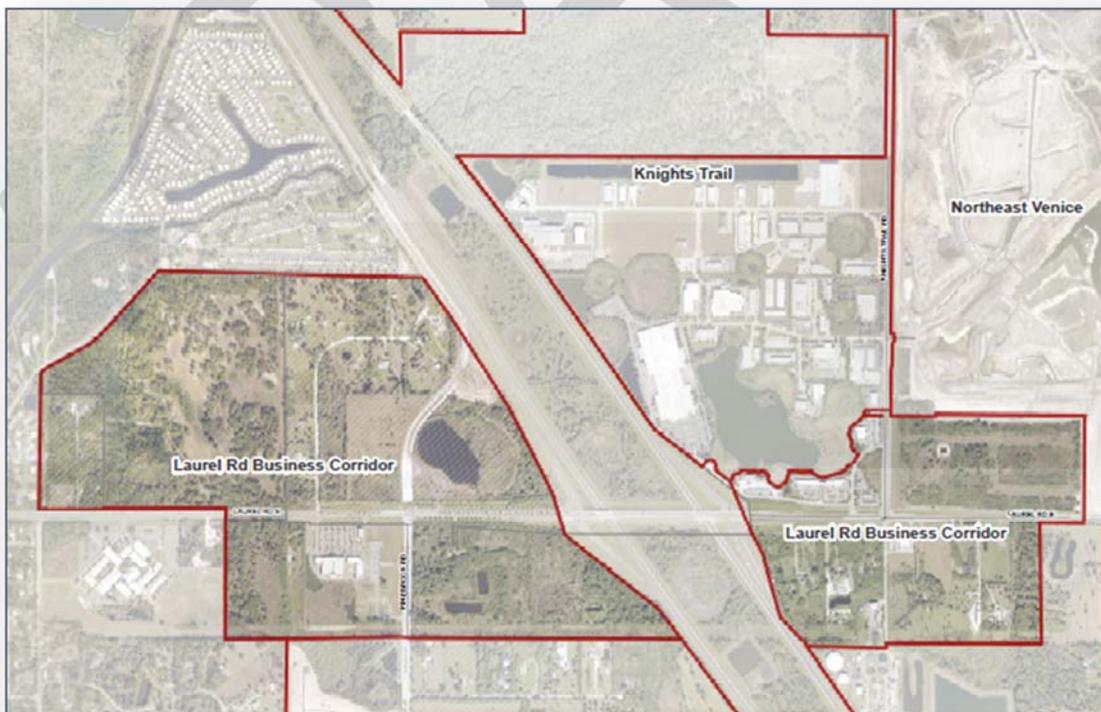


Section IV – NEIGHBORHOODS: Laurel Road Business Corridor

General

The “Laurel Road Business Corridor” Neighborhood serves as a gateway from Interstate 75 to a number of Neighborhoods including Knight’s Trail, Northeast Venice, and Pinebrook. This predominantly vacant neighborhood has experienced limited (sporadic) non-residential development initially in the eastern portions of the Neighborhood including CVS, Tara Food Mart/Shell, generally vacant commercial strip center (including Subway); recently the Publix anchored Plaza Venezia commercial center was developed on the southwest quadrant of Laurel Road and Pinebrook Road in the western portions of the Neighborhood. Portofino, a proposed mixed use commercial, office and residential development is proposed on the northeast quadrant of Laurel Road and Knight’s Trail. 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.

Portions of this Neighborhood, west of Interstate 75, are currently located outside of the City of Venice within the Laurel Road Mixed Use Joint Planning Area/Interlocal Service Boundary Agreement (JPA/ILSBA) Area.



Existing Land Use

The Laurel Road Business Corridor Neighborhood encompasses approximately 584.1 acres (gross acreage) or approximately 5 percent of the total City size (area) including roads/rights-of-way. Based on information obtained from the Sarasota County Property Appraiser's Office, there are approximately 36 residential units (single family detached and approximately 158,211 square feet of non-residential uses (commercial, office, civic, professional). These numbers represent approximately (less than) 1 percent and 2 percent to the City's residential and non-residential development, respectively.

Key Thoroughfares

The roadway network is generally limited due to I-75 and overall lack of development within the Neighborhood at this time. The Honore Road extension, located on the north side of Laurel Road, west of Interstate 75, is nearing completion and will provide an alternative north-south transportation route connecting this area with SR 681 and City of Sarasota.

These roadways include:

- Laurel Road
- Laurel Road East
- Pinebrook Road
- Honore Avenue
- Knights Trail

2010 Comprehensive Plan – Planning Intent

The 2010 Comprehensive Plan identified portions of two (2) Planning Areas including portions of the South Laurel and Knights Trail Planning Areas along with the Laurel Road Mixed Use Joint Planning Area/Interlocal Service Boundary Agreement (JPA/ILSBA) Area.

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 JPA/ILSBA, per Objective 18 of the Comprehensive Plan, *"Guide the growth and development of the City's future annexations as established through the adopted Joint Planning and Interlocal Service Boundary Agreement (JPA/ILSBA) between the City of Venice and Sarasota County by establishing planning concepts that address the area's specific needs and conditions."*

The Planning Areas located on the Laurel Road Business Corridor include the following:

- Planning Area I: South Laurel Neighborhood
- Planning Area K: Knights Trail

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

South Laurel Neighborhood.

Planning Intent: The South Laurel Neighborhood is a mixed use development area located east of I-75 which borders the south side of Laurel Road. The South Laurel Neighborhood intent is to develop an integrated mixed use neighborhood comprised of single-family and multi-family residential properties; commercial office and retail space; and conservation/open space. The planning area will be connected via a diverse transportation system that connects existing and new roadways, bikeways, sidewalks, and urban trails. For the detailed map sheet that depicts this planning area, see Map FLUM-10.

- M. The maximum residential density in this neighborhood will not exceed 6 units per acre, calculated on a gross acreage basis.
 - 1. For areas zoned to a City of Venice zoning designation prior to May 1, 2009 with densities greater than 6 units per acre, density will not exceed the said density previously approved through such rezoning.
- N. Up to 35% of the acreage in this neighborhood will be allowable for commercial (retail and office space) uses. The total square footage of commercial uses allowed in this neighborhood shall not exceed a floor area ratio (FAR) of 0.5..
 - 1. The residential, office, and commercial uses are intended to provide convenient access and bike/walkability for residents of the area to these services.
 - 2. Residential, office, and retail use may be adjusted according to the needs of the community and demands of the development.
 - 3. Conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 2,000 square feet commercial space, gross acreage.

Knights Trail Neighborhood.

Planning Intent: The Knights Trail Neighborhood is designed to accommodate industrial-commercial; office and low intensity retail space; multi-family residential properties; and conservation/open space. The Neighborhood will be connected via a diverse transportation system that connects existing and new roadways, bikeways, sidewalks, and urban trails. The result is an industrial/commercial based, mixed use neighborhood that interconnects with the surrounding Venice community.

For planning purposes, this neighborhood shall be divided into two subareas:

- A. Subarea No. 1: The area north of Gene Green Road.
- B. Subarea No. 2: The area south of Gene Green Road, excluding Subarea No. 3.
- C. Subarea No. 3: The area consisting of approximately two acres fronting Knights Trail Road, located approximately 0.2 miles north of Laurel Road.

- D. Subarea No. 4: The area consisting of approximately 72 acres fronting Laurel Road, located south of Subarea No. 2 and southeast of Subarea No. 3.

For the detailed map sheet that depicts this planning area, see Map FLUM-12.

Note: for references purposes, Subarea Nos. 3 and 4 are located within this Neighborhood

Knights Trail Neighborhood Standards. Development in the Knights Trail Neighborhood area shall reflect the following development scenario:

- A. The maximum residential density in this neighborhood shall be:
1. Subarea No. 1: Up to 13 units per acre, calculated on a gross acreage basis.
 2. Subarea No. 2: Up to 8 units per acre, calculated on a gross area basis.
 3. Subarea No. 3: Up to 18 units per acre, calculated on a gross area basis.
 4. Subarea No. 4: Up to 13 units per acre, calculated on a gross area basis.
- B. Up to 35% of the acreage in Subarea No. 1, Subarea No. 2, and Subarea No. 3 will be allowable for retail, office, and commercial uses. The square footage of commercial uses allowed in Subarea No. 1 shall not exceed a floor area ratio (FAR) of 1.0. The square footage of commercial uses allowed in Subarea No. 2 shall not exceed a FAR of 0.5 and the square footage of commercial uses allowed in Subarea No. 3 shall not exceed a FAR of 2.0.
1. The residential, office, and commercial uses are intended to provide convenient access and walk/bikeability for residents of the area to these services.
 2. Residential, office, and retail use may be adjusted according to the needs of the community.
 3. In Subarea No. 1 and Subarea No. 2, conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 2,000 square feet commercial space, gross acreage.
 4. In Subarea No. 3, conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 4,000 square feet commercial space, gross acreage.
 5. With the exception of Subarea No. 3, commercial (retail/office) uses shall be directed toward Knights Trail Road in the area of Stay-N-Play Drive; industrial and/or conservation uses should be directed toward Gene Green Road; and residential uses should be directed toward adjacent existing residential areas, with appropriate buffering between different land uses.
- C. Up to 75% of the acreage in Subarea No. 4 will be allowable for commercial uses. The square footage of commercial uses allowed in this subarea shall not exceed a FAR 1.0.
1. The commercial and residential uses are intended to provide convenient access for walking and bicycling for residents of the area.
 2. Commercial and residential uses may be adjusted according to the needs of the community.

3. Conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 2,000 square feet commercial space, gross acreage.
4. Commercial and residential uses shall be directed to have an internal focus.

Laurel Road Mixed Use Neighborhood (JPA/ILSBA Area No. 5). *Development Policy:* Ensure the timely development of urban services and facilities that are compatible with natural resources and community character by designating the Laurel Road Mixed Use Neighborhood, an area of approximately 296 acres. For planning purposes, this neighborhood shall be divided into three subareas:

- A. Subarea No. 1: The area north of the proposed connection between Laurel Road and the proposed Honore Avenue extension, as shown on Map TRANS-1, Future Traffic Circulation Plan, of the Transportation Infrastructure & Service Standards Element.
- B. Subarea No. 2: The area south of the proposed connection between Laurel Road and the proposed Honore Avenue extension, as shown on Map TRANS-1, Future Traffic Circulation Plan, of the Transportation Infrastructure & Service Standards Element.
- C. Subarea No. 3: The area south of Laurel Road.

For the detailed map sheet that depicts this planning area, see Map FLUM-20.

Laurel Road Mixed Use Neighborhood Standards. Development in the Laurel Road Mixed Use Neighborhood shall reflect the following development scenario:

- A. The maximum residential density in this neighborhood shall not exceed 8 units per acre, calculated on a gross acreage basis.
 1. Residential uses shall be concentrated in Subarea No. 1 and may be allowed in Subarea No. 2, north of Laurel Road, so long as such uses are compatible with adjacent uses, as described in Objective 8, Policy 8.2 of this Element.
- B. The percentage of the acreage in each subarea allowable for non-residential (retail, office, and commercial) uses shall be:
 1. Subarea No. 1: Up to 33% non-residential acreage.
 2. Subarea No. 2: Up to 50% non-residential acreage.
 3. Subarea No. 3: Up to 100% non-residential acreage.
 4. The square footage of non-residential uses allowed in this neighborhood shall not exceed a floor area ratio (FAR) of 2.0.
 5. Non-residential uses are intended to provide convenient pedestrian, bicycle, and vehicular access to services for residents of the area and the surrounding community.
 6. Non-residential uses are intended to provide employment opportunities in the greater Venice area and to expand economic opportunities within Venice and Sarasota County.
 7. Non-residential uses shall be concentrated in Subarea No. 2 and Subarea No. 3 and may be allowed in Subarea No. 1 so long as such uses are compatible with adjacent uses, as described in Objective 8, Policy 8.2 of this Element.
 8. Residential and non-residential use may be adjusted according to the needs of the community.
 9. Conversion between residential and non-residential land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 2,000 square feet commercial space, gross acreage.

Future Land Use

In addition to the Planning Areas and the JPA/ILSBA identified above, Medium Density Residential, Commercial and Industrial land uses are found within the Neighborhood. Based on the maximum development allowed per the Future Land Use designations, including the development totals (allowances) permitted by the respective Planning Areas, the Laurel Road Business Corridor Neighborhood could realize over 2,500 residential dwelling units and over 6.8 million square feet of non-residential development.

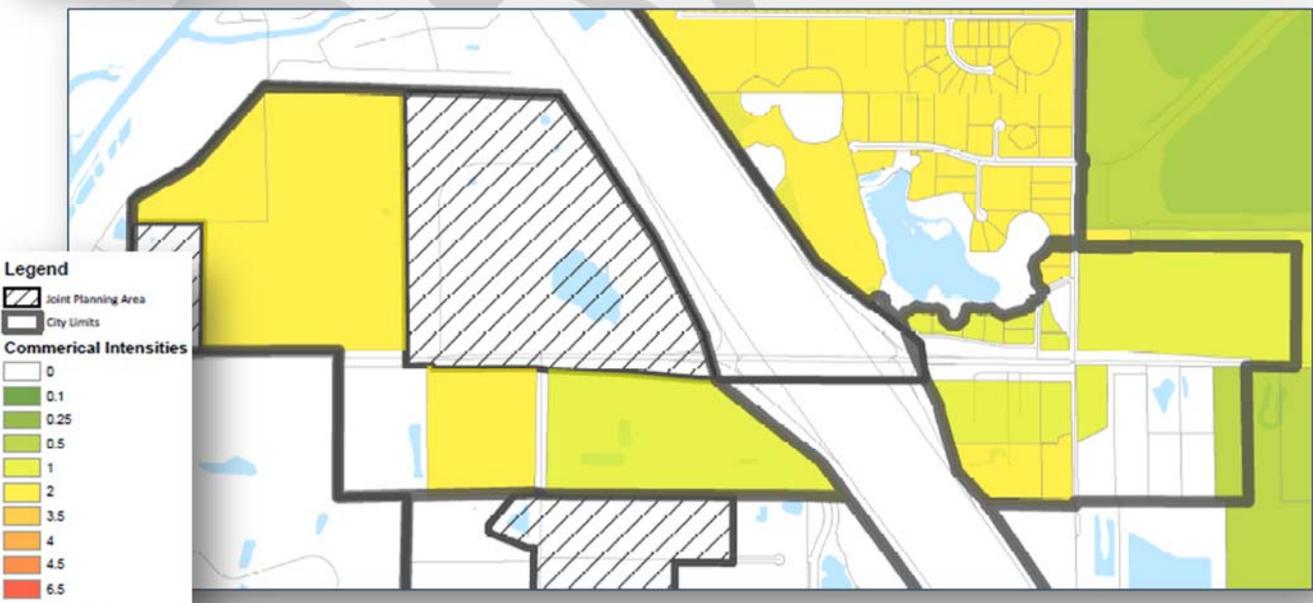


Table 1 – 2010 Future Land Use Designations

Future Land Use Designation	Acreage ^{*1}	Residential Density (gross acreage)	Non-Residential Intensity (FAR)
Airport Operations	0		
Commercial	95.4	13 (18 by CU)	1.0
Conservation	0	--	--
Government	0	--	--
Industrial	21.2	--	2.0
Industrial Commercial	2.6	--	2.0
Institutional-Professional	0	9 (13 by CU)	0.5
Low Density Residential	0	Up to 5.0	
Marine Park	0	--	--
Medium Density Residential	25.5	5.1 – 13	--
High Density Residential	0	13.1 - 18	--
Public Buildings & Facilities	0	--	--
Recreation & Open Space	25.0	--	--
Knight's Trail (sub 4)	39.9	13	1.0 (75% of the total area)
South Laurel	46.2	18	2.0 (10% of the total area)
JPA 5 (sub 1)	55.4		
JPA 5 (sub 2)	42.3		
JPA 5 (sub 3)	30.2		
Greenway/River Buffer	0		
Waterways	0	--	--

*1 = acreages are rounded to the nearest tenth

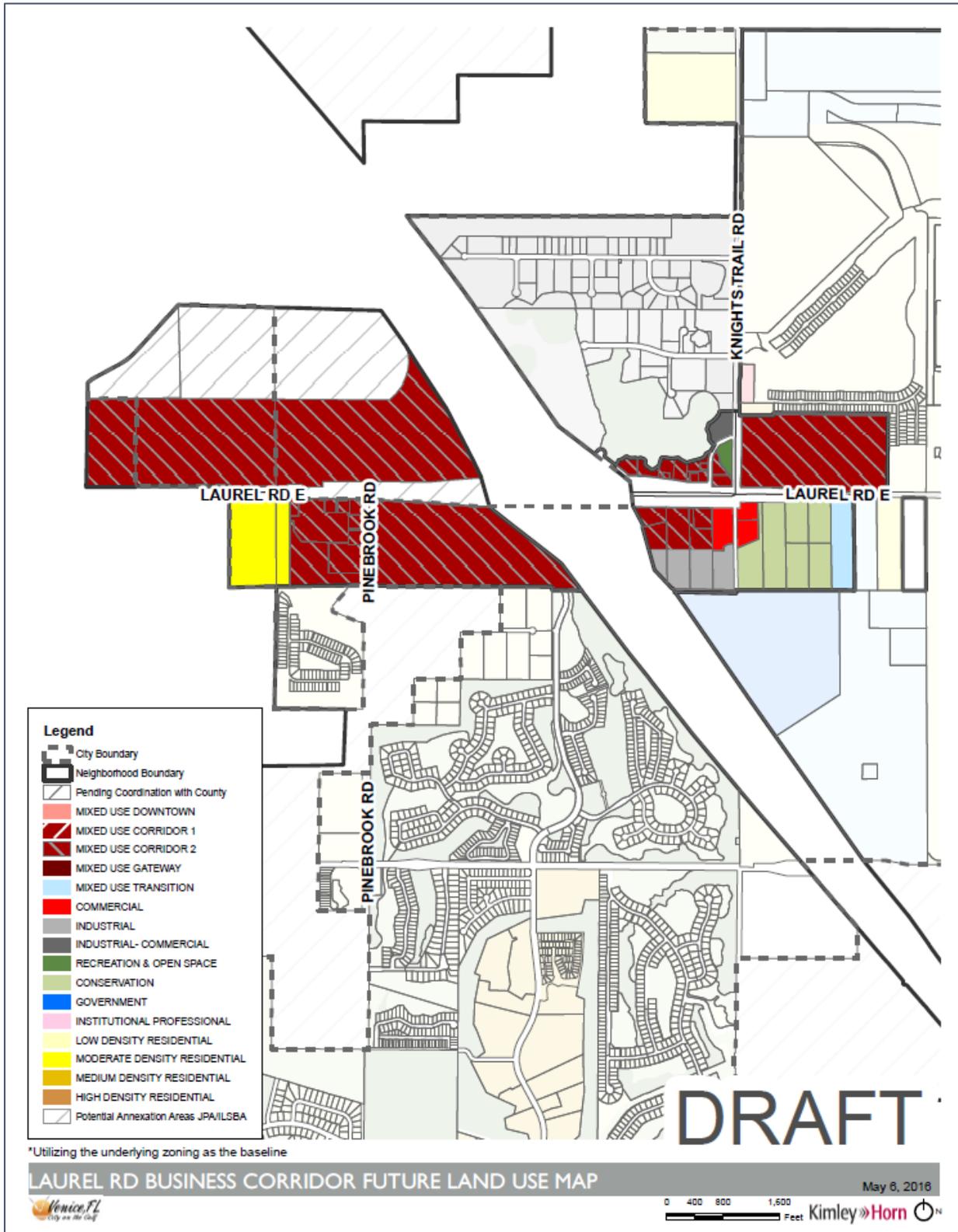
Table 2 – 2016 Future Land Use Designations (proposed) NOTE: Acreages are in progress and subject to change based on revised Land Use / Property designations

Future Land Use Designation (2016)	Acreage ^{*1}	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)		--	--
Carrying Capacity		du's	sq.ft.

2016 Comprehensive Plan – Planning Intent

To be inserted

Proposed Comprehensive Plan – Future Land Use Map



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)

- *Town Centers off of Island*

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*

Neighborhood Workshop (December 8, 2015):

- *Improve Laurel/75 interchange*
- *Attract business for empty storefronts*
- *Improve Laurel Road (bike lanes, etc)*

Community Meeting (January 11, 2016)

No specific comments received

Other:

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

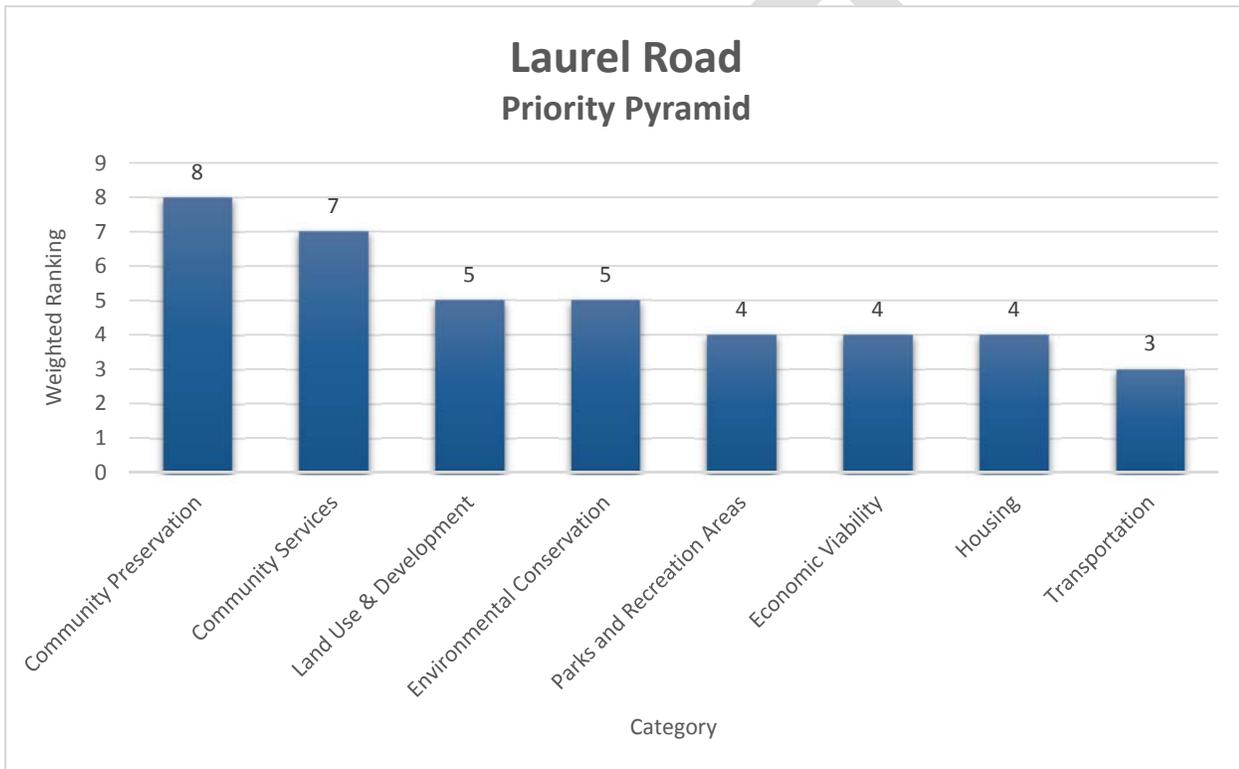
Workshop Exercises

Priority Pyramid:

Top 3 Rankings from the Priority Pyramid were as follows:

Priority Pyramid:

- *Community Preservation*
- *Community Services*
- *Tie*
 - *Land Use & Development*
 - *Environmental Conservation*



One Word:

Top One Word rankings from the Neighborhood Workshop and other Stakeholder meetings were as follows (*Note, due to the number of responses received, Knights Trail and Laurel Road Business Corridor responses have been consolidated below*):

TODAY	VISION
<i>Scrubby</i>	<i>Luxury</i>
<i>Industrial</i>	<i>Retail/Industry Blend</i>
<i>Recreation</i>	<i>Neighborhoods</i>
<i>Variety</i>	<i>Developed</i>

<i>Empty</i>	<i>Gateway</i>
<i>Enjoyable</i>	<i>Community Needs</i>
<i>Blighted</i>	<i>Vibrant</i>
<i>Business</i>	<i>Fair</i>
<i>Tired</i>	<i>Opportunity</i>
<i>Needy</i>	<i>Renewal</i>
<i>Variety</i>	<i>Developed</i>
<i>Empty</i>	<i>Gateway</i>
<i>Enjoyable</i>	<i>Community Needs</i>

Knights Trail - *Today*



Knights Trail - *Vision*

