

MEC Land Use Study

Attachment C

Specific Action Plan

MEC SPECIFIC ACTIONS

During the course of the Study, the consultants numbered each MEC Area (1 through 15) then created MEC Zones (Zones A through F) in order to perform thorough analysis. Please refer to the attached MEC map (Attachment G) for further clarification. The following outlines recommended action for development and/or redevelopment in each MEC.

MEC Zone A: Lakewood Ranch/University Parkway (North)

- **MEC Area 2 – *Mixed Use Center***
Function as a Mixed Use Center for the Northern part of the County in conjunction with MEC Area 3. Promoting alternative transportation modes (pedestrian connectivity and transit access) is the key to long term success.
- **MEC Area 3 – *MEC***
Lakewood Ranch is an effective premier Class A office location, and the County should continue to target Lakewood Ranch as a location for corporate recruitment. One possibility for using this land more intensively may be to integrate workforce housing within the MEC boundaries.

Current DRI agreements limit industrial and office development to 14% FAR. It is recommended that the County and Lakewood Ranch explore a long-term reconfiguration of this DRI agreement to permit at least 20% FAR.

MEC Zone B: Sarasota Center (North)

- **MEC Area 6A – *Exclusive Industrial District***
Designate MEC 6A as an Exclusive Industrial District. Office and commercial uses can be permitted as accessory uses, and existing non-industrial uses can be grandfathered.

MEC Zone C: Cattlemen Road/I-75 Corridor

- **MEC Area 4 – *Mixed Use Center***
MEC Area 4 presents a prime opportunity to create a Mixed Use Center that serves surrounding neighborhoods by extending the existing street grid into the MEC to promote pedestrian and vehicular connectivity and access. Particular attention needs to be paid to design standards along Richardson Road to increase land use compatibility with single family and multi-family development across the street from the MEC.

Overall densities within MEC Area 4 should be targeted above 30% FAR in order to make efficient use of this land.

The Road Impact Fee Mitigation Program is an appropriate incentive to encourage the creation of a mixed-use center and to provide relief for development projects.

- **MEC Area 5 – MEC**

This largely vacant MEC presents a significant development opportunity. It is recommended that MEC Area 5 remain a general MEC, allowing either office or industrial development. Accessory commercial and residential development may be permitted as well within a master planned context.

The development of MEC Area 5 may be lagging due to a lack of adequate roadway infrastructure. The Economic Development Transportation Fund may be utilized to improve infrastructure to accommodate higher-density development. Tax refund and credit programs, such as the Capital Investment Tax Credit Program and Industrial Development Bonds may also be used to encourage the relocation of specific types of businesses to MEC Area 5.

- **MEC Area 6B and MEC Area 7 – *Exclusive Industrial District***

Both of these MECs are largely developed with industrial uses. MEC Area 7 is particularly suited to industrial uses as it is located between the interstate and a County stormwater facility. General policies for reducing the regulatory burden on MEC development should apply.

Tax refund and credit programs may be utilized in MEC Areas 6B and MEC Area 7 in order to encourage exclusively industrial development. In both areas, Capital Investment Tax Credit Program and Industrial Development Bonds may also be used to encourage the relocation of specific types of businesses to these MEC areas.

These programs may be used to attract capital-intensive industries to Sarasota County and provide a financial incentive for businesses to locate specifically in exclusive industrial districts. In addition, a site specific study may be used to determine the necessary preparation and constraints of a specific parcel.

MEC Zone D: Route 301/Northgate Industrial Park (North)

- **MEC Area 1 – MEC**

This MEC is predominantly developed industrial in a highly developed area of the County near the City of Sarasota and Sarasota-Bradenton Airport. It is important to preserve industrial and employment land uses in this location because industrial sites are needed in close-in as

well as far-out locations. This unique location and high level of integration with surrounding communities suggest that it would be suitable for a detailed redevelopment master plan.

Potentially, different parts of this MEC could be designated for different functions (part Mixed-Use Center, part Exclusive Industrial District). Site specific analysis might also be helpful in determining the highest and best use of certain prime vacant or redevelopment sites within the MEC.

MEC Zone E: Clark Road and McIntosh Road

- **MEC Area 10 – *Exclusive Industrial District***

MEC Area 10 is located in a more central part of the County and is primarily developed as industrial uses. It is recommended that MEC Area 10 be developed as an Exclusive Industrial District with general commercial land uses permitted for parcels fronting the Clark Road corridor.

Parts of MEC Area 10 include Developments of Regional Impact (DRIs) that limit floor-area-ratio (FAR) to 7%. It is recommended that the County examine the Palmer Ranch DRI, and the Clark Road corridor plan along with land owners to explore these agreements to target FAR at 20%. In order to create a more consolidated MEC boundary, it is recommended that parts of this MEC be expanded east to Honore Boulevard and west to Sawyer Road.

MEC Zone F: South County MECs (South)

- **MEC Area 12 – *MEC***

MEC Area 12 is located in South County near I-75 at the Jacaranda Boulevard interchange. It is one of the best situated MECs in South County. As stated earlier, it is recommended that this MEC be expanded (see above).

- **MEC Area 13 – *MEC***

MEC Area 13 is located on the US-41 bypass south of the City of Venice in a highly developed area. The County and the City have engaged in a joint planning study for the US-41 corridor which includes this MEC. MEC Area 13 is mostly developed with both industrial and commercial land uses, and is highly consolidated so as to minimize impacts on adjacent land uses. Future land use in this area will be determined by the redevelopment study as specified in the County and the City's Joint Planning Agreement. It is generally expected that land uses along the corridor will be redeveloped as mixed use, while the MEC will serve as a local employment center for the surrounding community.

The Sustainable Business Incentive Program may be used to attract smaller technology companies with environmentally-friendly business practices. Other incentives to assist in the expansion of existing small businesses and/or tax abatement programs such as equipment purchase, could also be considered in this location.

- **MEC Area 14 – *Exclusive Industrial District, MEC Expansion***
MEC Area 14 is located near but not on I-75 in South County and in the vicinity of Venice Avenue. It consists of three scattered areas that are neither connected nor consolidated. It is recommended that MEC Area 14 be expanded west to Havana Road, north to Venice Avenue, east to Lee Road, and south to the canal.

The current piece of MEC Area 14 west of Havana Road can be dropped from its MEC designation (creating a consolidated piece of MEC land with good arterial/interstate access) which will also serve as a buffer to the County landfill.

It is recommended that all of MEC Area 14 be designated as an Exclusive Industrial District because it has strong transportation access. As with MEC Area 12, the provision of adequate infrastructure and/or infrastructure subsidies will be key in facilitating the development of this MEC Area.

- **MEC Area 15 – *Exclusive Industrial District/Release Land***
MEC Area 15 is a way from I-75, current concentrations of population, and other major arterials. MEC Area 15 can serve to provide some locations for industrial land for local populations, but it is generally oversized for that purpose. It is recommended that Morris Industrial Park be preserved, but that other lands currently designated MEC in this area be released for other land uses as appropriate. An adjustment in the Urban Service Boundary would be necessary.