prominent features include:

- Venice High School,
- Venice Elementary School,
- Venice Regional Bayfront Health (hospital),
- Venice Municipal Airport,
- United States Post Office,
- Venice Theatre,
- Venice Beach,
- Centennial Park,
- Venetian Waterway Park,
- Venice Community Center
- Tamiami Trail Corridor, and
- Venice Ave Corridor.



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 and the Intercoastal Waterway. Access to the Island is via one of three existing bridges, Tamiami Trail (north and south) and Venice Avenue.

### Existing Land Use

The Island Neighborhood encompasses approximately 2,547 acres (gross acreage) or approximately 21.5 percent of the total City size (area) including roads/rights-of-way, or approximately 2,200 acres (net developable acreage). Based on information obtained from the Sarasota County Property Appraiser’s Office, there are approximately:

- 7,673 residential units (single family detached, single family attached, multifamily/ condominium)
- 3,717,223 square feet of non-residential uses (commercial, office, civic, professional).

These numbers represent approximately 40 percent and 43 percent to the City's residential and non-residential development, respectively.

## Key Thoroughfares

The Island is developed around a highly connected ("grid-style") roadway network linking the Neighborhood's "downtown" and commercial corridors, parks, community services, public facilities, and residential neighborhoods. These roadways include:

- Tamiami Trail
- W. Venice Avenue
- Harbor Drive
- Park Boulevard
- Nokomis Avenue
- Palermo Place
- Airport Avenue

## 2010 Comprehensive Plan – Planning Intent

The 2010 Comprehensive Plan identified five (5) Planning Areas on the Island in addition to conventional land use designations. The Planning Areas, per Objective 15 of the Comprehensive Plan, were intended to, *"Foster the City's unique character and sense of place by designating specific planning areas that represent the City's neighborhoods, sectors and corridors and by developing standards for their future development and/or redevelopment."* The Planning Areas were developed to provide, *"a unified planning intent established through the Future Land Use and Design Element."*

The Planning Areas located on the Island include the following:

- Planning Area A: Tarpon Center Esplanade
- Planning Area B: Heritage Park
- Planning Area C: Southern Gateway
- Planning Area D: Island Professional
- Planning Area E: City Center

The respective Planning Areas are further defined (Intent) as follows:

### The Tarpon Center/Esplanade Neighborhood.

Planning Intent: The intent of this planning area is to provide multi-family residential as a transition between the existing mid-rise condominium structures and the lower density residential housing areas adjacent to the planning area. Included in the allocation of land uses are supporting uses such as parks and public spaces, hotels, and limited existing commercial, restaurants, and shops. New low intensity mixed-uses are encouraged which are supportive of the residential district and compatible with adjacent lower intensity residential neighborhoods. Auto-centric uses would be

discouraged in order to improve the district's pedestrian access, bikeability, and transit opportunities. For planning purposes, this neighborhood shall be divided into two subareas:

- A. Subarea No. 1: The area west of Tarpon Center Drive and The Esplanade.
- B. Subarea No. 2: The area east of Tarpon Center Drive and The Esplanade.

#### Heritage Park Neighborhood.

Planning Intent: The intent of this planning area is to promote John Nolen's original design and support Venice's traditional downtown district through proximate multi-family housing opportunities. This is accomplished by implementing an integrated mixed use area that includes multi-family housing opportunities, and offices. Protection of the Heritage Park linear park system and nearby neighborhood parks adjacent to the multi-family apartment districts shall be accomplished through compatible land use and design standard considerations. Linkages from these parks to the adjacent neighborhoods and commercial areas is encouraged. Due to the proximity and prevalence of neighborhood parks and public spaces, compact forms of development are encouraged.

#### Southern Gateway Corridor.

Planning Intent: Establish a welcoming "front door" to Venice by creating a pedestrian-oriented streetscape and mixed use corridor. The corridor shall support existing residential uses, promote redevelopment of underutilized office and commercial properties, and establish new infill developments that support the corridor's purpose. The intent of this corridor is to develop a mixed use area with medical facilities, professional and medical office space, multi-family residences, mixed-use commercial areas, retail shops, entertainment, marine services, hotels, and restaurants. Auto-centric uses would be discouraged in order to improve the corridor's pedestrian access, bikeability, and transit opportunities.

#### Island Professional Neighborhood.

Planning Intent: Expand upon established professional and medical uses by encouraging the redevelopment of underutilized properties and promote the development of mixed use residential/commercial buildings and construction of affordable community housing. This concept builds upon the area's close proximity to the hospital, downtown business district, civic area, and schools and provides professional and medical staff places to live near their work. The intent of this planning concept is to develop a mixed use area with medical facilities, professional and medical office space, multi-family residential areas, mixed use commercial areas, retail shops and services, and restaurants. Auto-centric uses would be discouraged in order to improve the neighborhood's pedestrian access, bikeability, and transit opportunities.

#### City Center Sector.

Planning Intent: Promote the original Venice Plan designed by John Nolen by expanding the features of the traditional downtown core and encouraging mixed use residential/commercial buildings. The intent of this planning concept is to preserve an integrated mixed use community

sector with a downtown core, schools, residential properties, civic offices, community services, cultural resources, parks and public spaces, restaurants, and shops. Auto-centric uses would be discouraged in order to improve the sector's pedestrian access, bikeability, and transit opportunities.

**Future Land Use**

In addition to the five (5) Planning Areas identified above, all but one of the City's conventional Future Land Use designations are found within the Island Neighborhood; Industrial-Commercial. Based on the maximum development allowed per the Future Land Use designations, including the development totals (allowances) permitted by the respective Planning Areas, the Island Neighborhood could realize over 11,800 residential dwelling units and almost 2.3 million square feet of non-residential development.

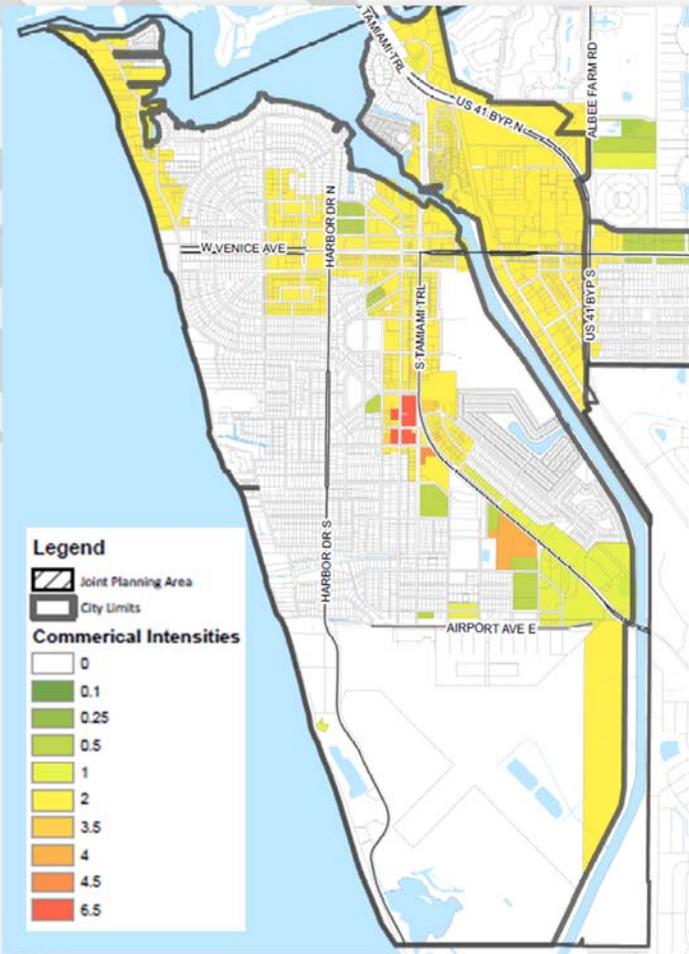
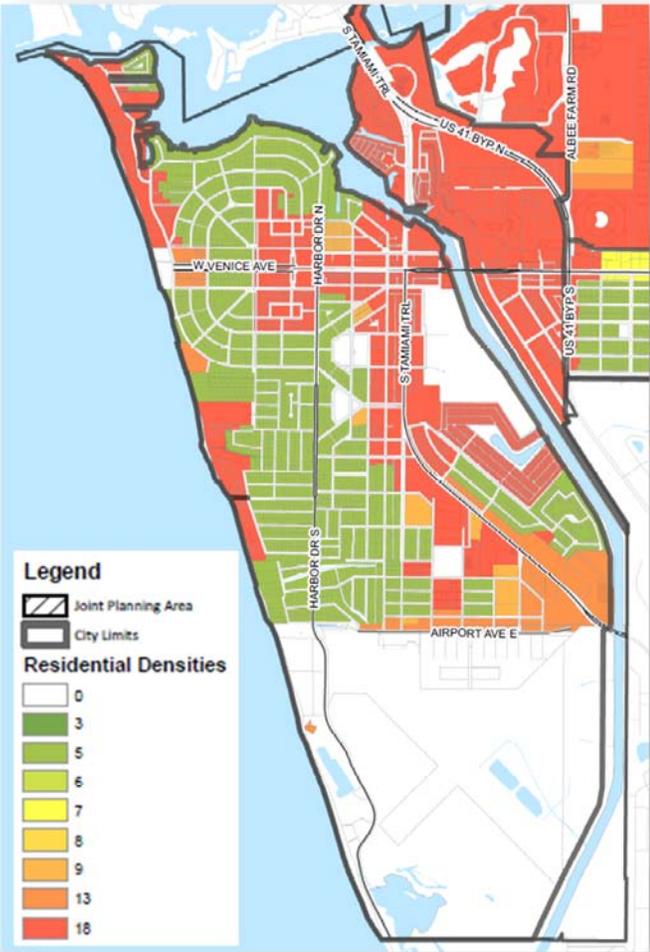


Table 1 – 2010 Future Land Use Designations

Future Land Use Designation (2010)	Acreage <sup>1</sup>	Residential Density (gross acreage)	Non-Residential Intensity (FAR)
Airport Operations	300.1		
City Center	73.2	18	2.0 (80% of the total area)
Commercial	4.8	13 (18 by CU)	1.0
Conservation	25.6	--	--
Government	0	--	--
Heritage Park	59.4	3.5 – 18	2.0 (10% of the total area)
Industrial	84.8	--	2.0
Industrial Commercial	0	--	2.0
Institutional-Professional	51.7	9 (13 by CU)	0.5
Island Professional	83.4	18	2.0 (80% of the total area)
Low Density Residential	588.1	Up to 5.0	
Marine Park	60.2	--	--
Medium Density Residential	29.1	5.1 – 13	--
High Density Residential	128.7	13.1 - 18	--
Public Buildings & Facilities	222.6	--	--
Recreation & Open Space	319.2	--	--
Southern Gateway	75.5	13	1.0 (75% of the total area)
Tarpon Center/ Esplanade	66.1	18	2.0 (10% of the total area)
Waterways	24.9	--	--

The Planning Areas identify maximum residential density (average) across the area calculated on a gross acre basis. For example, the City Center permits a maximum residential density not to exceed 18 dwelling units per acre; non-residential development cannot exceed 80 percent of the area and is permitted to be developed at a floor-area-ratio (FAR) of 2.0.

<sup>1</sup> = acreages are rounded to the nearest tenth

Table 2 – 2016 Future Land Use Designations (proposed) NOTE: Acreages are in progress and subject to change based on revised Land Use / Property designations

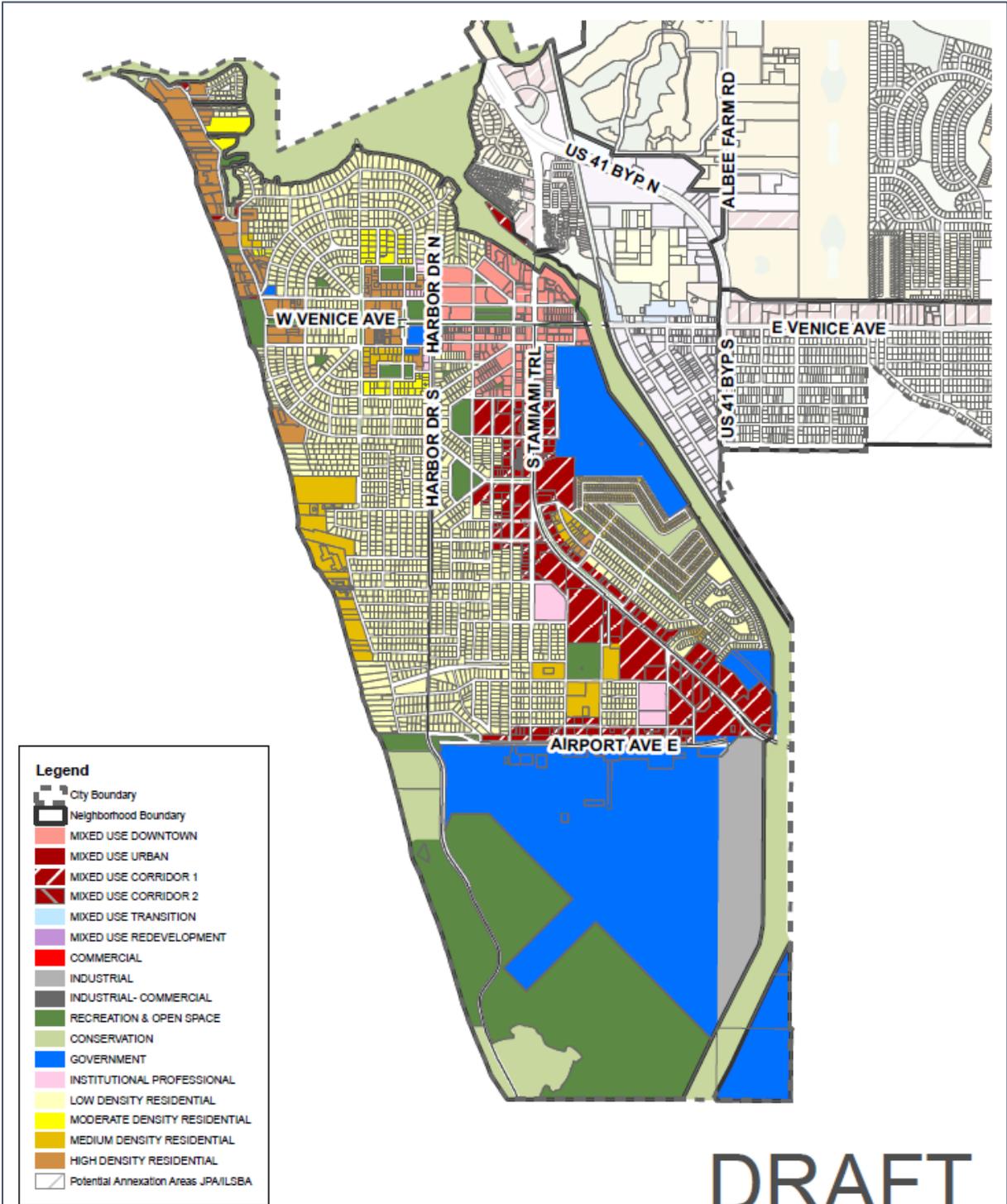
Future Land Use Designation (2016)	Acreage <sup>*1</sup>	Residential Density (gross acreage)	Non-Residential Intensity (FAR)
Mixed Use-Downtown		Up to 18	2.5
Mixed Use-Corridor		Up to 9.0	0.75
Mixed Use-Transition		Up to 5.0	0.25
Mixed Use-Seaboard		Up to 18	1.0
Commercial		--	1.0
Conservation		--	--
Government		--	--
Industrial		--	2.0
Institutional-Professional		--	0.5
Low Density Residential		1.0 to 5.0	--
Moderate Density Residential		5.1 up to 9.0	--
Medium Density Residential		9.1 up to 13	--
High Density Residential		13.1 up to 18	--
Open Space (Functional)		--	--
<b>Carrying Capacity</b>		<b>du's</b>	<b>sq.ft.</b>

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*To be inserted*

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Proposed Comprehensive Plan – Future Land Use Map



- Legend**
- City Boundary
  - Neighborhood Boundary
  - MIXED USE DOWNTOWN
  - MIXED USE URBAN
  - MIXED USE CORRIDOR 1
  - MIXED USE CORRIDOR 2
  - MIXED USE TRANSITION
  - MIXED USE REDEVELOPMENT
  - COMMERCIAL
  - INDUSTRIAL
  - INDUSTRIAL- COMMERCIAL
  - RECREATION & OPEN SPACE
  - CONSERVATION
  - GOVERNMENT
  - INSTITUTIONAL PROFESSIONAL
  - LOW DENSITY RESIDENTIAL
  - MODERATE DENSITY RESIDENTIAL
  - MEDIUM DENSITY RESIDENTIAL
  - HIGH DENSITY RESIDENTIAL
  - Potential Annexation Areas JPA/LSBA

\*Utilizing the underlying zoning as the baseline

ISLAND FUTURE LAND USE MAP



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April 13, 2016

## Community Comments

The following represent a summary of the top, most received comments during the neighborhood workshop and also the online survey. Many more were received.

### Community Kickoff (November 24, 2015):

- *Airport as an important part of the community vs. people in favor of moving it*
- *Tourism (Editor's note: comments are split between encouraging tourism – day trippers and hotels vs. limiting it)*
- *Transportation – off Island parking, bike lane improvements, complete streets*
- *Community Character – Historic preservation, affordable housing/housing diversity*
- *Parks and Recreation – Existing parks improvements vs. new parks, wildlife corridors preservation*

### Online Survey:

- *Limit building heights*
- *Redevelop vacant properties*
- *Provide “affordable” housing*
- *Airport (Editor's note: generally an equal distribution of comments recommending to retain the airport or redevelop the airport property)*
- *Improve existing parks; no new parks*
- *Fixing/repairing the library*

### Neighborhood Workshop (December 9, 2015):

- *Transportation related*
  - *Improved public transit*
  - *More/better bike lanes*
  - *Address traffic congestion*
  - *Limit building heights*
  - *Parking*
- *Affordable housing (Editor's Note: comments were received both in support and opposition to more affordable / workforce housing)*
- *Retain existing building heights; no high-rises*
- *Enhance existing parks; no new parks*
- *Maintain existing community services on the Island*
- *Airport (editor's note: generally an equal distribution of comments recommending to retain the airport or redevelop the airport property)*

### Community Meeting (January 11, 2016):

- *Height restrictions, retain the small town charm*
- *Housing diversity (including affordable)*
- *Improve transportation (bikes, sidewalks) and access to downtown (parking, shuttle, etc.)*

- *Maintenance of existing parks*
- *Beach Preservation*
- *Library to stay*

Other:

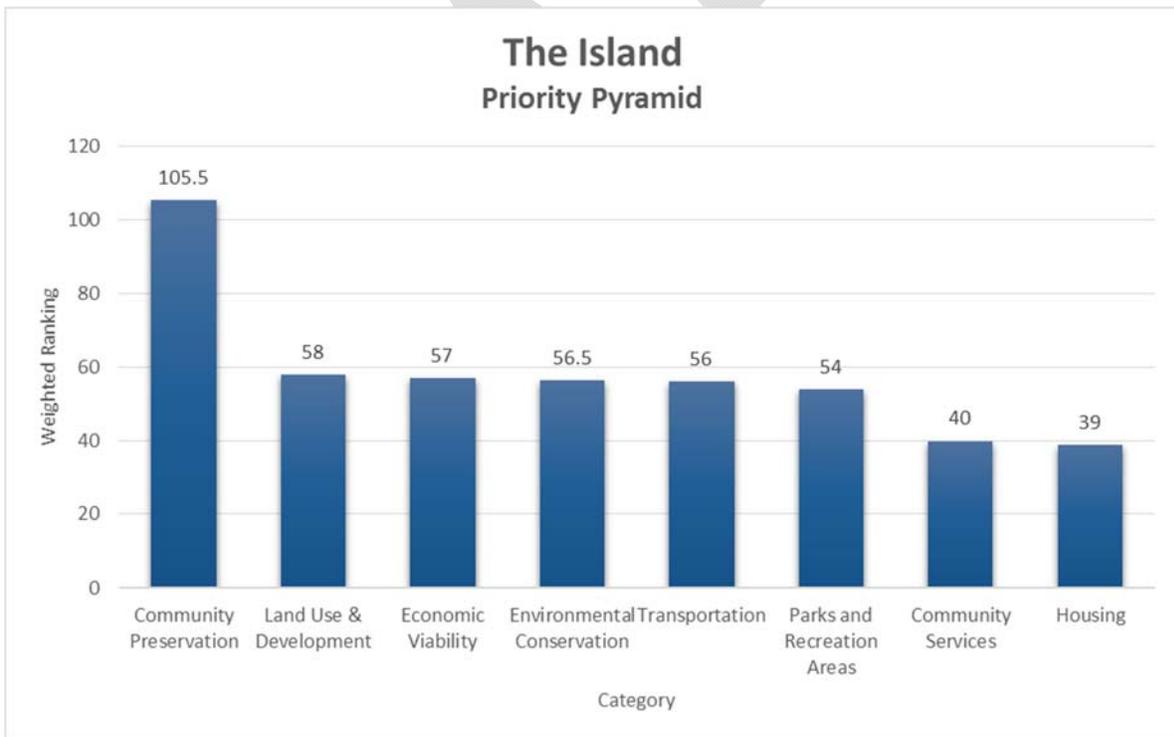
- *Retain Historic/Cultural Preservation*
- *Minimize building heights*
- *Provide additional housing choices*
- *Improve transportation (sidewalks, bike lanes)*

## Workshop Exercises

### *Priority Pyramid:*

Top 3 Rankings from the Priority Pyramid were as follows:

- *Community Preservation*
- *Parks and Recreation*
- *Economic Viability*



**One Word:**

Top One Word rankings from the Neighborhood Workshop and other Stakeholder meetings were as follows:

TODAY	VISION
<i>-Charming</i>	<i>-Preserve</i>
<i>-Quaint</i>	<i>-Charming</i>
<i>-Paradise</i>	<i>-Paradise</i>
<i>-Small Town</i>	
<b>Bella Costa</b>	
<i>-Paradise</i>	<i>-Quaint</i>
<i>-Crowded</i>	<i>-Naples</i>
<i>-Charming</i>	<i>-Uncongested</i>
	<i>-Preserved</i>
<b>Venice Main Street</b>	
<i>-Quaint</i>	<i>-Vibrant</i>
<i>-Vibrant</i>	<i>-Paradise</i>
<i>-Paradise</i>	
<b>Venice High</b>	
<i>-Elderly</i>	<i>-New</i>
<i>-Small</i>	<i>-Younger</i>
<b>Chamber of Commerce</b>	
<i>-Quaint</i>	<i>-Inclusion</i>
<i>-Opportunity</i>	<i>-Younger</i>
<i>-Charming</i>	
<i>-Booming</i>	
<i>-Changing</i>	
<b>Venice Heritage</b>	
<i>-Charming</i>	<i>-Preservation</i>
<i>-Quaint</i>	<i>-Vibrant</i>
	<i>-Charming</i>

