

Group Session



Form-Based Code

Public Participation Event

Saturday, June 27, 2015

From 9:30am - 11:30am

Feedback Session & Open House Forum

Located at **Payne Park Auditorium**

2100 Laurel Street

Sarasota, FL 34237

For additional information please email
Briana.Dobbs@sarasotagov.com

City of Sarasota

Urban Design Studio (UDS)

111 S. Orange Avenue Suite 100 A

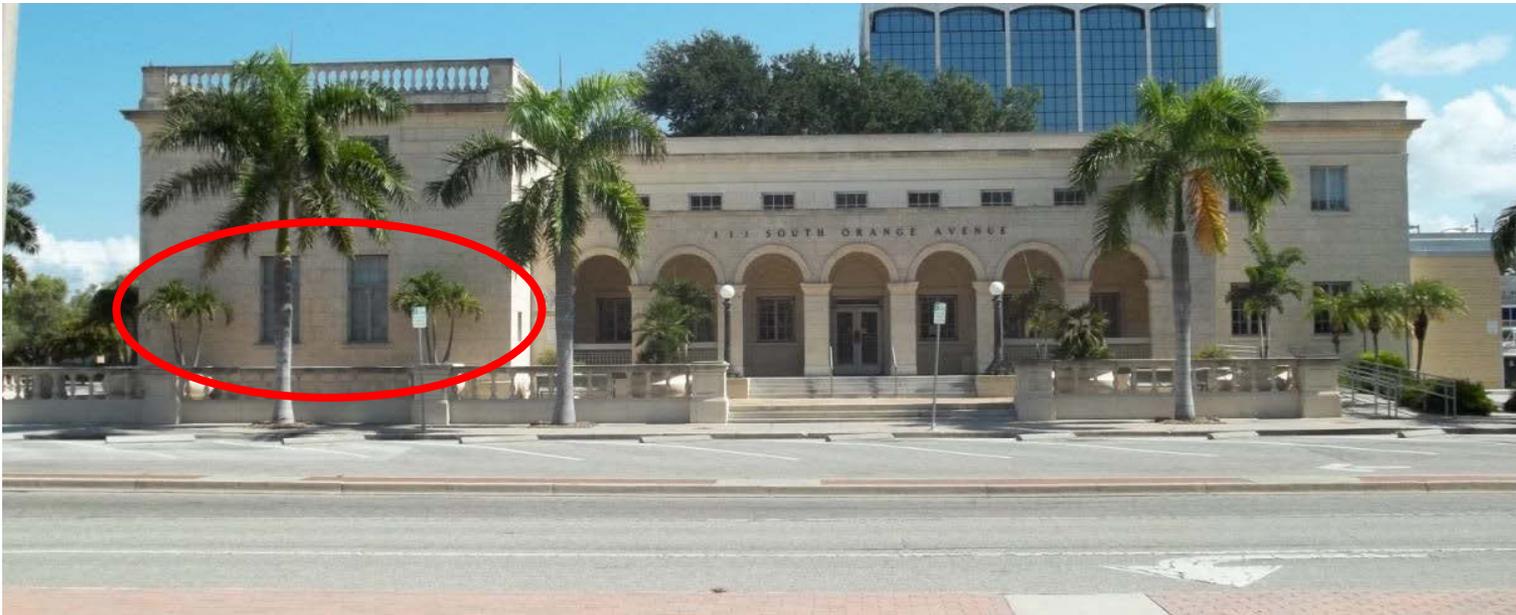
Sarasota, FL 34236 Phone: 941-365-2200 ext. 3650

Website: <http://www.sarasotagov.org/UrbanDesignStudio.cfm>





Located in Federal Building 111 S. Orange Avenue



Ringling Boulevard

City of Sarasota Contract Employees



- **Revise Zoning Code**
- **Work with staff to revise and incorporate Engineering & Design Criteria Manual (EDCM) Sections.**
- **Make recommendations for revisions to the Comprehensive Plan for Implementation.**

Public Outreach



Gathering Data



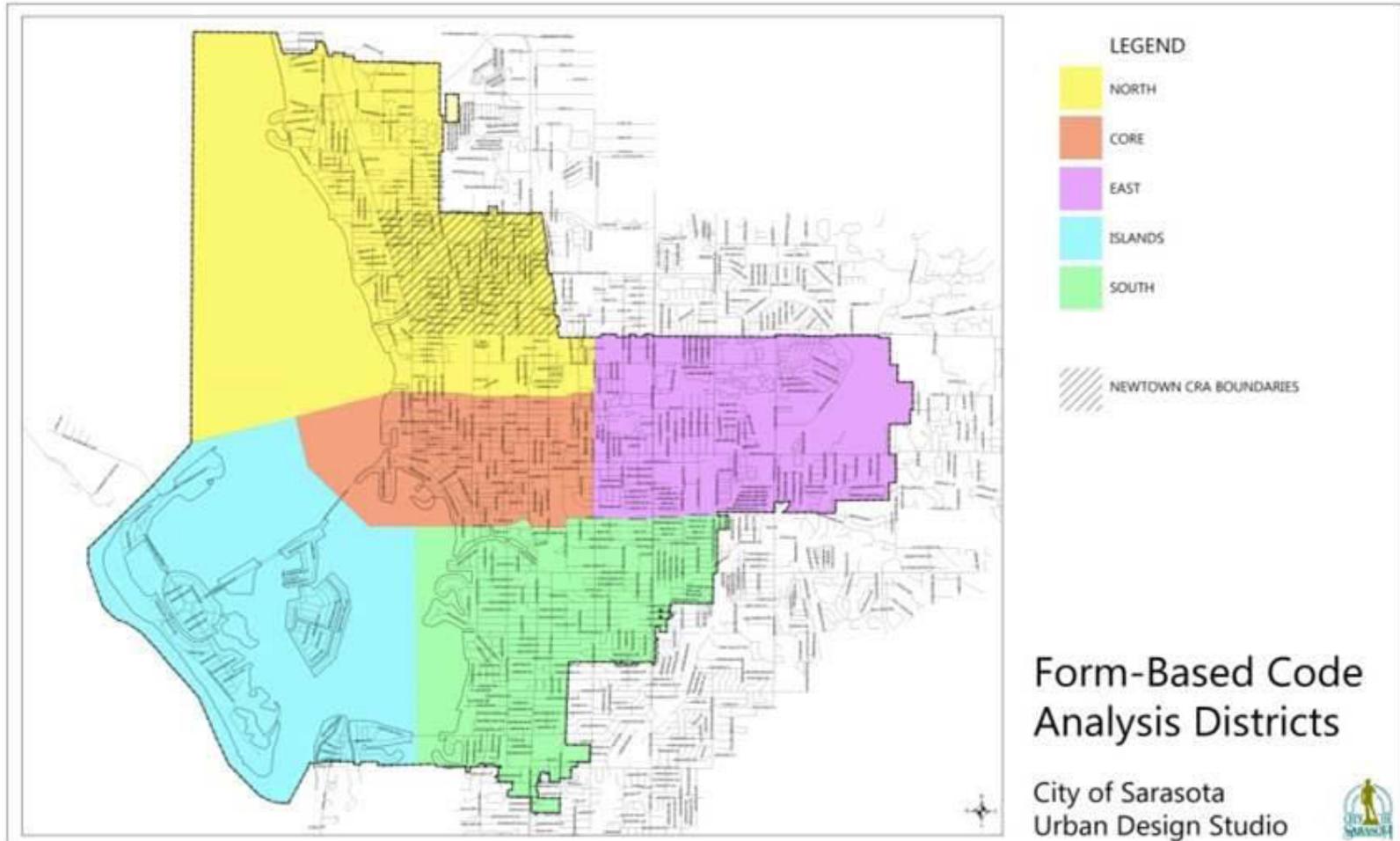
Thousands have Contributed



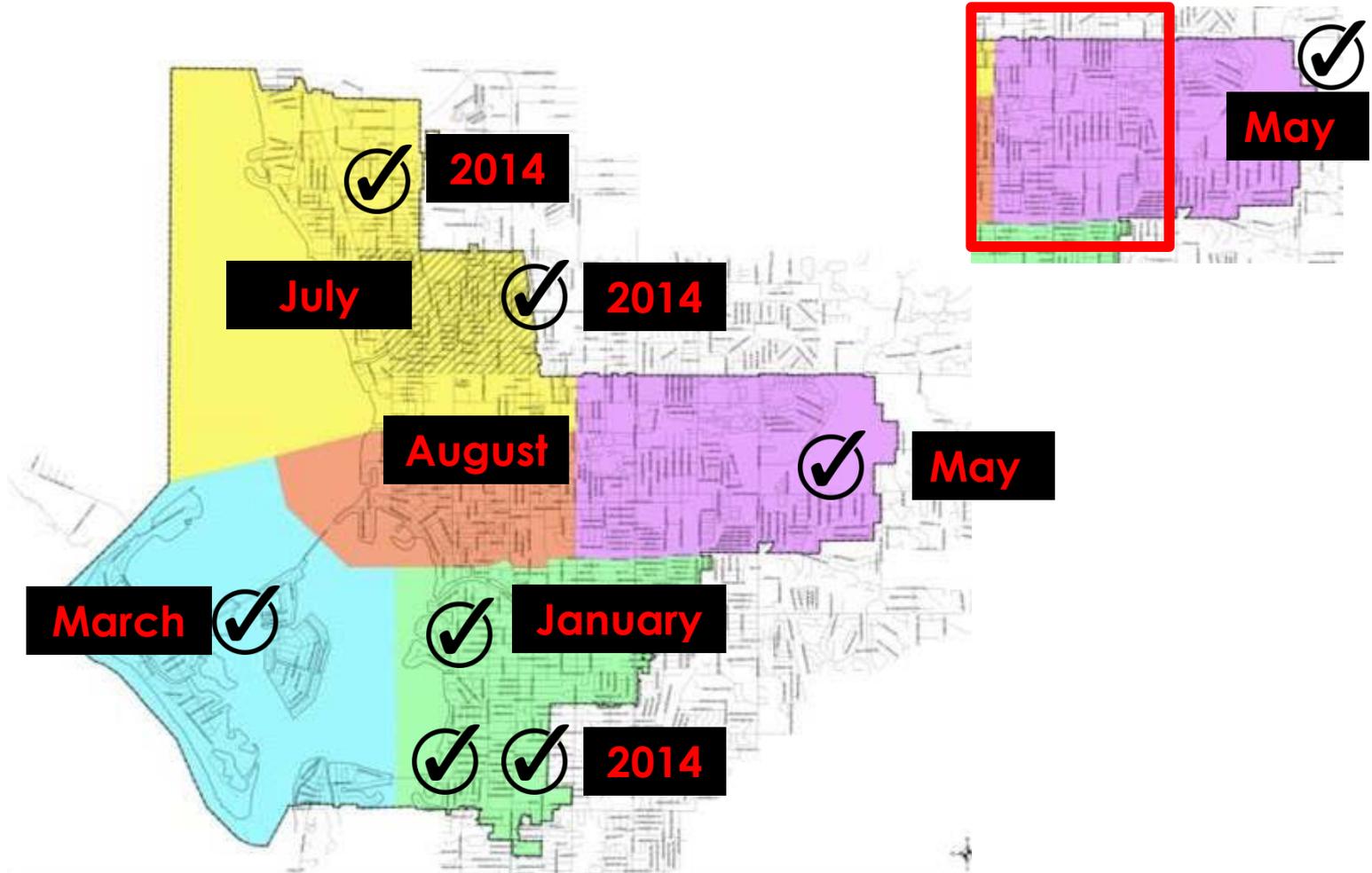
**You have shared your
Neighborhoods, homes, and
knowledge with us.**



Subareas for Study



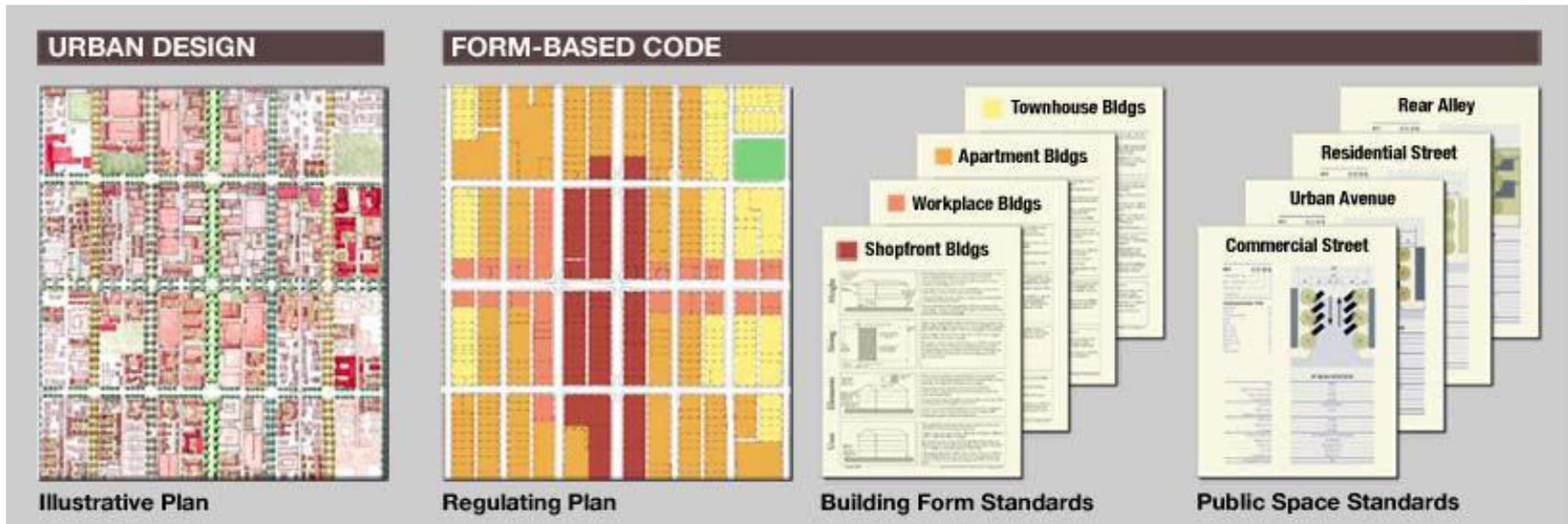
June Analysis



- **1st Phase of City-wide Public Participation & Outreach.**
- **Introduce the conceptual new zones, conduct a preliminary mapping exercise.**
- **Envision Infrastructure, multi-modal transportation, safety and quality of life issues for today's stakeholders & future generations.**

Form-Based Code?

It is a type of Zoning Code that promotes predictable development patterns, by regulating the form of buildings and how they shape streets and public spaces.



- Encourage a mix of land uses, often reducing the need to travel extensively as part of one's daily routine.
- Promotes a mix of housing types.
- Consensus based public outreach and participation.
- Tailors the requirements for local context and topography.
- Emphasizes site design & building form, which will last many years beyond use and density which change over time.
- Address the design of the public realm & the importance the streetscape, parking and the interface of buildings have in creating a "sense of place."
- Provides information that is clear, concise and graphically illustrated.

City of Bradenton New FBC



**BRADENTON
FORM-BASED CODE**



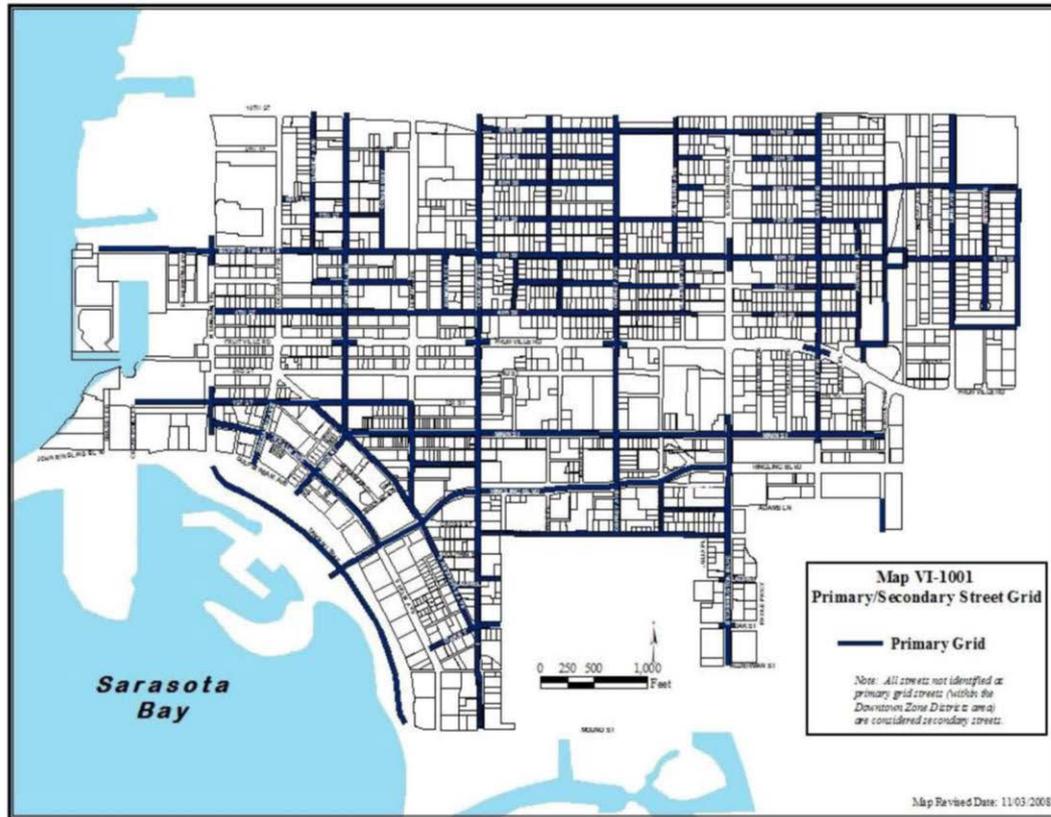
Re-Visioning

As part of our work we looked at prior plans and audited them against the built environment. We expanded outreach to maximize participation and input. This will help us create a code consistent with a consensus based City vision.



Code consistent with plan & vision.

Street Heirarcy



Existing DTNE Zone

- DTNE.** The Downtown Neighborhood Edge (DTNE) district is a mixed-use transition area typically located along the interface between residential and non-residential neighborhoods. The desired character includes building close to and oriented towards the sidewalk especially at street corners. Development is intended to be pedestrian oriented. Residential dwellings may be single family or multiple-family and may include mixed-use structures that provide for live-work opportunities. Residential dwellings may be built to a maximum density of eighteen (18) dwelling units per acre. A variety of non-residential uses that contribute to the residential attributes of the adjacent residential neighborhood are allowed. Building heights shall be limited to a maximum of three (3) stories. Building frontages include stoops, forecourts and storefronts.



Existing DTE Zone

3. **DTE.** The Downtown Edge (DTE) district is a densely mixed-use area typically located along a pedestrian way or a thoroughfare road within a neighborhood. Residential dwellings may be single family or multiple-family and may include mixed-use structures that provide for live-work opportunities. Residential dwellings may be built to a maximum density of twenty-five (25) dwelling units per acre. A variety of non-residential uses are allowed everywhere with ground floor retail mandatory on certain designated frontages. Building heights shall be limited to a maximum of five (5) stories. Building frontages include stoops, forecourts and storefronts.



Existing DTN Zone

C. Characteristics of the Zones.

1. **DTN.** The Downtown Neighborhood (DTN) district is a primarily residential but also allows for a mixture of land uses. Residential dwellings may be single-family or multiple-family up to a maximum of twelve (12) dwelling units per acre. In addition to a primary residential structure, an ancillary outbuilding is permitted on each lot. Low-intensity office, retail and lodging uses may be permitted in limited amounts. Retail stores are confined to corner lots. Other non-residential uses that contribute to the residential attributes of a neighborhood are also allowed. Building height shall be limited to a maximum of three (3) stories. Building frontages include porches, fences and terraces.



Long Range Plans

Legend

- | | |
|--------------------------------------|---|
| 1 17th STREET PARK | A SENIOR FRIENDSHIP CENTER |
| 2 35th STREET PARK | B ALTA VISTA ELEMENTARY |
| 3 AB SMITH PARK | C BAY HAVEN SCHOOL OF BASICS PLUS |
| 4 ARLINGTON PARK AND AQUATIC COMPLEX | D BOOKER HIGH SCHOOL |
| 5 AVON PARK | E BROOKSIDE MIDDLE SCHOOL |
| 6 BAY ISLAND PARK | F CARDINAL MOONEY HIGH SCHOOL |
| 7 BAYFRONT COMMUNITY CENTER | G CHARACTER HOUSE |
| 8 BAYFRONT PARK | H CHARTER HOUSE |
| 9 BAYFRONT PARK & MARINA/ISLAND PARK | I CONCORDIA LUTHERAN SCHOOL 2 |
| 10 BIRD KEY PARK | J ECKERD COLLEGE |
| 11 BOBBY JONES GOLF COURSE | K GULF COAST VOCATIONAL INSTITUTE |
| 12 CAUSEWAY PARK | L MCCLELLAN PARK SCHOOL |
| 13 CENTENNIAL PARK | M RINGLING SCHOOL OF ART AND DESIGN |
| 14 CHARLES RINGLING PARK | N SARASOTA HIGH SCHOOL |
| 15 COHEN PARK | O SARASOTA SCHOOL OF ARTS AND SCIENCES |
| 16 DR. MARTIN LUTHER KING JR., PARK | P ST. MARTHA'S CATHOLIC SCHOOL |
| 17 EASTWOOD PARK | Q SUNCOAST SCHOOL FOR INNOVATIVE STUDIES |
| 18 ED SMITH SPORTS COMPLEX | R THE ACHIEVEMENT CENTER |
| 19 FAIRGROUNDS/SIBBE RUTH PARK | S TUTTLE ELEMENTARY SCHOOL |
| 20 FREDD ATKINS PARK | T UNIVERSITY OF SOUTH FLORIDA AT SARASOTA |
| 21 FRUITVILLE ROAD PARK | U WESTCOAST SCHOOL FOR HUMAN DEVELOPMENT |
| 22 GALVIN PARK | |
| 23 GILLESPIE PARK | |
| 24 INDIAN BEACH | |
| 25 KEN THOMPSON PARK/CITY ISLAND | |
| 26 LAUREL PARK | |
| 27 LAWN BOWLING CIVIC CENTER | |
| 28 LEMON AVENUE MALL | |
| 29 LIDO BEACH & POOL | |
| 30 LINKS PLAZA PARK | |
| 31 LITTLE FIVE POINTS PARK | |
| 32 LUKEWOOD PARK | |
| 33 MARY DEAN PARK | |
| 34 MCCLELLAN PARKWAY PARK | |
| 35 NEW PASS FISHING PIER | |
| 36 NEWTOWN COMMUNITY CENTER | |
| 37 NORASOTA WAY | |
| 38 NORTH LIDO BEACH | |
| 39 NORTH WATER TOWER PARK | |
| 40 ORANGE AVENUE PARK | |
| 41 OTTER KEY | |
| 42 PAW PARK | |
| 43 PAYNE PARK | |
| 44 PINEAPPLE PARK | |
| 45 PIONEER PARK | |
| 47 ROBERTS MEMORIAL PARK | |
| 48 SAN REMO PARK | |
| 49 SAPPHIRE SHORE PARK | |
| 50 SEBRY FIVE POINTS PARK | |
| 51 SOUTH LIDO BEACH | |
| 52 ST. ARMAND'S CIRCLE PARK | |
| 53 TONY SAPRITO PIER | |
| 54 WATERFRONT PARK | |
| 55 WHITAKER GATEWAY PARK | |
| 56 YOUTH ATHLETIC COMPLEX | |

blueways

- KAYAK ROUTE
- WATER TAXI ROUTE

greenways and trails

- RAILS TO TRAILS:
PEDESTRIAN / BICYCLE PATH ON EXISTING R.R. R.O.W.
WITH RESERVATION FOR FUTURE LIGHT RAIL
- MURT:
MULTI-USE PEDESTRIAN / BICYCLE TRAIL

parkways

- PARKWAY CROSS SECTIONS TO BE COMPLETED IN A
SUBSEQUENT PHASE - SEE TEXT FOR PROTOTYPICAL
CROSS SECTIONS

landscaped highways

- LANDSCAPE HIGHWAY 1: 4-6 VEHICULAR LANES
- LANDSCAPE HIGHWAY 2: SIMILAR TO 1 WITH BIKE LANES

sleeves

- SLEEVE

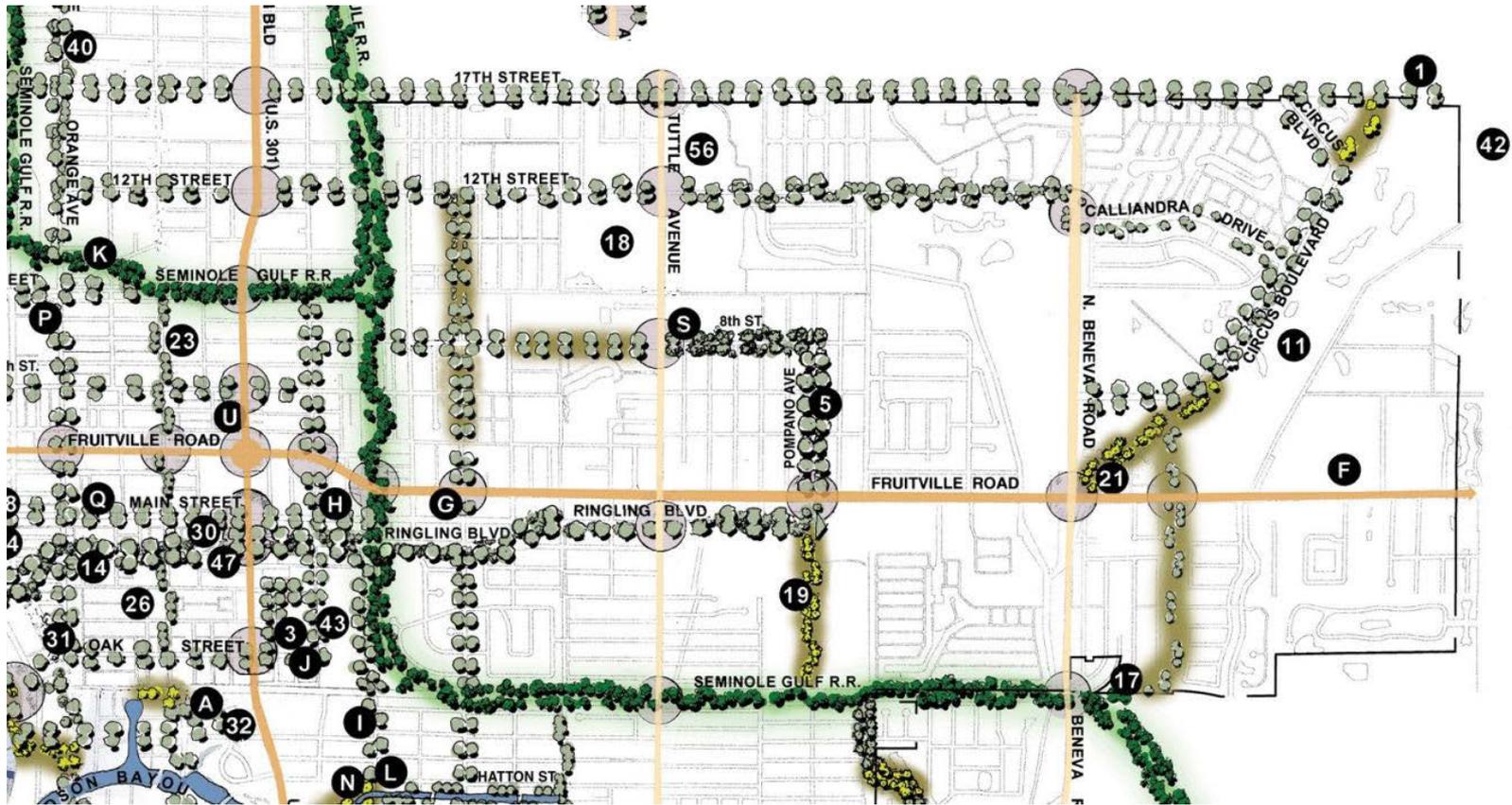
parks + connectivity master plan
sarasota, florida

NOTE:
SEE DOWNTOWN MASTER PLAN 2020 & E.D.C.M. FOR
STREET STANDARDS WITHIN DOWNTOWN & ENVIRONS.

0 1000 2000 3000 4000 1 mile 2 miles
JULY 2002



Parks & Connectivity



**Plan is over 10 years old
Reviewed & Updated for Best Management
Practices and new goals.**

FBC & Mobility Fee Relationship

City of Sarasota Urban Design Studio Conceptual Approach to Density

City of Sarasota
Urban Design Studio

June 2014

Density & the Form Based Code

Inside this issue:

- Multi-Modal Transportation & The Mobility Fee 2
- Conceptual Mobility Plan Routes 2
- Density Bonus Requirements 3
- What is a Ped Shed 3
- Tree Preservation in the Neighborhoods 4

The City of Sarasota's Land Use Planning is based upon the Urban to Rural Transect. The **transect** defines a series of zones that transition from sparse rural farmhouses to the dense urban core. It also creates a framework to control and promote growth in appropriate areas. The intent is to increase pedestrian life, local safety, community identity, and provide the necessary tools to protect and restore natural environments.



The City is currently in the process of transitioning its existing zoning code into a form-based code (FBC) consistent with the transect approach.

Conventional zoning designates permitted uses of land based on mapped zones which separate one set of land uses from another, and while it separates uses, it is difficult to determine what the built environment or community will look like upon build out. A form-based code fosters predictable buildings and high-quality public spaces by using physical form (rather than separation of uses) as the organizing principle for the code.

As our population continues to grow resident's concerns increase over the impacts this new growth may cause to our natural resources, infrastructure cost, and quality of life. One of the most damaging aspects of rapid increased growth is the automobile dependence found in the urban sprawl model, and the cost to the sense of place and walkability that it generates.

Prior to the automobile people lived at very high densities because the amount of space required for daily living and movement between different activities was determined by walkability and the scale of the human body. This can be seen in our older cities in the form of wide sidewalks framed with architecture designed to provide an enjoyable pedestrian experience, and lower scale walk to town neighborhoods. Transportation was provided in the form of streetcars, trains, and ferries to maximize mobility linked to the settlement pattern.

City residents have established a vision and provided a directive that it is this compact mixed-use growth model combined with modern sustainability best practices that they would like to see used to accommodate density. In keeping with this vision the Urban Design Studio has prepared draft concepts to discuss with the Community. The approach links the location of future density increases to performance measures, walkability and transit.



Multi-Modal Transportation & the Mobility Fee

The traditional approach to Traffic Concurrence for new development was based on the desire to have new growth pay for itself. It is based on a letter grade system with A being easy movement for cars and F a constrained or gridlock condition for cars. To keep a better letter grade requires the addition of new roads, or the widening of existing roads. Because Cities often can't or don't desire to widen roads or add elevated roadways, development sprawled into the suburbs. This is because it was easier to have a better level of service grade by widening roads or adding new ones on vacant land or sparsely populated areas of the county.



Sprawl Gridlock

This resulted in single use land development patterns spread further and further apart. It also causes the destruction of habitat areas, and more auto dependency and long commute times. New developments in the City pay into the County's Impact Fee System which is tied to road creation or widening programs. Often the funds are spent outside of the City and produce more sprawl.



Auto Oriented Tamiami Trail

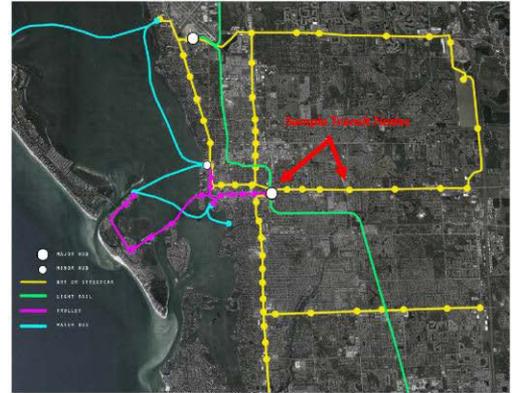
In an effort to halt this trend the City is moving to a Multi-Modal Fee in lieu of the traditional Impact Fee. These fees are still collected, however, they may be spent on a wider range of mobility options such as bicycle plan improvements, widening or providing new sidewalks, and transit. UDS has created a draft Mobility Plan that includes Light Rail, Water Taxi, Trolley, and Bus Rapid Transit/Street Car Routes. We are currently working with the City Engineer and Mobility Consultants to analyze the plan, to ensure that it works in tandem with the proposed Mobility Fee prior to taking it to the public for review and comment and revisions.



Tamiami Trail with Transit & Infill

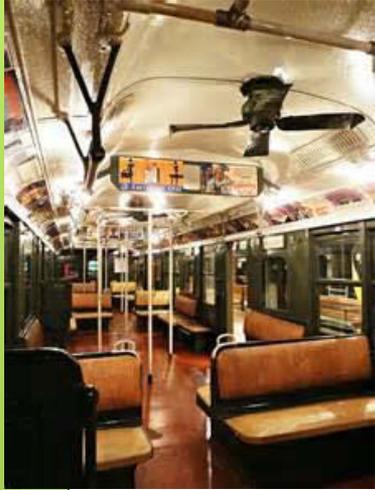


CONCEPTUAL MOBILITY PLAN TRANSIT ROUTES

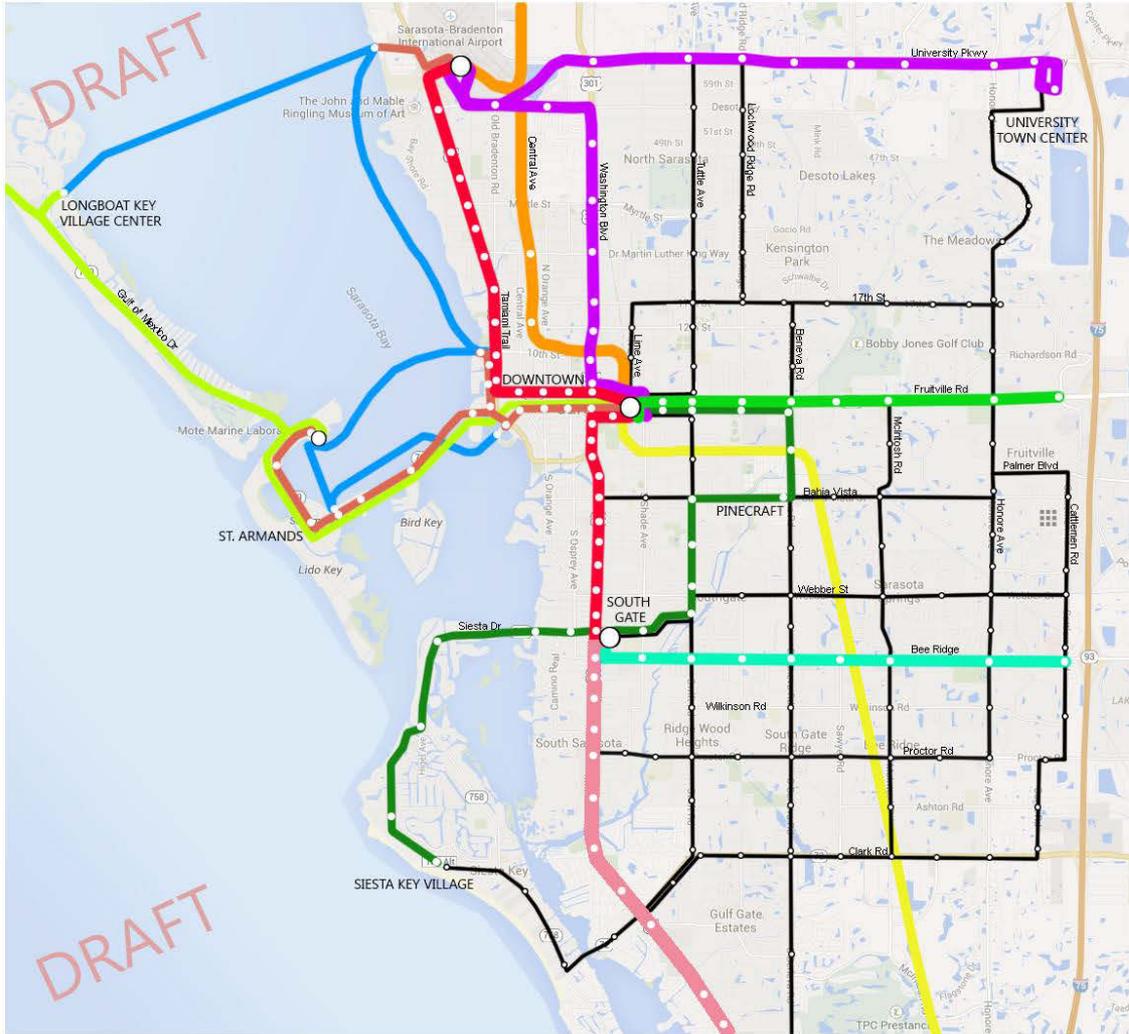


Transportation

Multi-modal



Future Transit Map



Legend

-  Commuter Rail
-  Fruitville Line
-  Tamiami Tram Line
-  Sarasota Seahorse Waterbus
-  BRT from South
-  Bee Ridge BRT
-  University 301 BRT
-  Downtown and Island Trolley
-  Siesta Key Trolley
-  Longboat & Anna Maria Trolley
-  Legacy Trail
-  Bus Line
-  Hubs
-  Bus Stop

Sarasota
FUTURE TRANSIT MAP

URBAN DESIGN STUDIO
CITY OF SARASOTA

Placemaking

The importance of the public realm.



Downtown has an early version of a Form-Based Code.

Connectivity

301 , Ringling to Mound (existing conditions)



301 , Ringling to Mound (proposed)



301 , Ringling to Mound with transit



**Primary Street Frontage
with Multi-Modal
Connections**



Bicycle users, a spectrum



sidewalk
woonerf

sidewalk
slowest streets with guardian
curb-protected cycle track

sidewalk
slow streets (sharrow)
curb-protected cycle track
cycle track

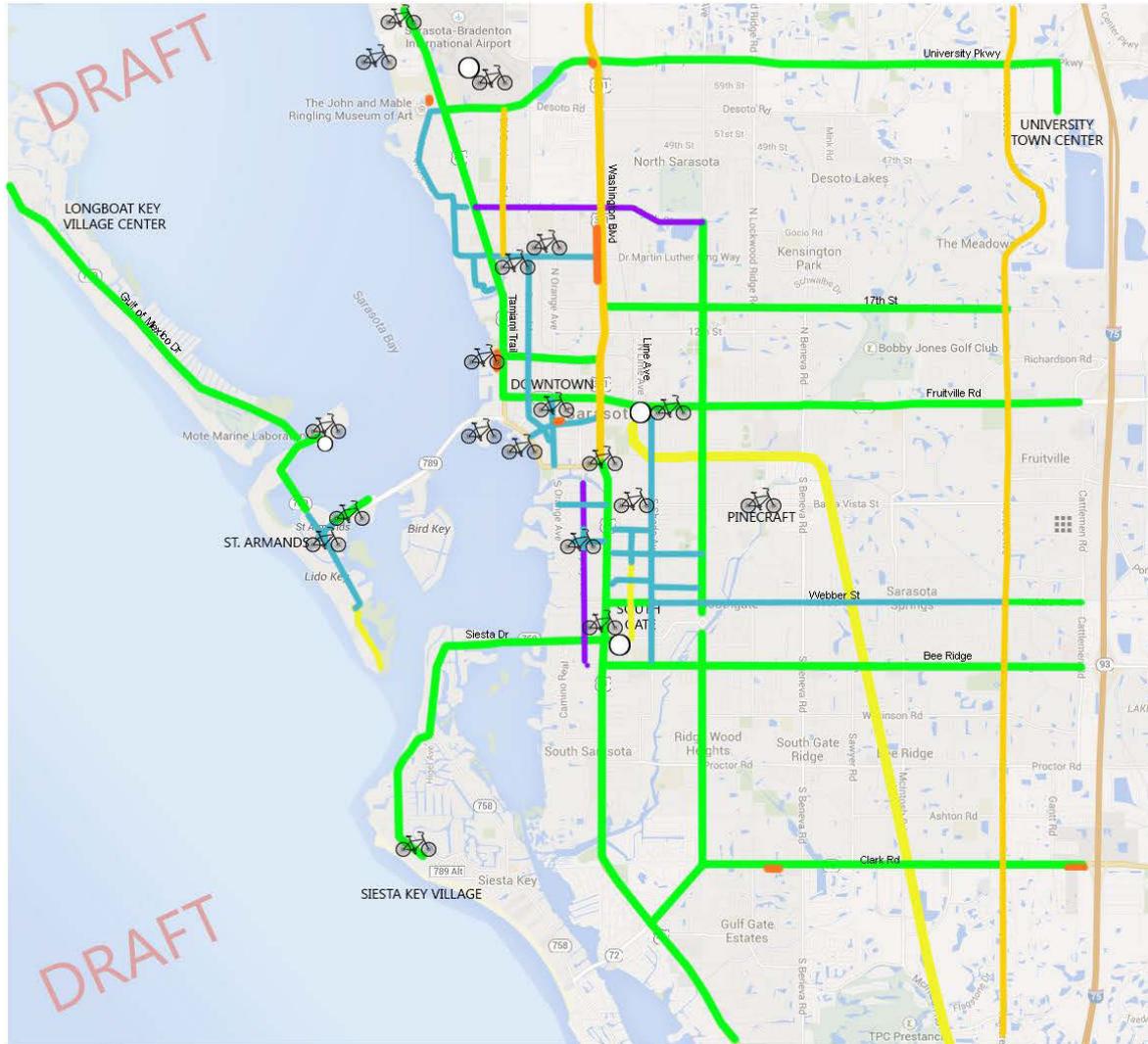
sidewalk
slow streets (sharrow)
curb-protected cycle track
cycle track
bike lane, fearfully

sidewalk
slow streets (sharrow)
curb-protected cycle track
cycle track
bike lane, fearfully

slow streets (sharrow)
curb-protected cycle track
cycle track
bike lane, confidently

slow streets (sharrow)
curb-protected cycle track
cycle track
bike lane, confidently
highway lane or shoulder, tour de france

Future Bicycle Map



Legend

- Protected Bike Lanes
- Buffered or Protected Bike Lanes
- Multi-Way Boulevard
- Conventional Bike Lanes
- Sharrow
- Bike Share Station
- Legacy Trail
- Protected Intersection
- Bike Box Intersection

Sarasota
FUTURE BICYCLE MAP

URBAN DESIGN STUDIO
CITY OF SARASOTA

Bicycle Safety - Protected Intersection



Packets



- **Packets Provided with:**
 - **Current Zoning**
 - **Draft Maps with potential new zone**
 - **T-Cards of the New Zones & Metrics**
 - **Feedback Cards & Staff to assist with questions.**

New Zones

DRAFT

T3.1-O

TABLE 101. FORM-BASED CODE GRAPHICS, T3.1-O

TABLE 102. FORM-BASED CODE GRAPHICS, T3.1-O



TABLE 101. FORM-BASED CODE GRAPHICS, T3.1-O

T3.2-O



TABLE 101. FORM-BASED CODE GRAPHICS, T3.2-O

T4-R Mostly Detached



T4-R Mostly Attached

TABLE 101. FORM-BASED CODE GRAPHICS, T4-R



TABLE 101. FORM-BASED CODE GRAPHICS, T4-R

T4.1-O



TABLE 101. FORM-BASED CODE GRAPHICS, T4.1-O

T4.2-O



T5.1-O

TABLE 101. FORM-BASED CODE GRAPHICS, T5.1-O



TABLE 101. FORM-BASED CODE GRAPHICS, T5.1-O

T5.2-O

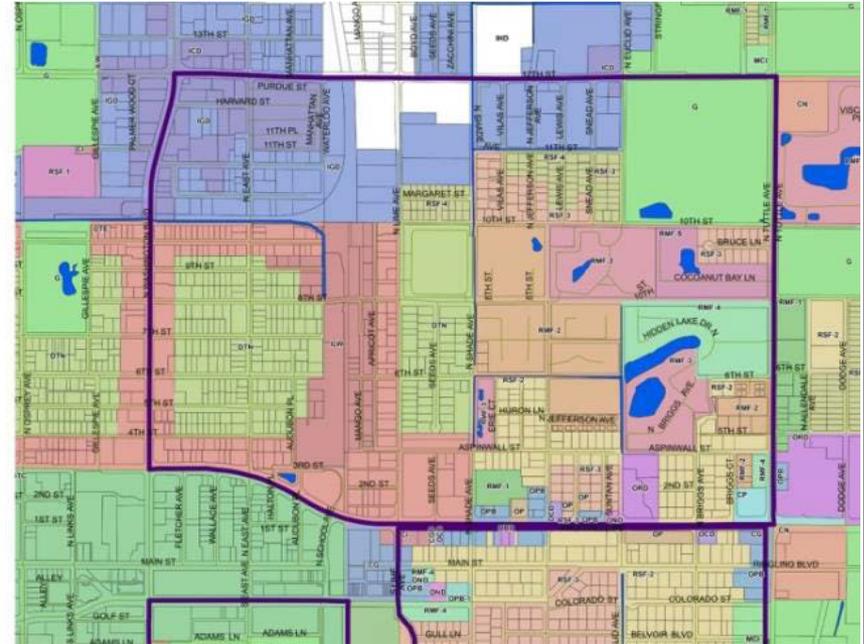
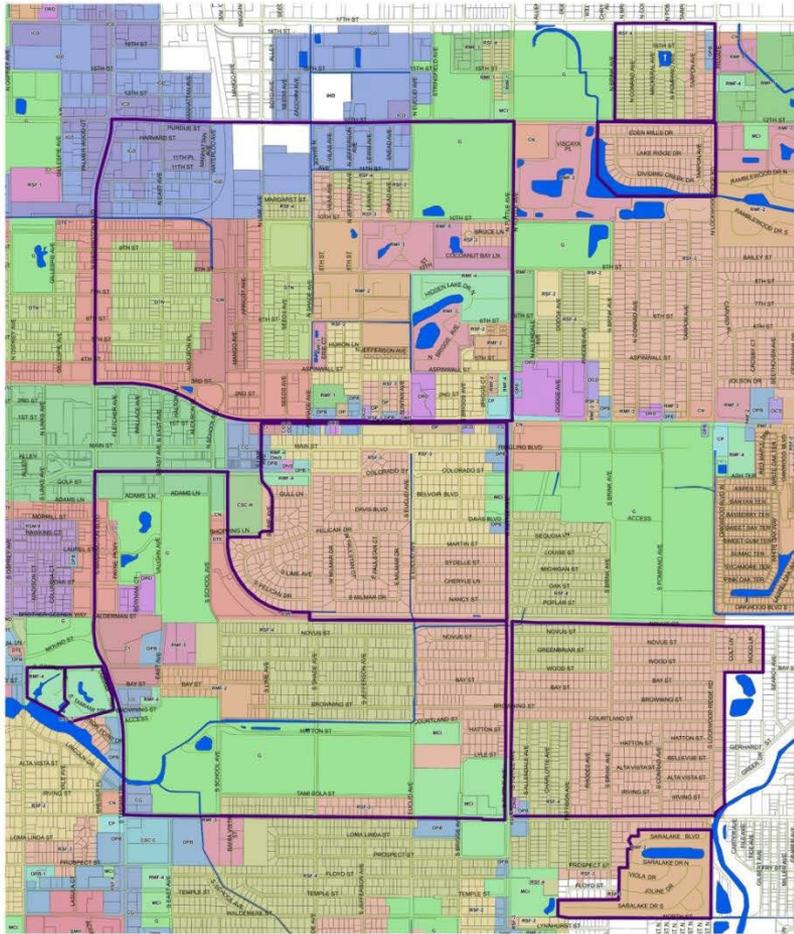


TABLE 101. FORM-BASED CODE GRAPHICS, T5.2-O

T6-10



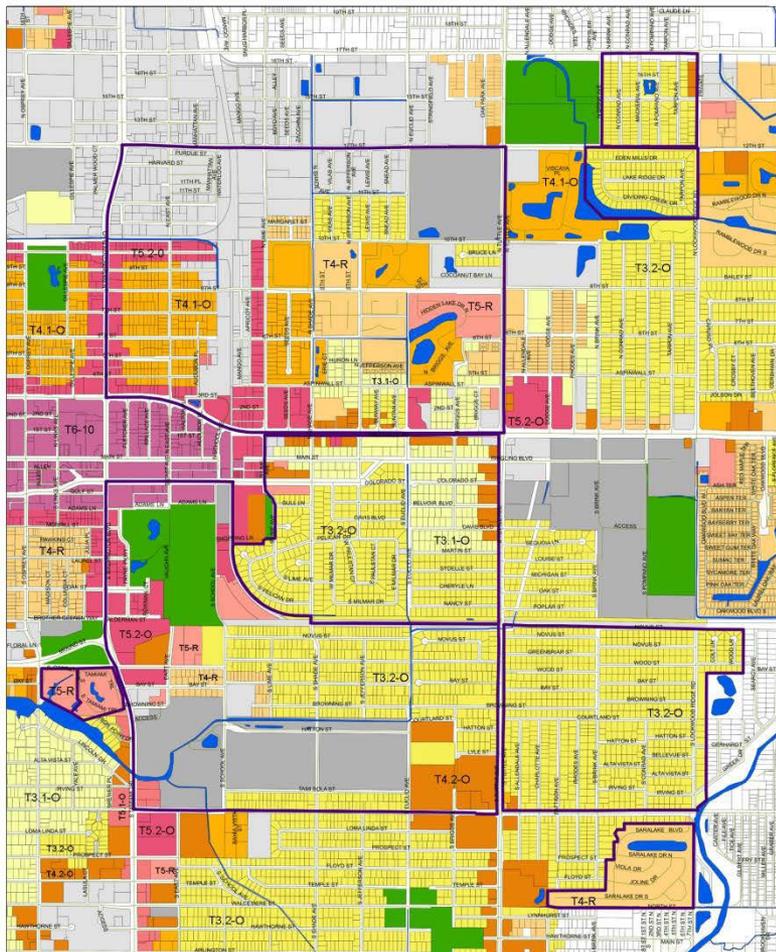
Current Zoning



CODE

CBN	CRT	DTE	NONE	POS	RSF-2
CG	CSC	DTN	NT	RMF-1	RSF-3
CGD	CSC-C	G	OCD	RMF-2	RSF-4
CI	CSC-N	I	OND	RMF-3	RSF-E
CN	CSC-R	ICD	OP	RMF-4	RSM-9
CND	CT	IGD	OPB	RMF-5	RTD-9
CP	DTB	ILW	OPB-1	RMF-R	SMH
CRD	DTC	MCI	ORD	RSF-1	WFR

Straight Translation



Transect

CI	T3-R	T4-R	T5-R	T6-10
CS	T3.1-O	T4.1-O	T5.1-O	T6-18
T1	T3.2-O	T4.2-O	T5.2-O	<all other values>

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Special Requirements Plan



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Special Requirements Plan:

Open Space Strategy

Transit Super Stop & Shelter

Mandatory Chamfer

Consider Conservation Easement or Park Acquisition

Preserve & Restore Native Vegetation

Preserve Stand of Native Oak Trees

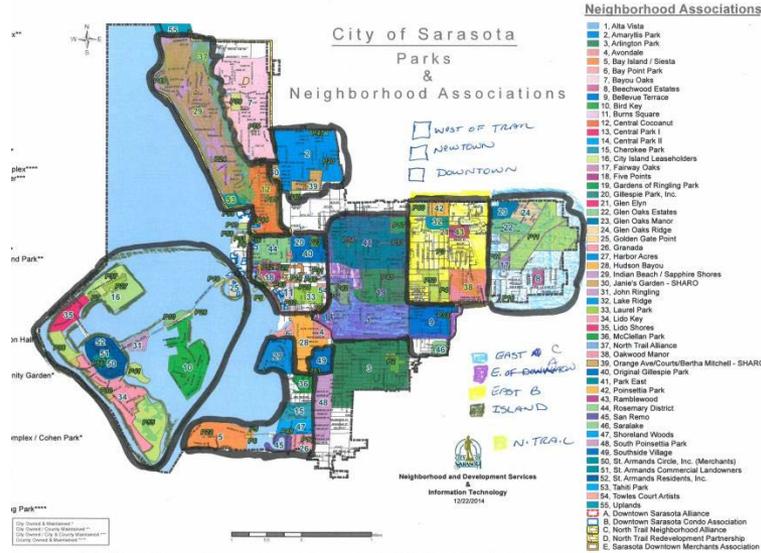
Preserve Stand of Native Pine Trees

Protected Bike Lane

Protected Intersection

*This map is for informational purposes only. Exact locations should be verified through City Neighborhoods record.

Audit Process



Neighborhood Associations	FBC Group	Participation Events	T Zone Map	Calibrated Zoning Ma
Jamies Garden	Newtown Catalyst Plan	2014		
Orange Ave/Courts/Bertha Mitchell	Newtown Catalyst Plan	2014		
Original Gillespie Park	Newtown Catalyst Plan	2014		
Poinsettia Park	Newtown Catalyst Plan	2014		
Amaryllis Park	Newtown Catalyst Plan	2014		
Arlington Park	Southside Catalyst Plan	2014	yes	yes
Hudson Bayou	W. of Trail A	January	yes	yes
South Poinsettia Park	W. of Trail A	January	yes	yes
Bay Point Park	W. of Trail A	January	yes	yes
Avondale	W. of Trail A	January	yes	yes
Bayou Oaks	WTP Catalyst Plan	February	yes	yes
Bird Key	Island Catalyst Plan	March		
City Island Leaseholders	Island Catalyst Plan	March		
Golden Gate Point	Island Catalyst Plan	March		
John Ringling	Island Catalyst Plan	March		
Lido Key	Island Catalyst Plan	March		
Lido Shores	Island Catalyst Plan	March		
St. Armands Circle, Inc. Merchants	Island Catalyst Plan	March		
St. Armands Commercial Landowners	Island Catalyst Plan	March		
St. Armands Residents, Inc.	Island Catalyst Plan	March		
Cherokee Park	W. of Trail B	April		
Granada	W. of Trail B	April		
Harbor Acres	W. of Trail B	April		
McClellan Park	W. of Trail B	April		
San Remo	W. of Trail B	April		
Shoreland Woods	W. of Trail B	April		
Southside Village	W. of Trail B	April		
Bay Island/Siesta	W. of Trail B	April		

Fairway Oaks	East C	May		
Glen Oaks Estates	East C	May		
Glen Oaks Manor	East C	May		
Glen Oaks Ridge	East C	May		
Alta Vista	East A	June		
Bellevue Terrace	East A	June		
Central Park I	East A	June		
Central Park II	East A	June		
Gardens of Ringling Park	East A	June		
Glen Elyn	East B	June		
Lake Ridge	East B	June		
Oakwood Manor	East B	June		
Park East	East B	June		
Ramblewood	East B	June		
Saratola	East B	June		
Central Coccoanut	N. Trail	July		
JBSSA	N. Trail	July		
Tahiti Park	N. Trail	July		
North Trail Neighborhood Alliance	N. Trail	July		
North Trail Redevelopment Partnership	N. Trail	July		
Burns Square	Downtown	August		
Five Points	Downtown	August		
Gillespie Park, Inc.	Downtown	August		
Laurel Park	Downtown	August		
Rosemary District	Downtown	August		
Towles Court Artists	Downtown	August		
Downtown Sarasota Alliance	Downtown	August		
Downtown Sarasota Condo Association	Downtown	August		
Sarasota Downtown Merchants Association	Downtown	August		



WALKING AUDIT
CITY OF SARASOTA
URBAN DESIGN STUDIO
SATURDAY FEB. 22, 2014
8:30 a.m. – 12:30 p.m.



Walking Audits

- Outreach to neighborhood leadership early in process.
- Help to develop communication plans for increased participation.
- Identify Neighborhood Issues.
- Compare maps with existing conditions.
- Supplement Maps with local history.



June Walking Audits



Neighborhood Aerials

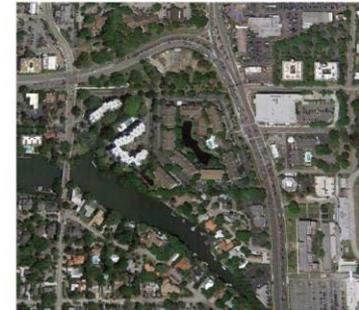
Alta Vista



Bellevue Terrace



Central Park I & II



Gardens of Ringling



Lake Ridge



Park East



Poinsettia Park



Saralake



- **Traffic & Circulation**
- **Stormwater Systems & Impacts**
- **Connectivity**
- **Parkland & Recreational Opportunities**
- **Compatibility/Infill/Transitions**
- **Neighborhood Infrastructure
Reinvestment**
- **Sprawl Repair**
- **Excessive Tree Removal/Improved Tree
Canopy**

Lake Ridge



Lake Ridge: Straight Translation



Straight Translation

 Lake Ridge

Straight Translation

 <all other values>

Transect

 CI

 CS

 T1

 T3-R

 T3.1-O

 T3.2-O

 T4-R

 T4.1-O

 T4.2-O

 T5-R

 T5.1-O

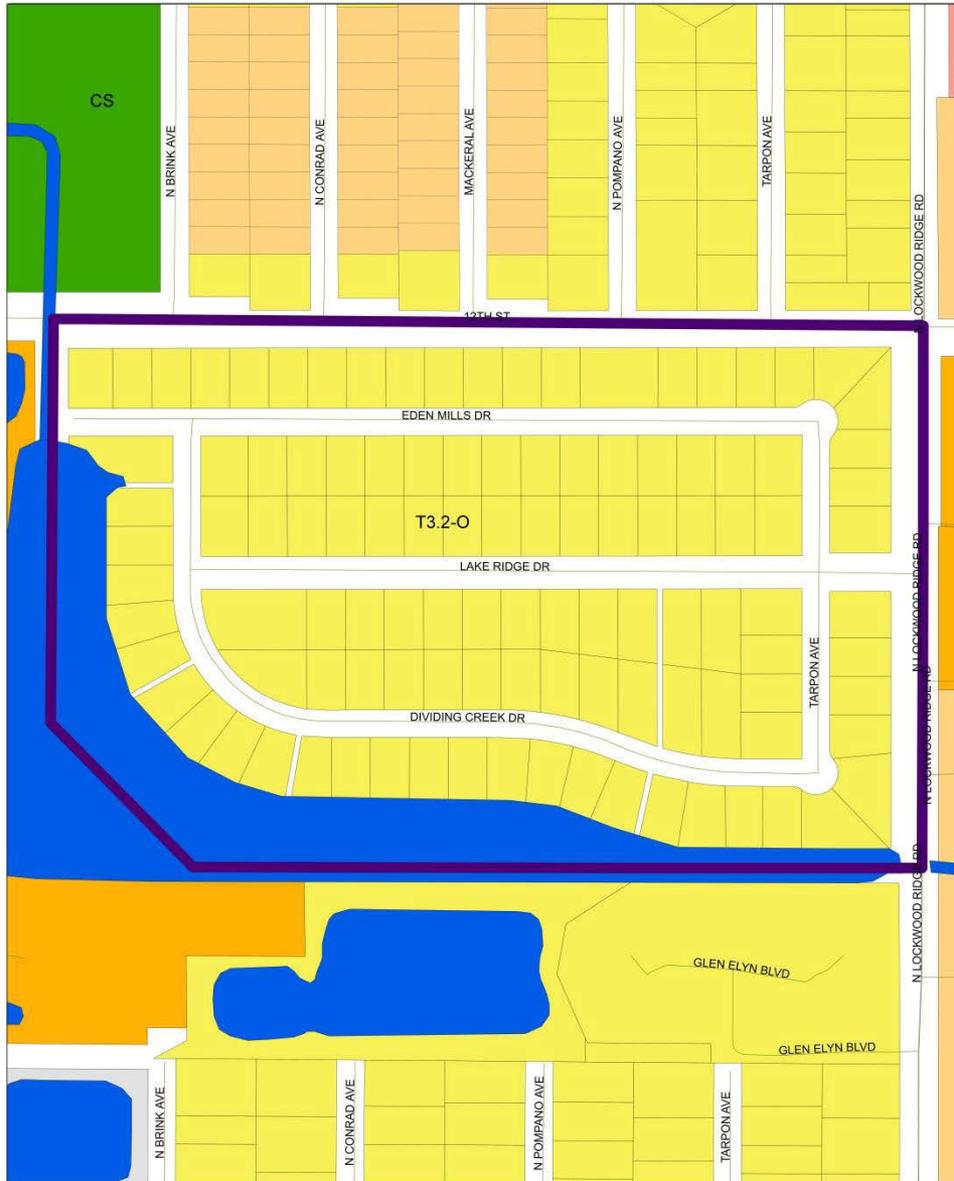
 T5.2-O

 T6-10

 T6-18

DRAFT

Lake Ridge: Calibrated Zoning



Calibrated Zoning

 Lake Ridge

Straight Translation

 <all other values>

Transect

-  CI
-  CS
-  T1
-  T3-R
-  T3.1-O
-  T3.2-O
-  T4-R
-  T4.1-O
-  T4.2-O
-  T5-R
-  T5.1-O
-  T5.2-O
-  T6-10
-  T6-18

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Lake Ridge



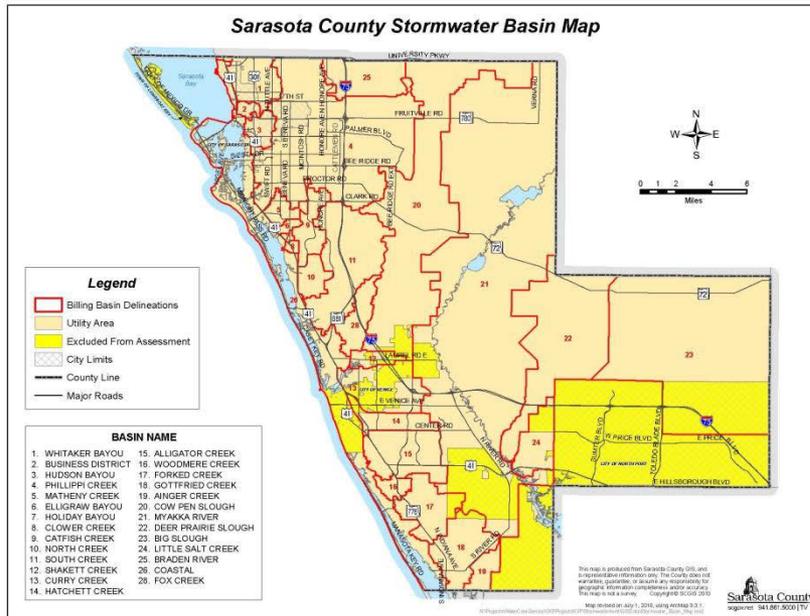
Special Requirements Plan

-  Lake Ridge
-  Tree Planting
-  Bike & Pedestrian Improvement
-  Recommended: County Erosion Treatment Plan

* Re-calibrate if Lockwood Ridge is four-laned

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Interlocal Agreement & Intergovernmental Coordination

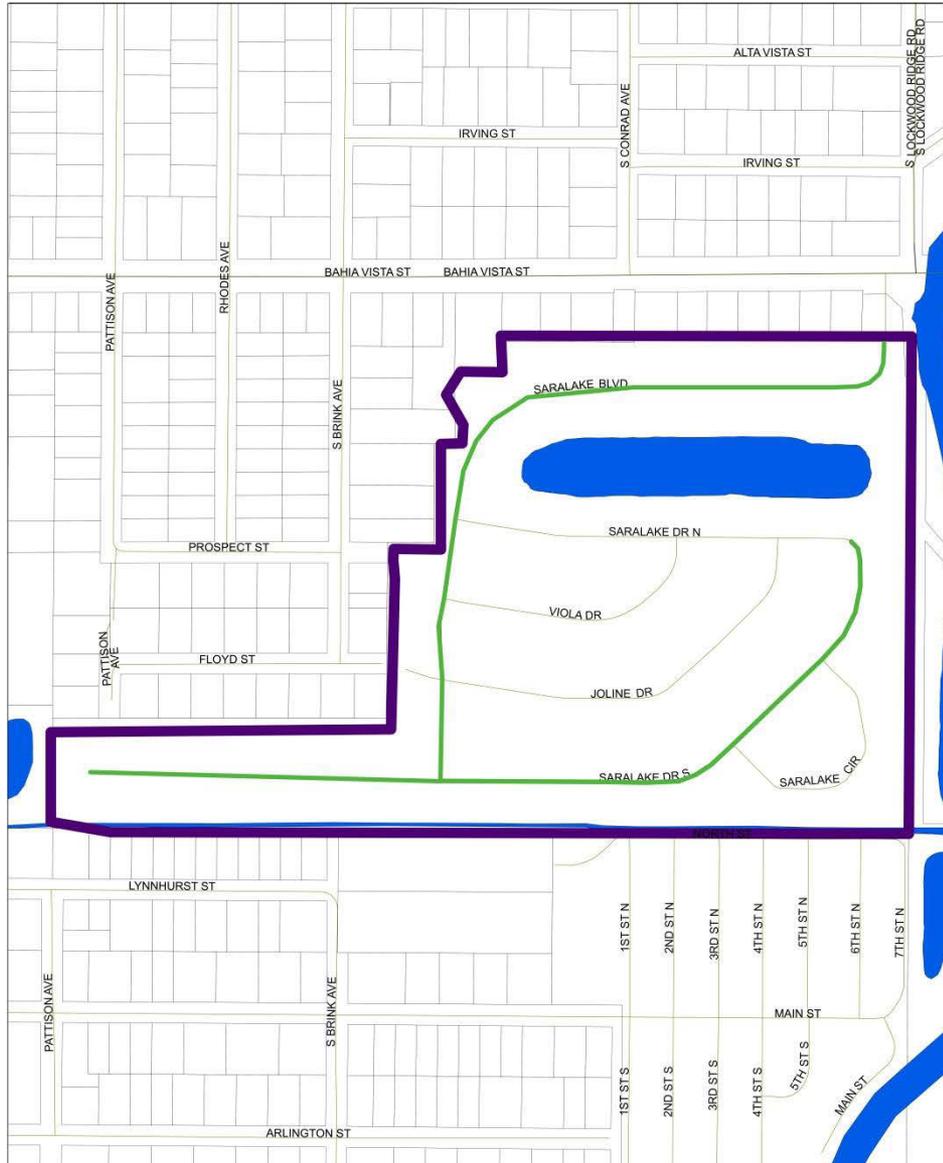


Meet Monthly with City, County and Sarasota Bay Estuary Staff – we report these issues and work with the group for inclusion in their master planning and maintenance plans.

Saralake



Saralake



Special Requirements Plan

 Saralake

 Tree Planting/
Preservation

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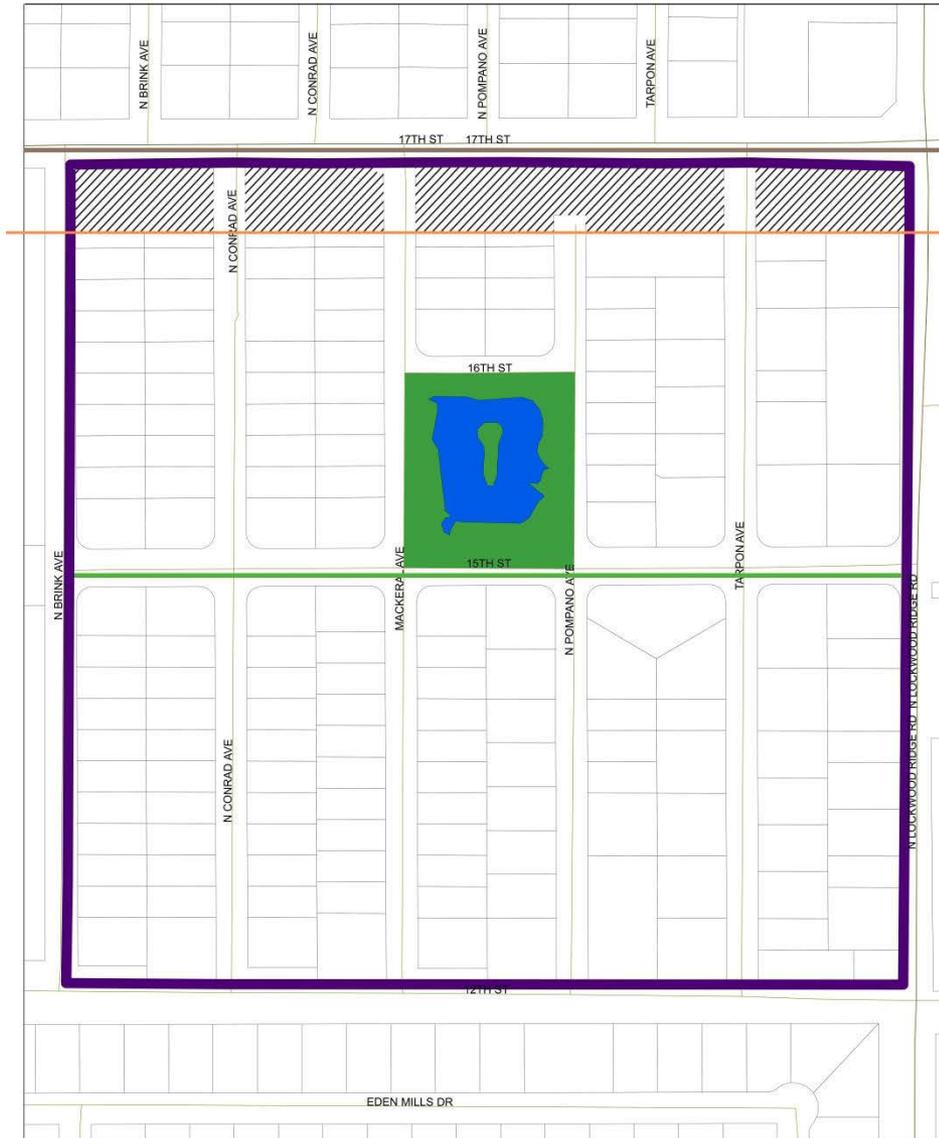
- Stormwater Master Planning
- Encouraged to explore Light Imprint Design roadways and sustainable native tree planting.
- As the housing stock ages explore potential for phased “tiny house” building types.



Poinsettia Park



Poinsettia Park



Special Requirements Plan

-  Poinsettia Park
-  Protected or Buffered Bike Lane
-  Park Improvement
-  Tree Planting/ Preservation
-  Recommend Intergovernmental Coordination to Code 17th St. Consistent with FBC

Re-calibrate if Lockwood Ridge is four-laned.

DRAFT

17th Street (existing conditions)



17th Street (proposed)



Bellevue Terrace



Bellevue Terrace



PARK EDGE



**Tall Front
Fences**



Bellevue Terrace



Mid Modern Housing Stock



Mid- Mod Roads



Bellevue Terrace



Special Requirements Plan

-  Bellevue Terrace
-  Existing Streets to be Designated Primary
-  MURT/ Pedestrian Connection
-  Tree Planting/ Preservation
-  Mid-Mod Heritage Road: Promote Preservation

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Central Park I & II



Central Park I & II



Special Requirements Plan

-  Central Park I and II
-  MURT/ Pedestrian Connection
-  Signalized Roundabout
-  Optional Gateway Plaza / Enhance Pedestrian Walkability
-  Protected or Buffered Bike Lane

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Connectivity & Walkability



Existing Auto Oriented 301 Cross Section

Capacity



Improved Cross Section Concept

301 , Ringling to Mound (proposed)



- **Signalized Roundabout that allows left turn**
- **Improved Bike Connectivity**
- **Allows Transit to pass through**



View Terminus, Civic Space & signalized roundabout concept.

It will be important to establish Pedestrian Sleeves to provide connectivity to the Park.

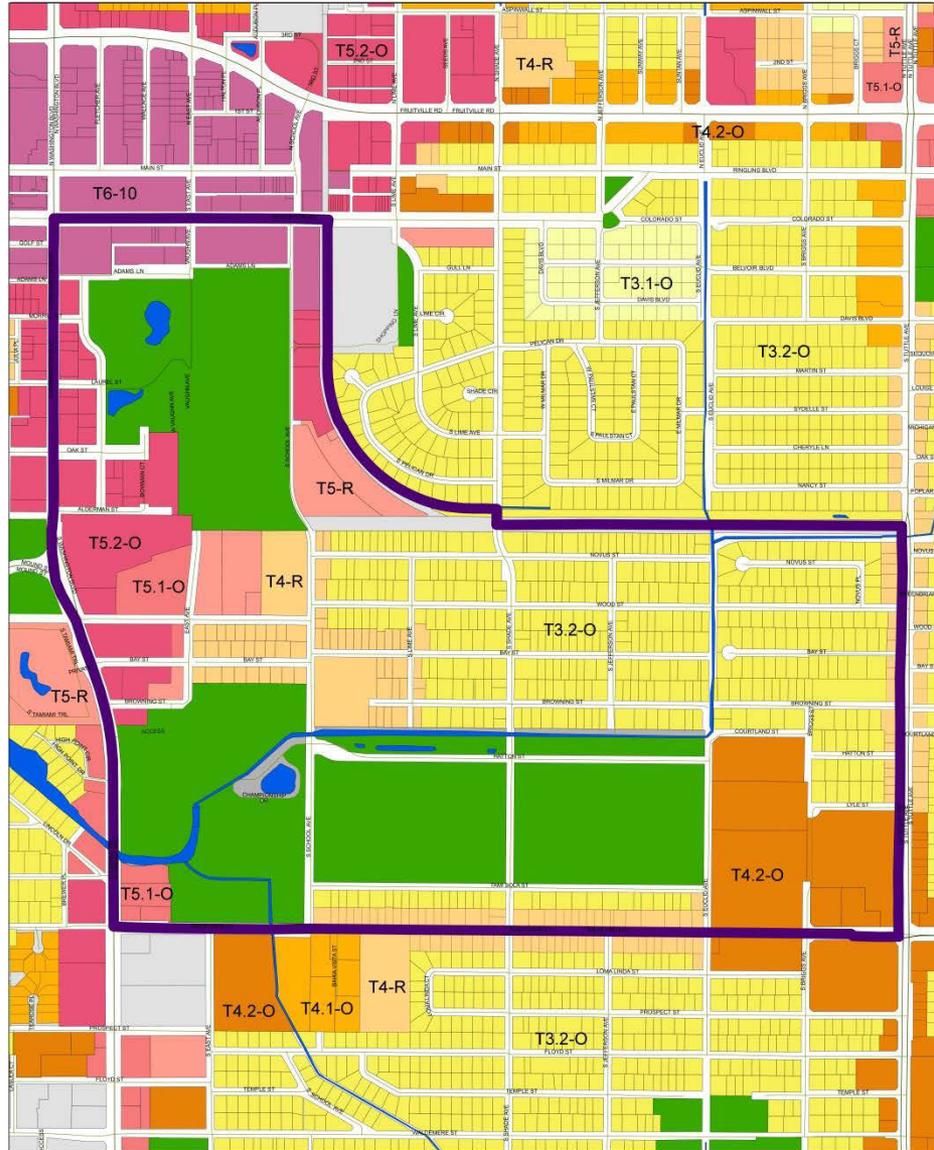


Laurel Park/Alta Vista Connectivity

Alta Vista



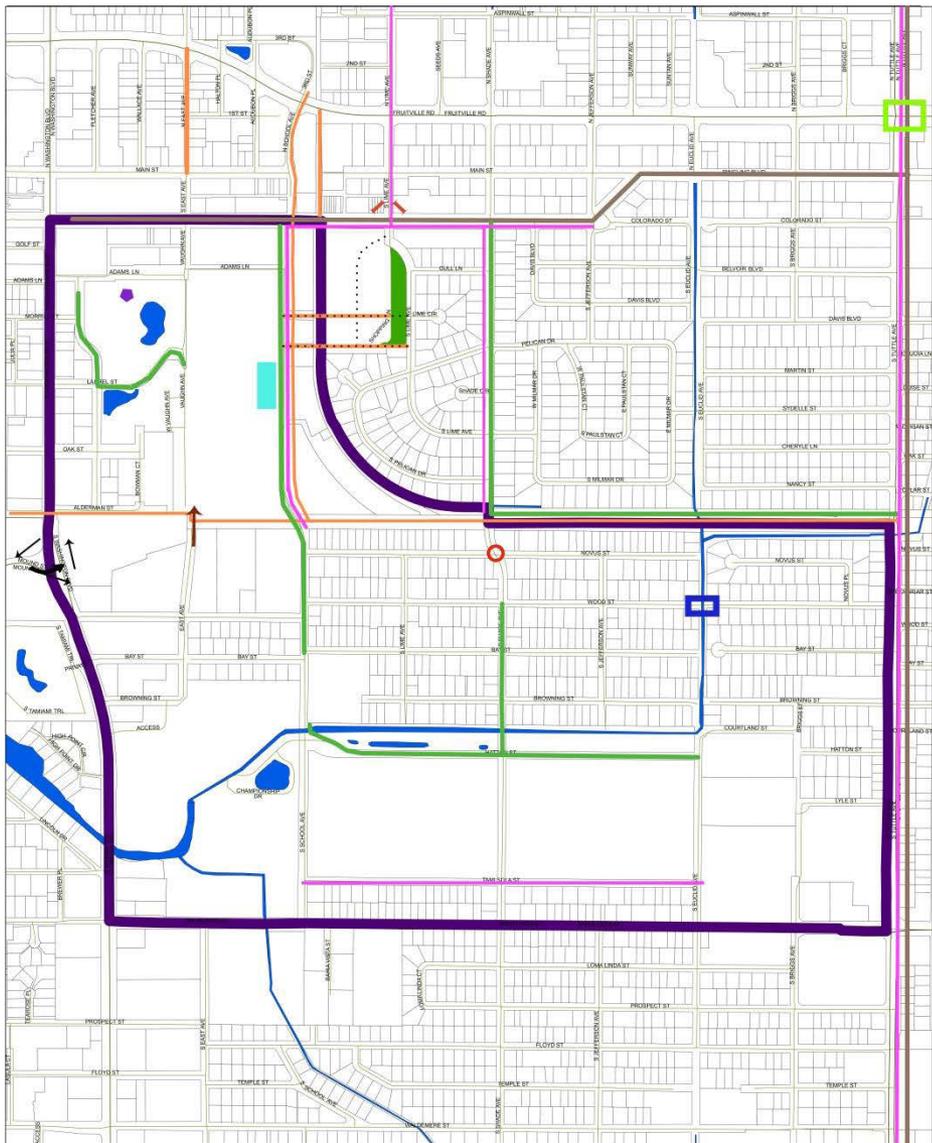
Alta Vista: Calibrated Zoning



- Alta Vista**
- Alta Vista
- Calibrated Zoning**
- <all other values>
- Transect**
- CI
 - CS
 - T1
 - T3-R
 - T3.1-O
 - T3.2-O
 - T4-R
 - T4.1-O
 - T4.2-O
 - T5-R
 - T5.1-O
 - T5.2-O
 - T6-10
 - T6-18

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Alta Vista



Special Requirements Plan

-  Alta Vista
-  Existing Streets to be Designated Primary
-  MURT/ Pedestrian Connection
-  Tree Planting/ Preservation
-  Protected Intersection
-  Add Chamfer
-  Insert a Minimum of One North/South Service Lane
-  Insert a Minimum of Two East/West Service Lane
-  Signalized Roundabout: Enable Mound to 301 Left Turn
-  Consider Hydration Station
-  Storm Water Improvement
-  Consider Relocating Cocoon House
-  Pedestrian Entrance to Park
-  Protected or Buffered Bike Lane
-  Roundabout Improvement

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Payne Park Village

Conceptual Site Plan



SCALE: 1"=50'-0"
OCTOBER 30, 2008

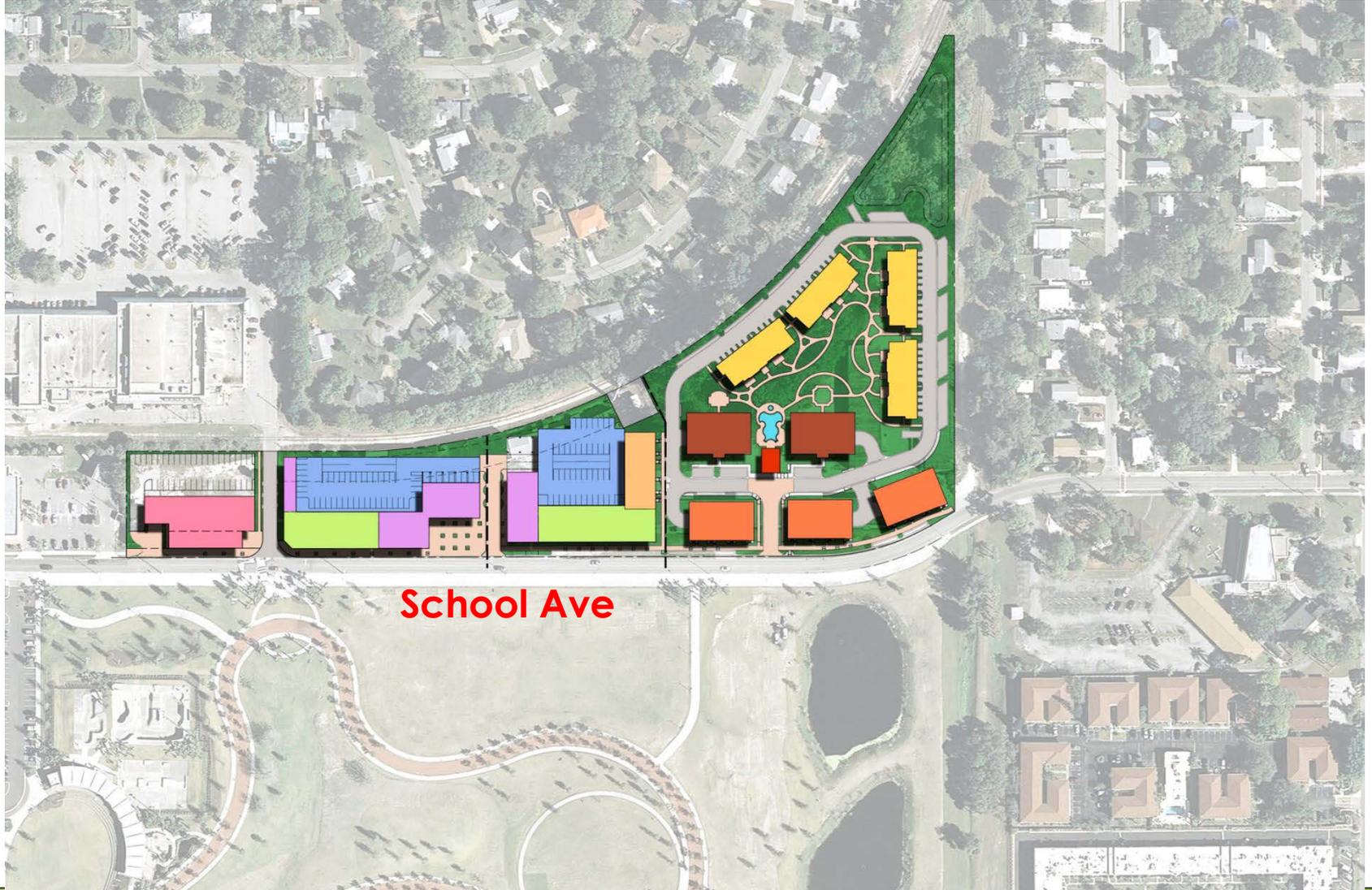
LANDSCAPE
DESIGN
WORKSHOP





VANLICK STUDIO

Payne Park Village



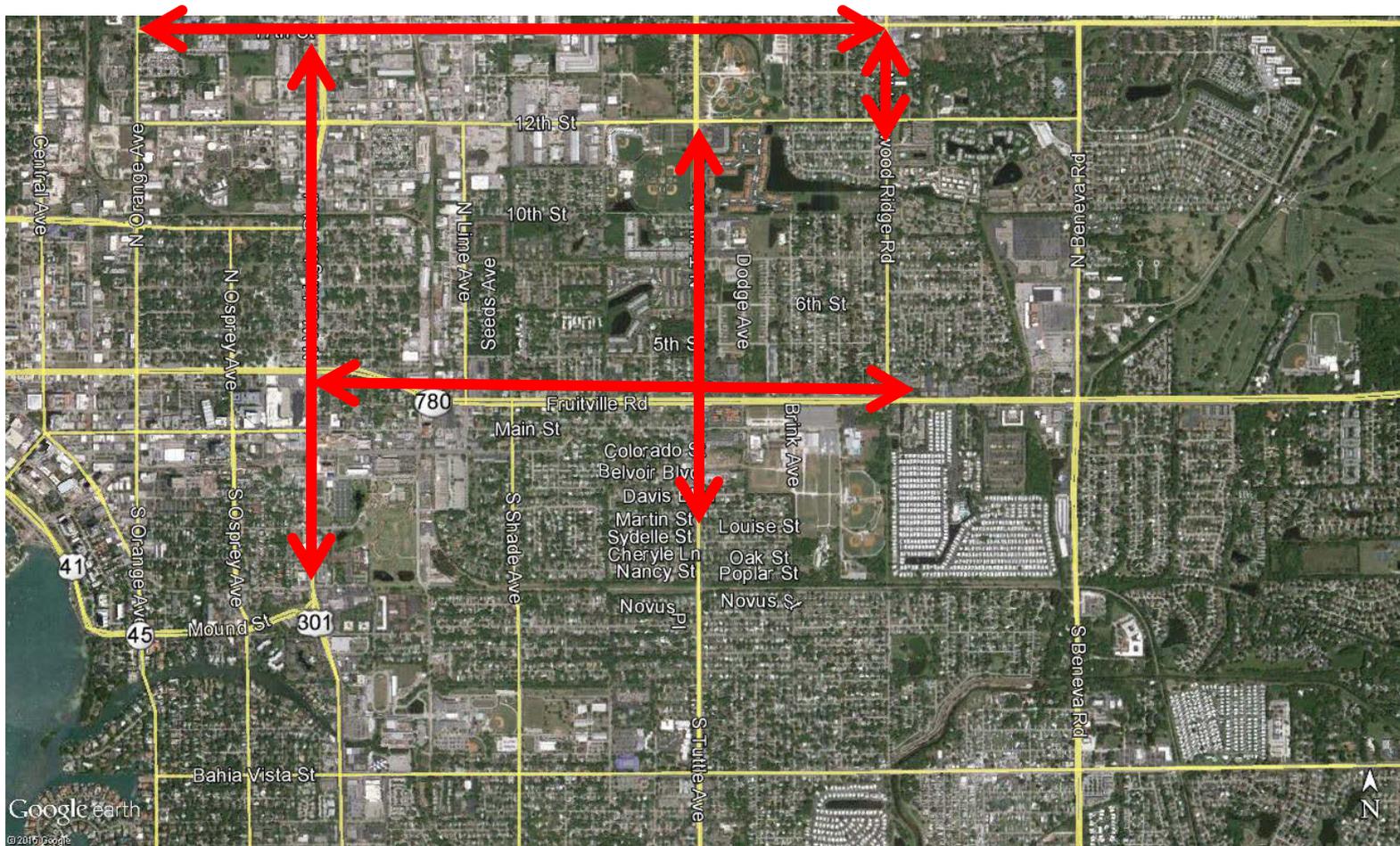
Payne Park Village



Sample Lot Plan



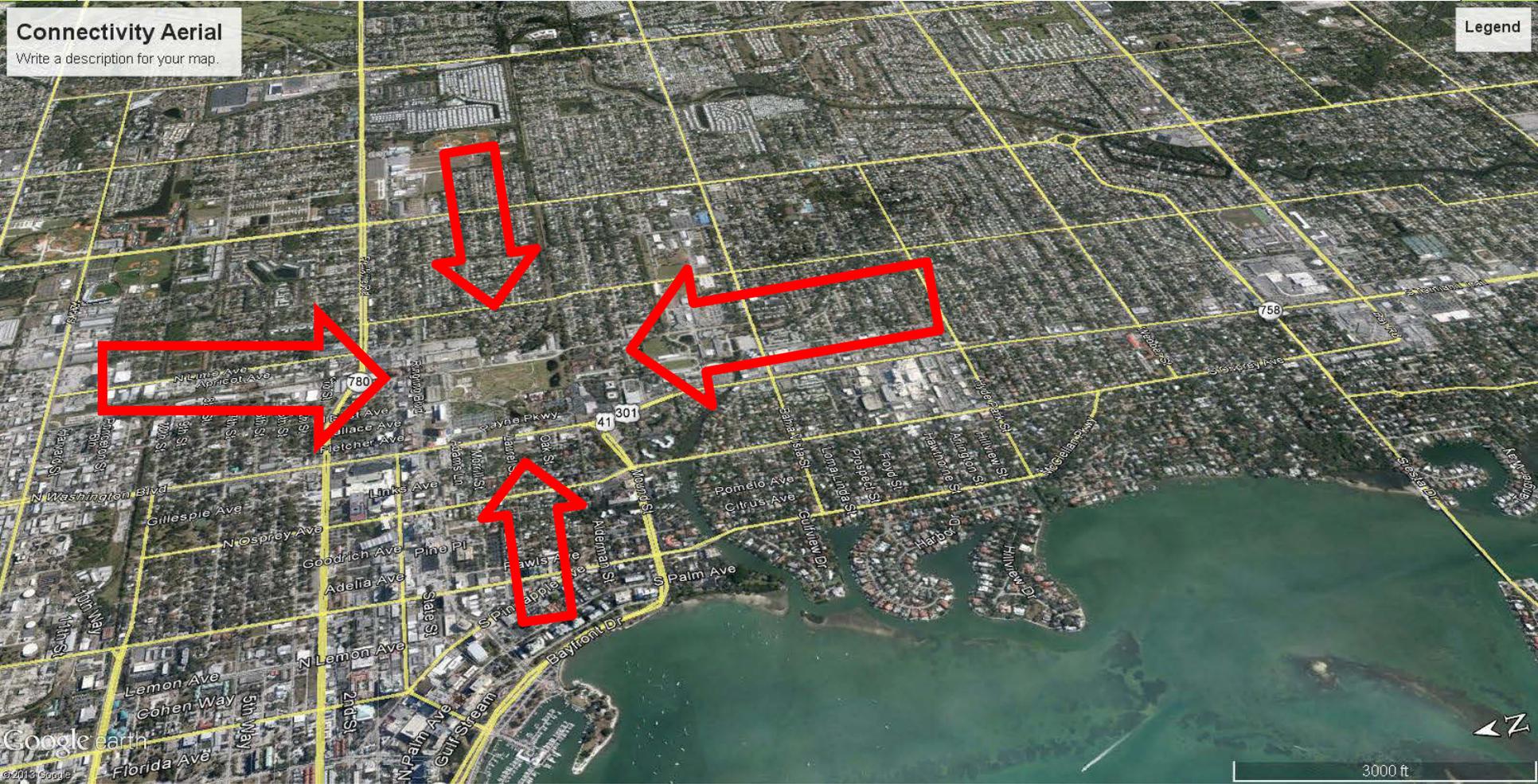
Impacts to Walkability



Focal Point

Legend

Connectivity Aerial
Write a description for your map.



Blank white space for map description.

What is Sprawl?

- **Disconnected street pattern and superblocks**
- **Segregated uses**
- **Segregated housing types**
- **Low density**
- **Roadways designed with drivers as the most important user**
- **Buildings that float in parking rather than shape streets and squares**
- **Transit service is poor/infrequent/uncomfortable**

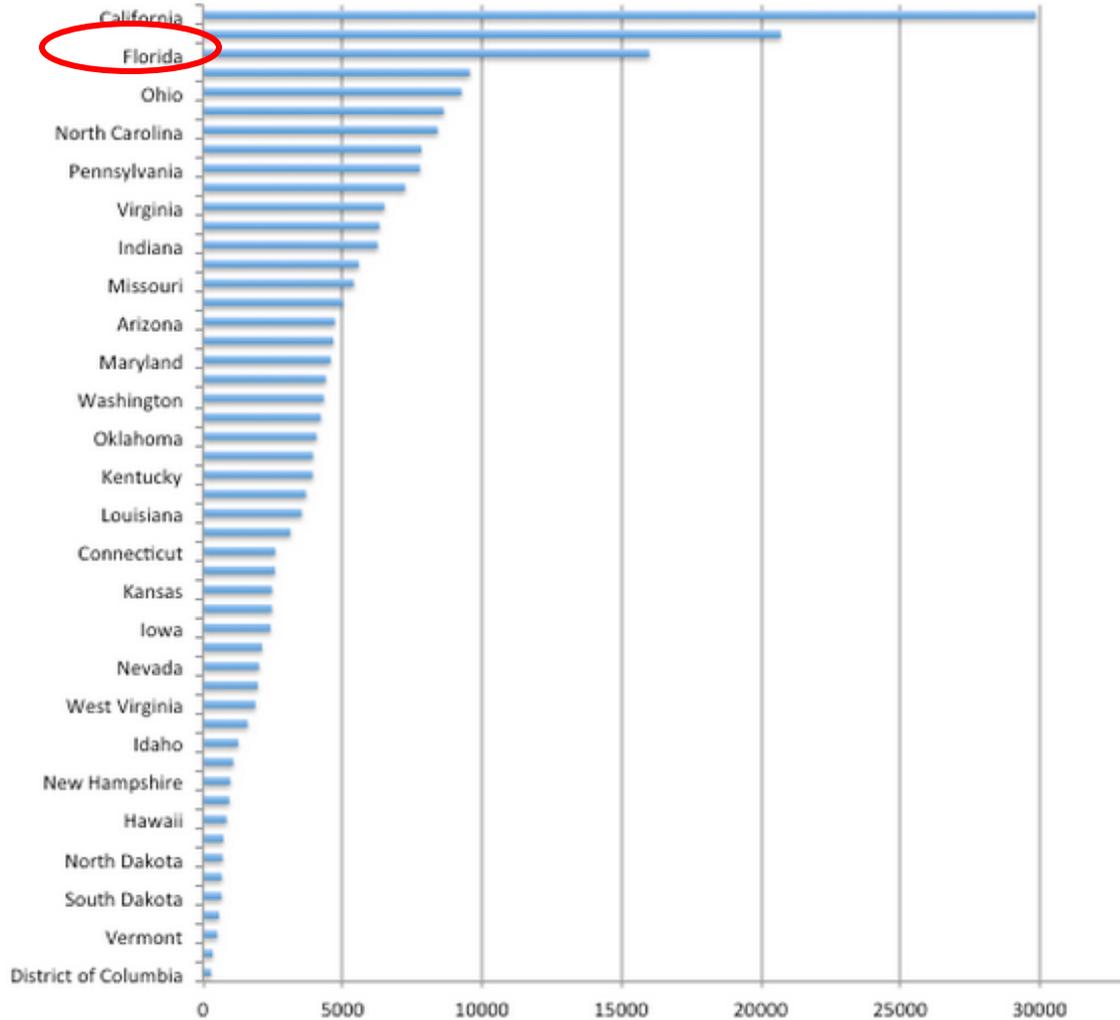
Inter-State?

Not Meant to be a Local Spine Road

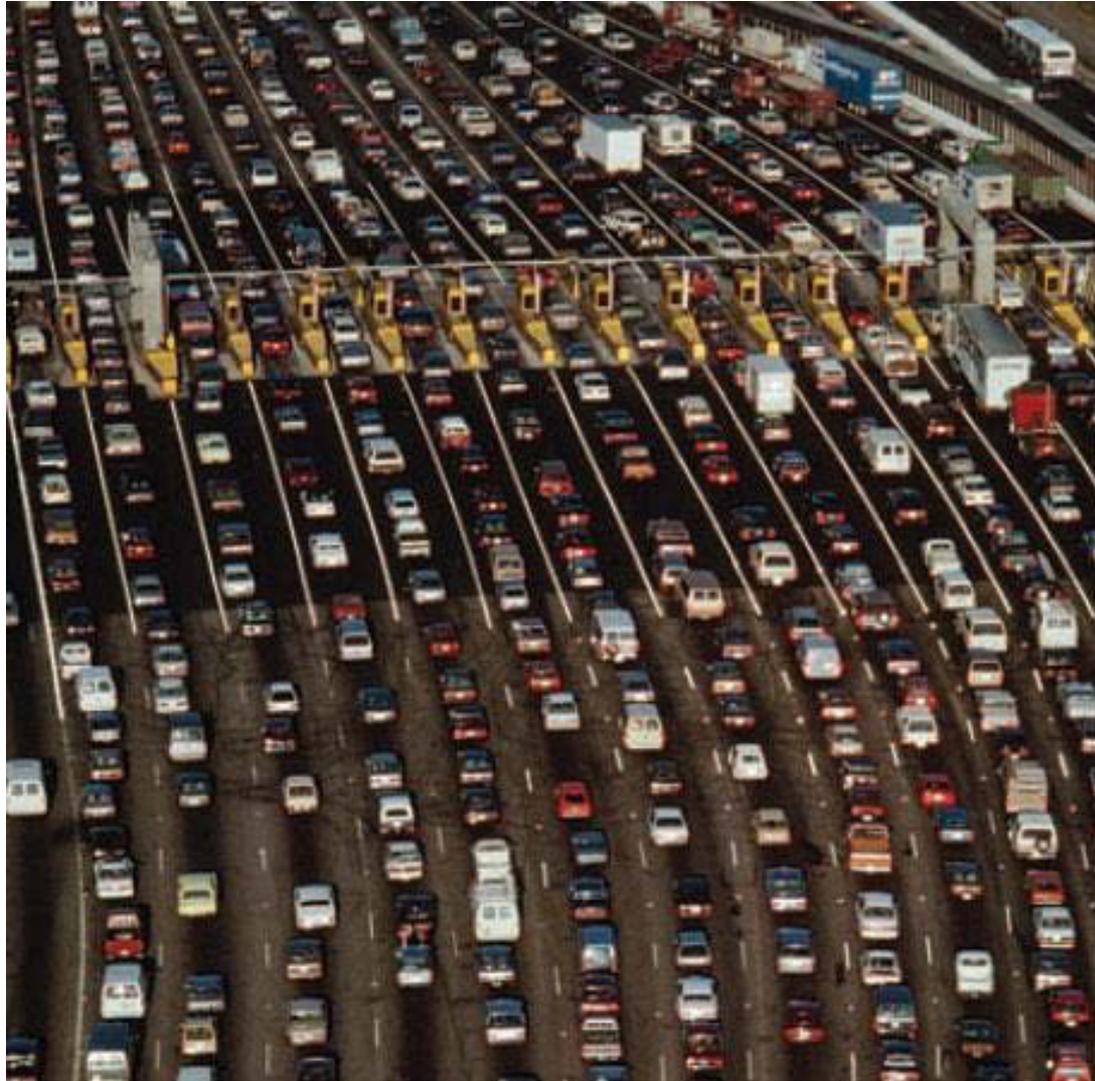


Florida Number 2

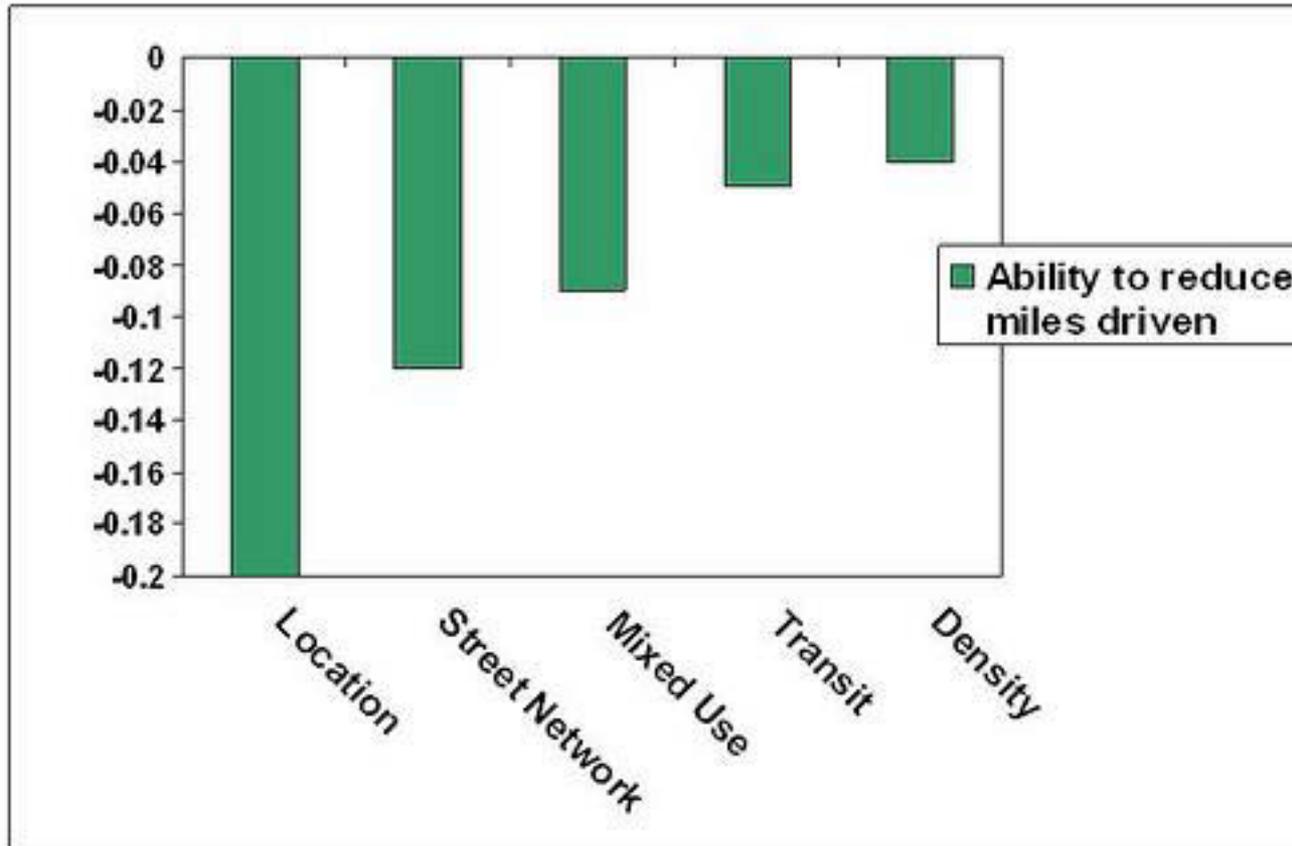
Vehicle Miles Traveled (Nov. 2014)



Number 1



Reducing VMT





CAR SHARE OPTIONS



Zipcars have been driven

**100
million
hours.**

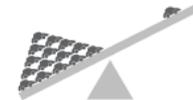


That's like driving
from here to the
moon, 25,000 times.

Every Zipcar takes

10-15

personally owned vehicles
off the road.



Reducing VMT



Driving to a Gym to ride a bike?

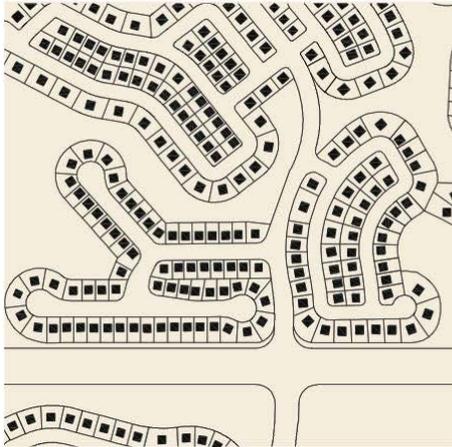
Riding a bike?



What is Sprawl Repair?

- Stitch the web of streets (grid) together
- Mix uses
- Create a diversity of housing types in the same neighborhood
- Increase density to support amenities and transit
- Roadways designed with pedestrians, cyclists, and transit users in mind
- Buildings have shallow front setbacks and shape streets and squares rather than hide behind parking lots
- Transit service is comfortable, frequent, and dignified

TRANSFORMATION INTO A NEIGHBORHOOD CENTER



4-22. Existing single-family subdivision enclave

Figure 4-22 shows the existing condition of a portion of the residential enclave and figure 4-23 is its proposed transformation into a diverse and balanced neighborhood, which will become the center for other suburban enclaves adjacent to the subdivision. The existing structures are shown in black, the new infill in red.

■ Existing buildings



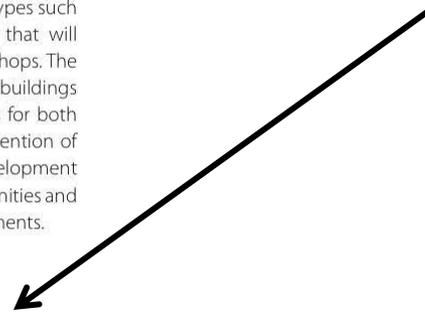
4-23. Subdivision repaired into a neighborhood center

Increasing density significantly, combined with other actions at the larger regional context, is required to make transit viable for this area. Houses that are removed are replaced with denser building types such as townhouses, live-work units, and those that will accommodate apartments or offices above shops. The precise location and number of these infill buildings will depend on the local market projections for both the residential and commercial uses. The intention of this repair is not only to transform the development into a neighborhood, but also to provide amenities and create a center for the surrounding developments.

■ Proposed buildings

■ Existing buildings

Stitch the web of streets (grid) together



Mix of uses & a diversity of housing types in the same neighborhood



Increase compatible density to support amenities & transit



Roadways designed with pedestrians, cyclists, and transit users in mind



Biltmore Town Center

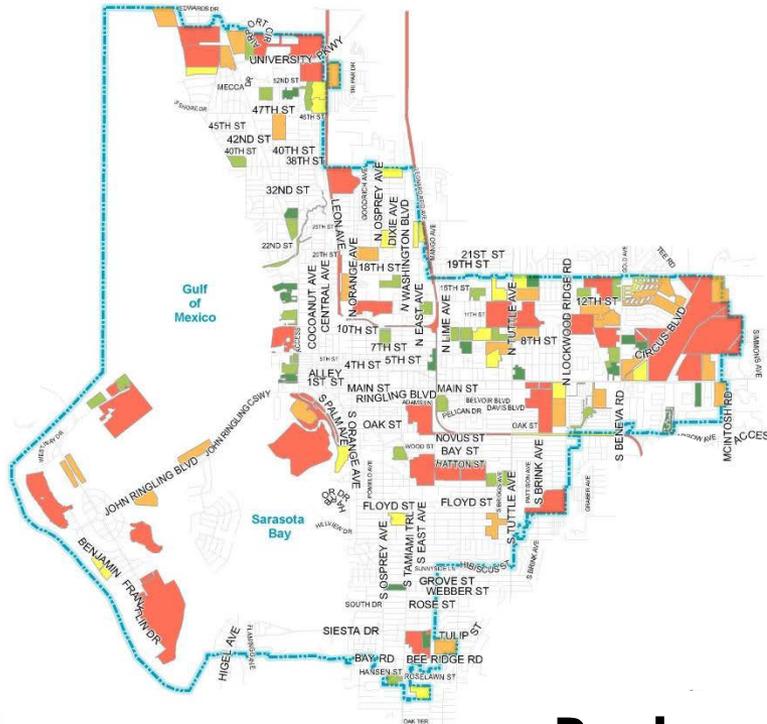


Shallow front setbacks that shape streets and squares rather than parking lots in front.

Parcels > 7 acres

Parcels within the City of Sarasota Greater than 7 Acres

- Need more than one Zone to transition to neighboring zones.
- Need Connectivity



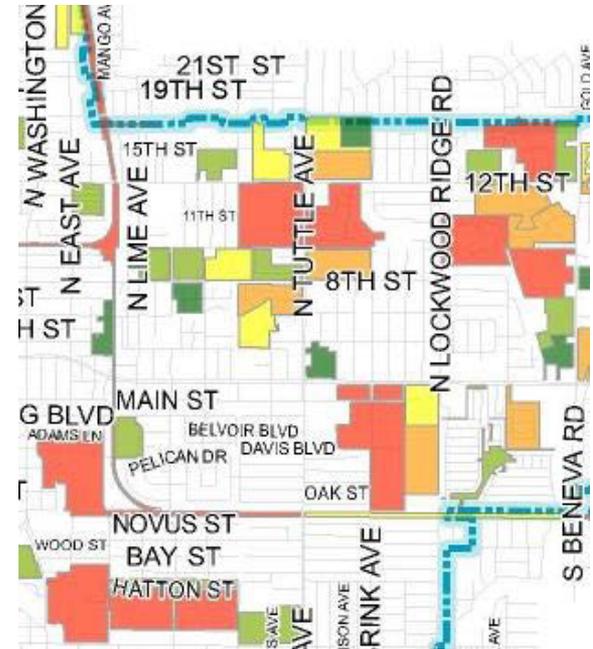
Legend

Parcels within the City of Sarasota

Acres Greater than 7

- 7.1 - 8.4
- 8.5 - 11.1
- 11.2 - 14.8
- 14.9 - 22.5
- 22.6 - 291.3

Sarasota City Limit
Streets

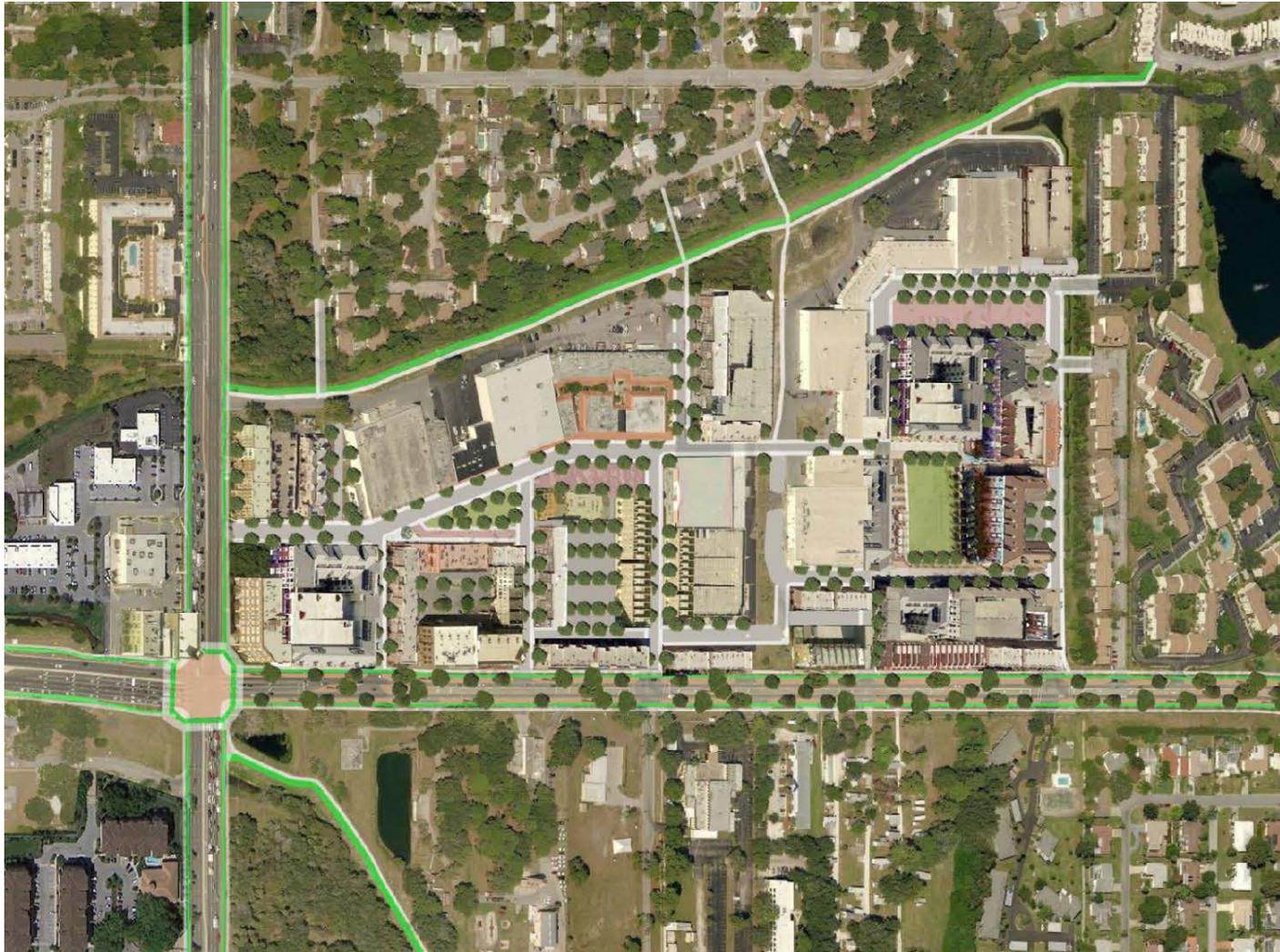


Parks may be one zone but may need compatible buildings and uses for activation.

Old Auto Oriented Design



New Walkable Opportunities



Old Uses – New Forms



Conventional Gas Station



Gas Backward



The Following Graphics are Conceptual Samples. The intent is to begin community discussions, and receive input to aid us in our work.

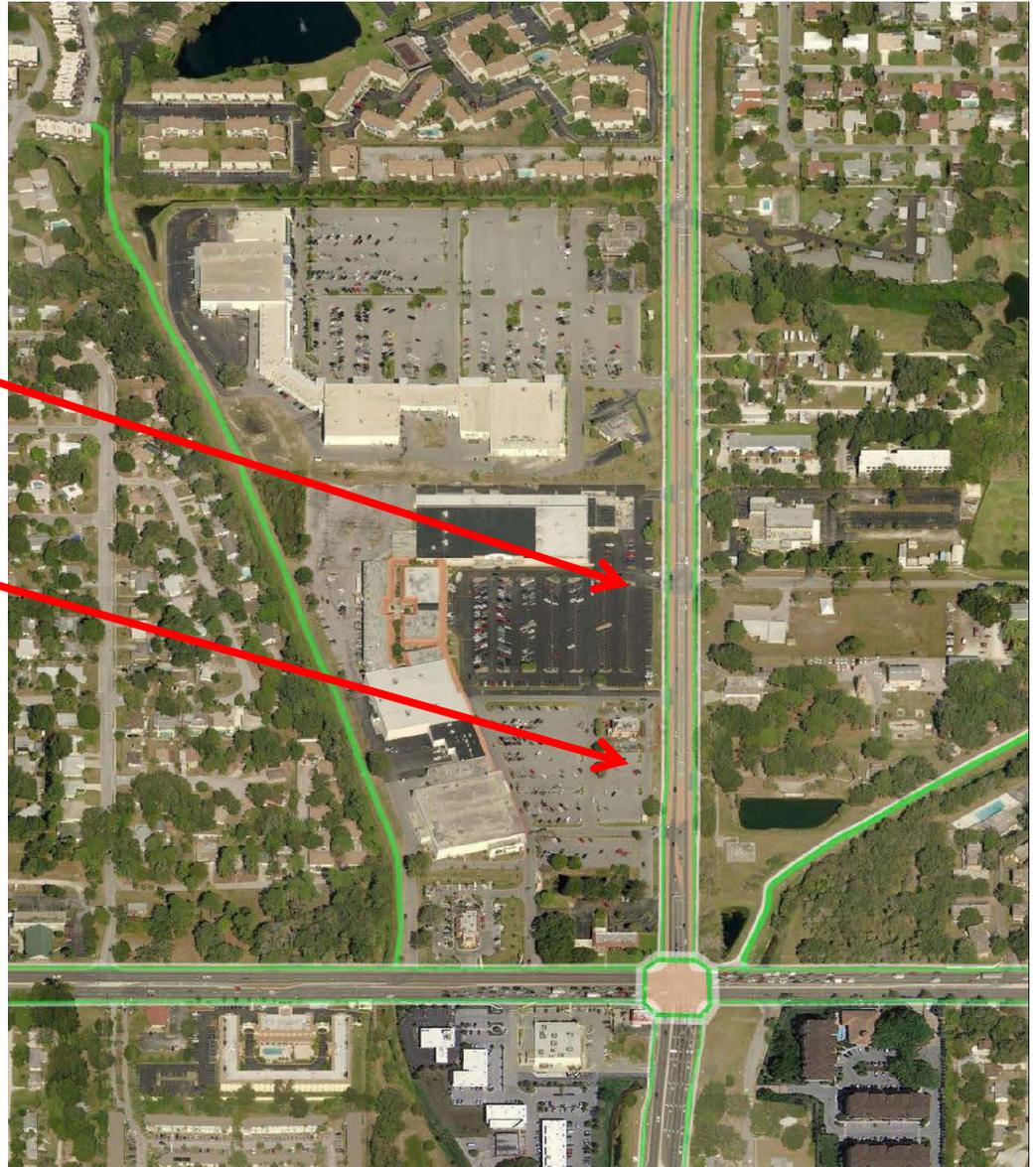
They are meant to illustrate a sample of sprawl repair for two existing shopping centers.

Beneva & Fruitville

Existing
Shopping
Center

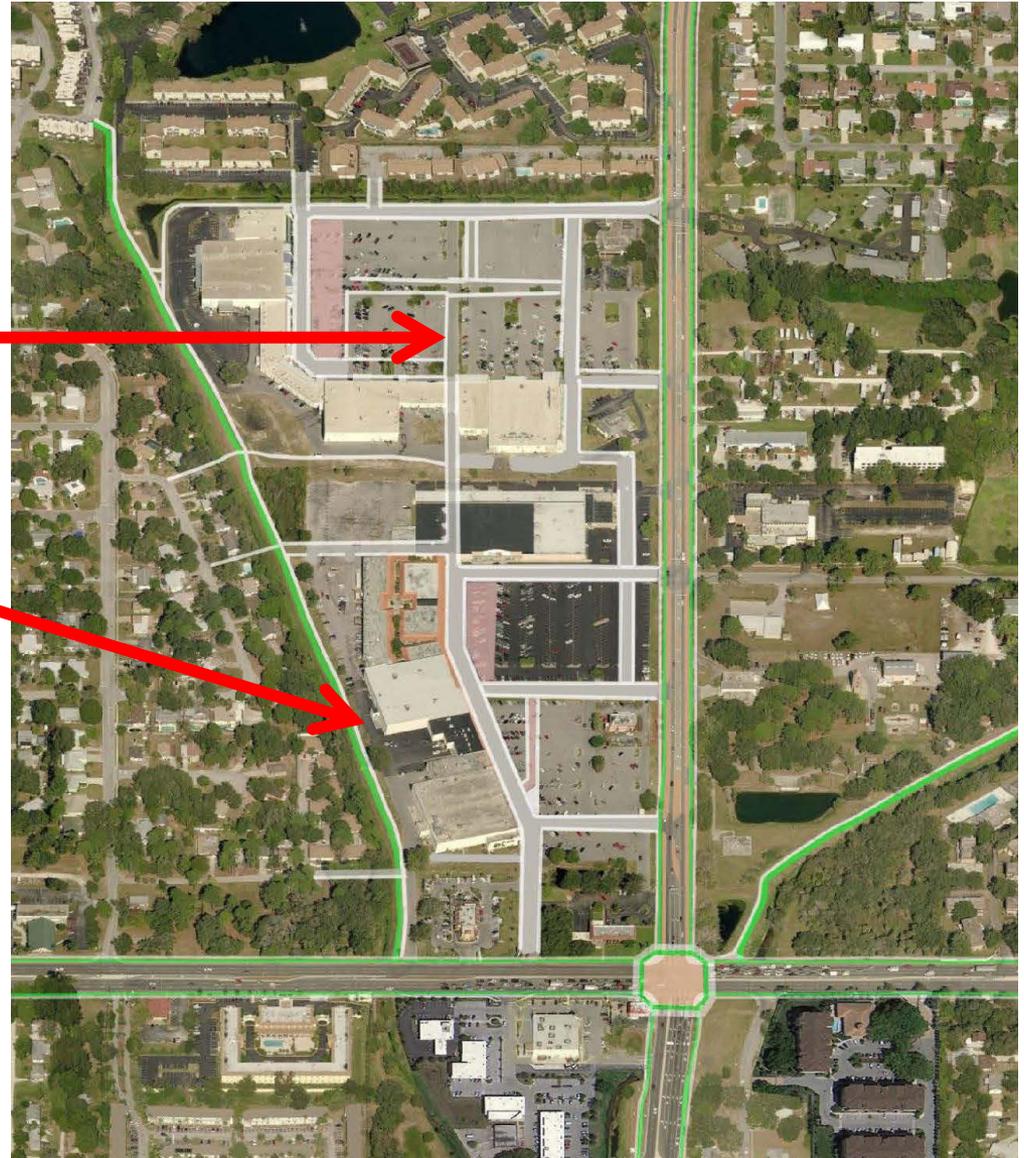


**Context
Sensitive
Roadway
Design**

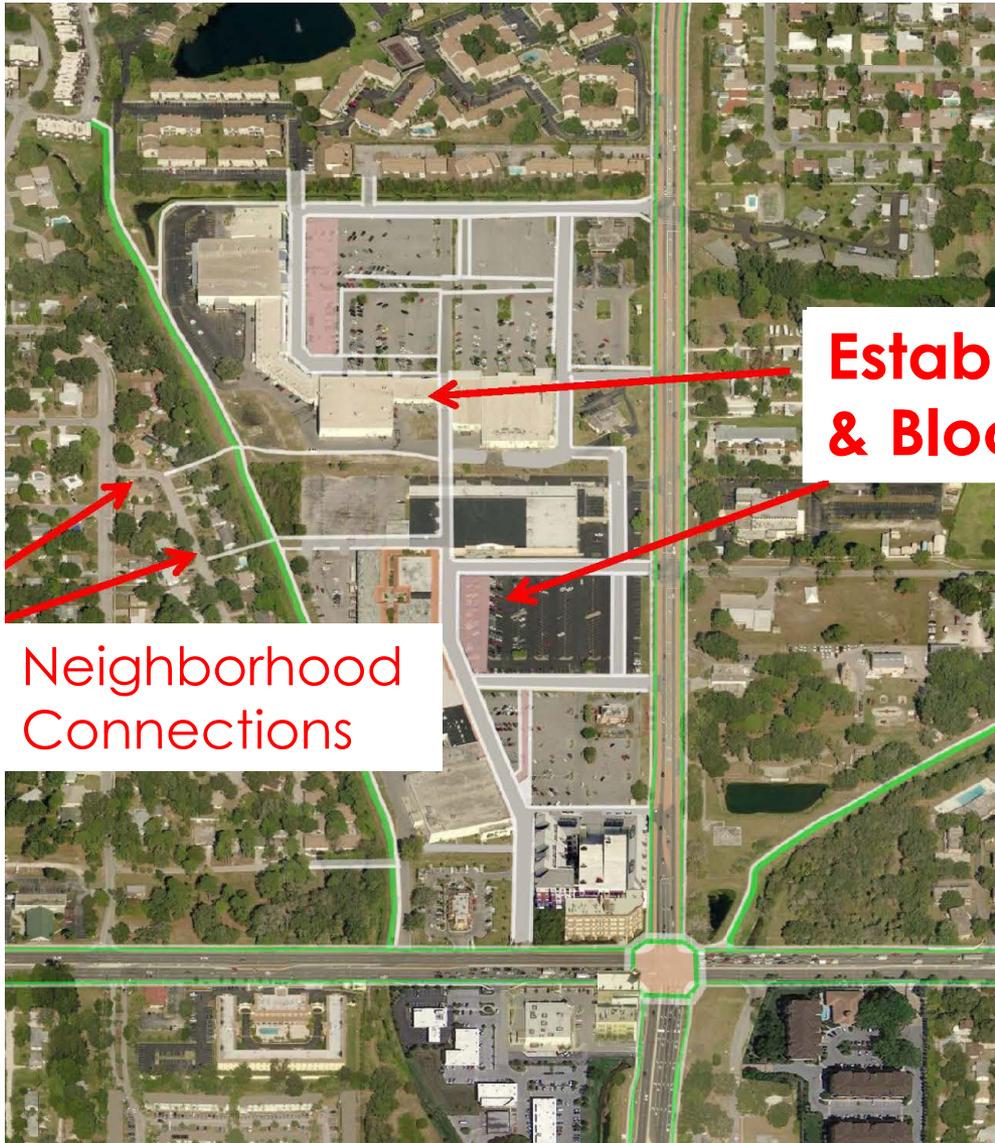


Beneva & Fruitville

Connectivity
& Internal
Street
Network



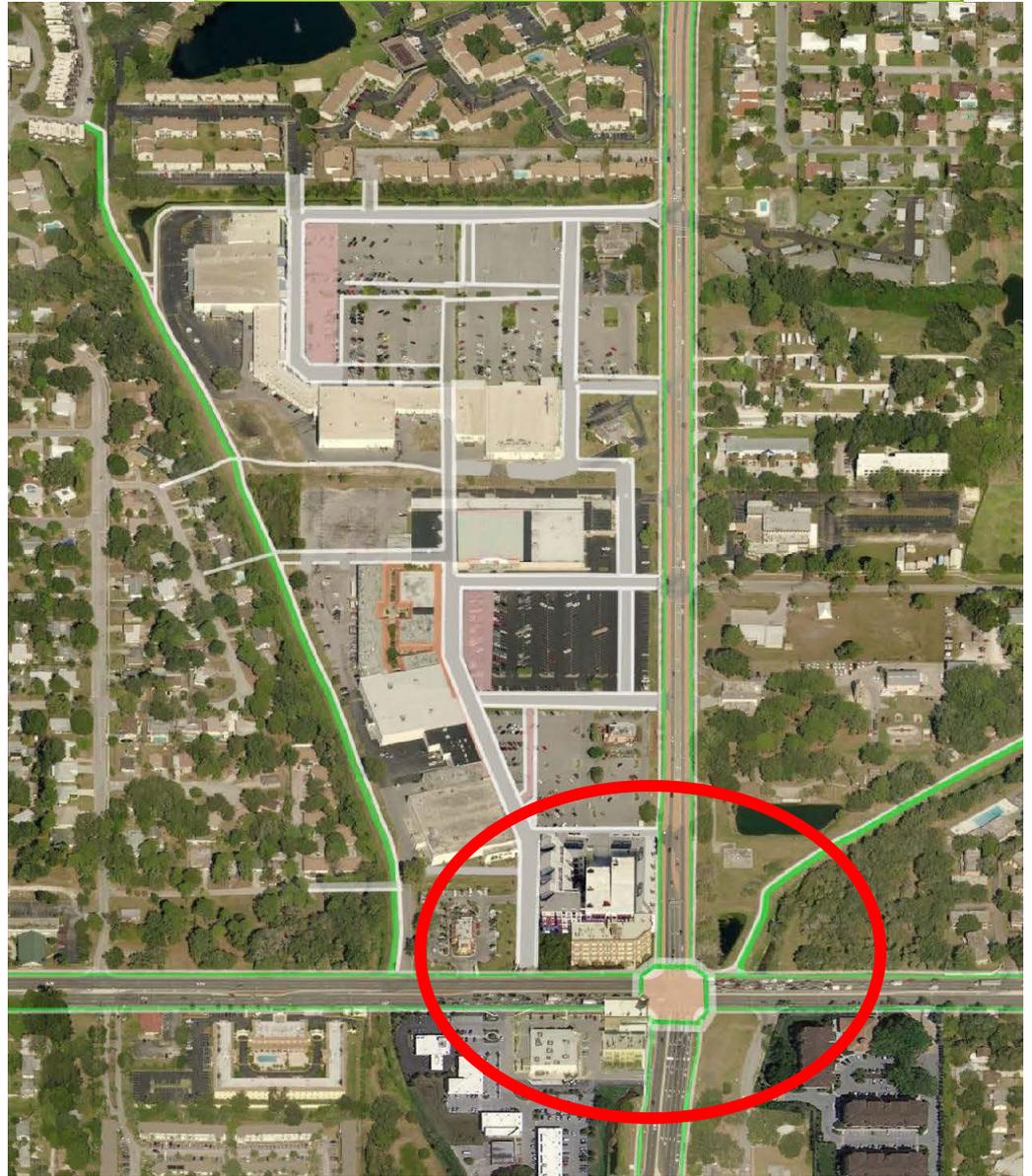
Beneva & Fruitville



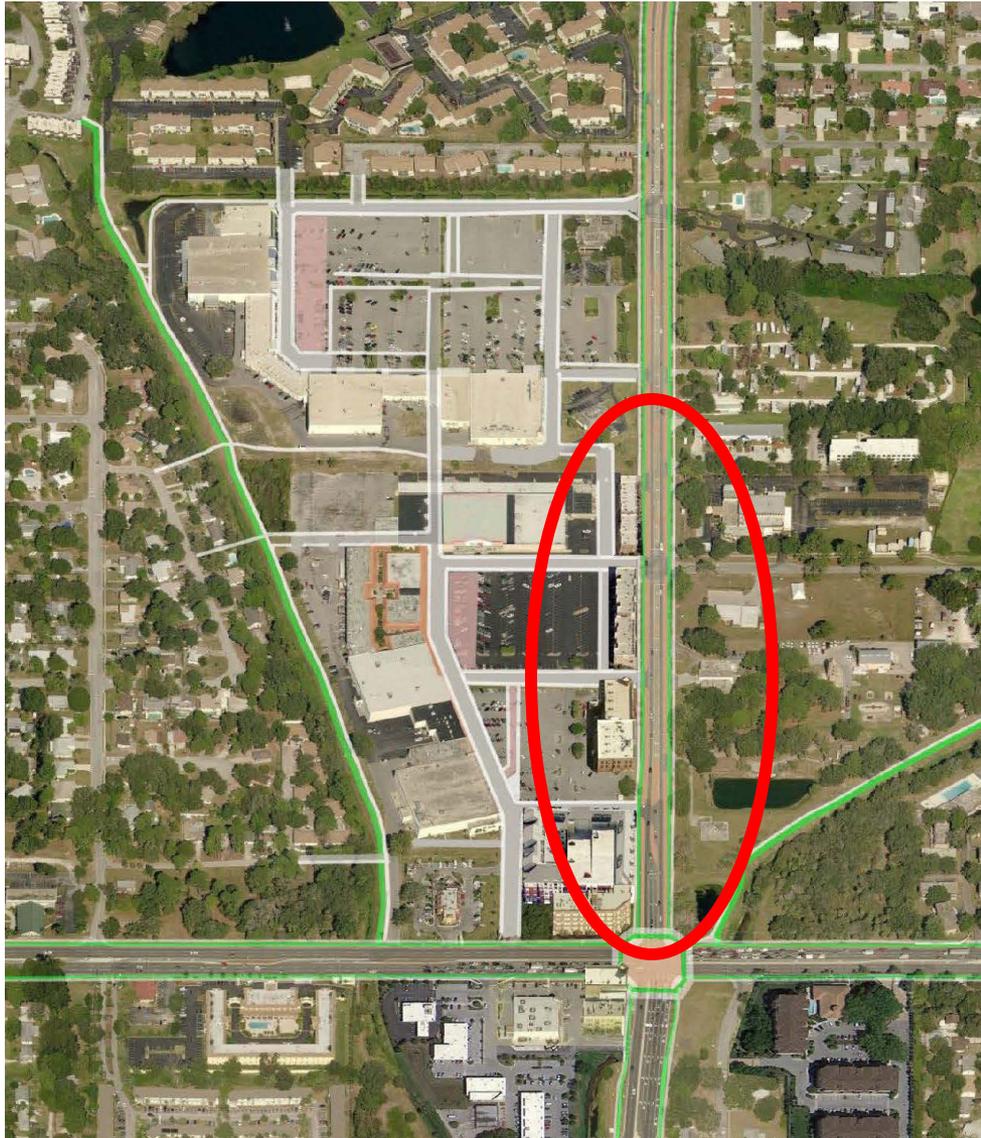
Neighborhood
Connections

Establish Internal Street
& Block Network

Reinforce with
Corner Buildings for
Better Intersection

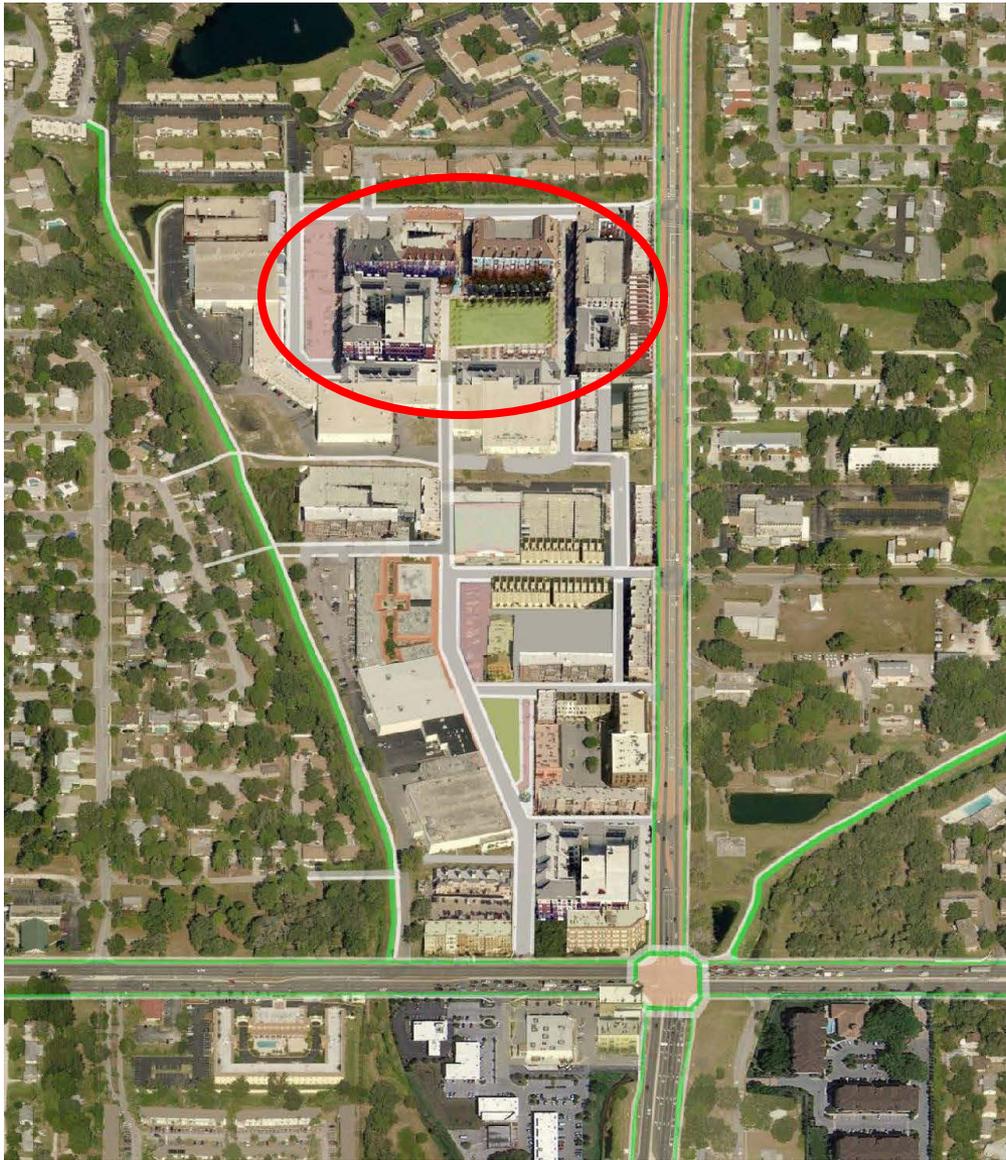


Beneva & Fruitville



**Sample Infill
Screening
Surface
Parking**

Beneva & Fruitville



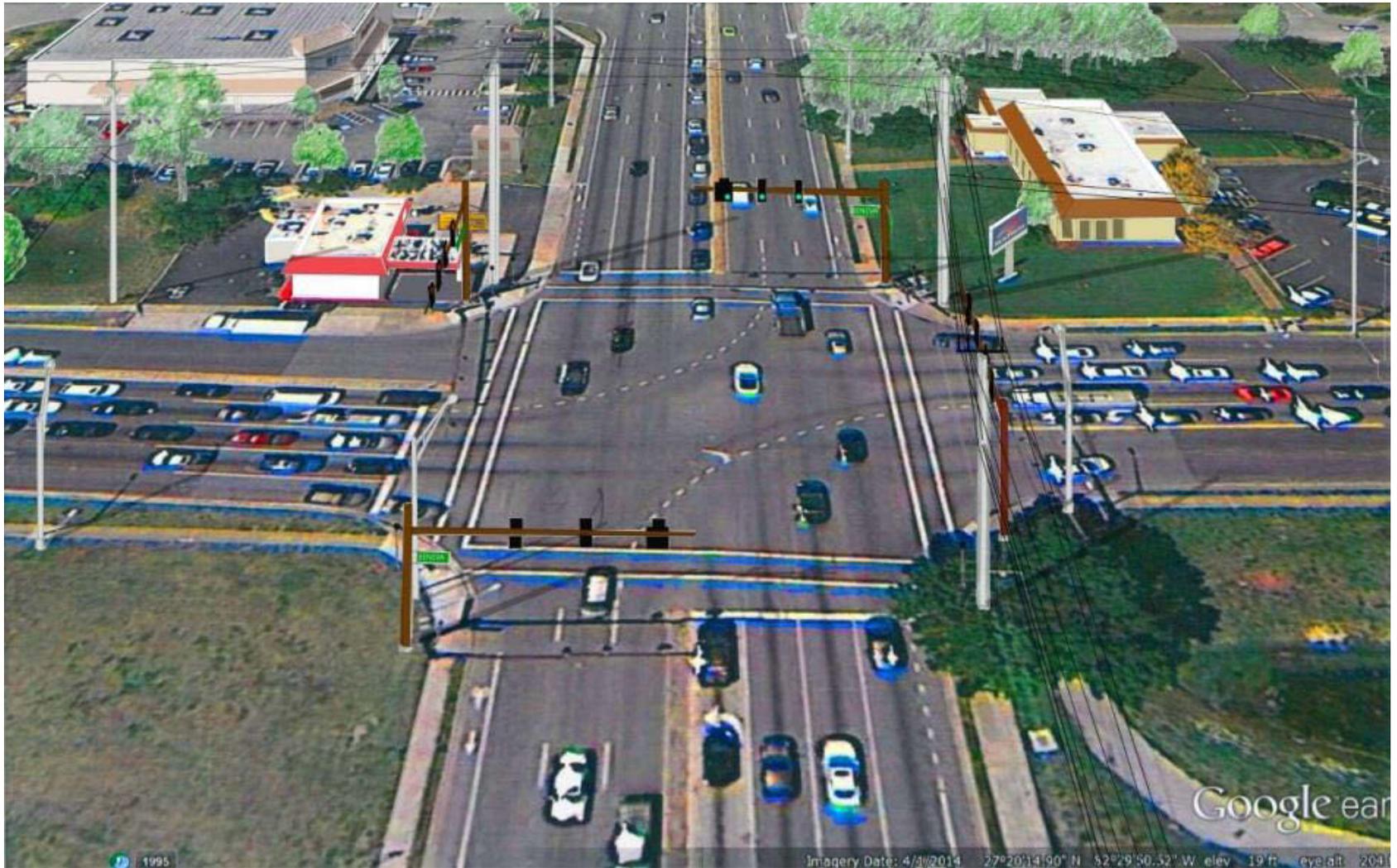
**Flexible
Mixed-Use
Village Center
Block
Development**

Beneva & Fruitville

Village
Centers
Sample Block
Build Out

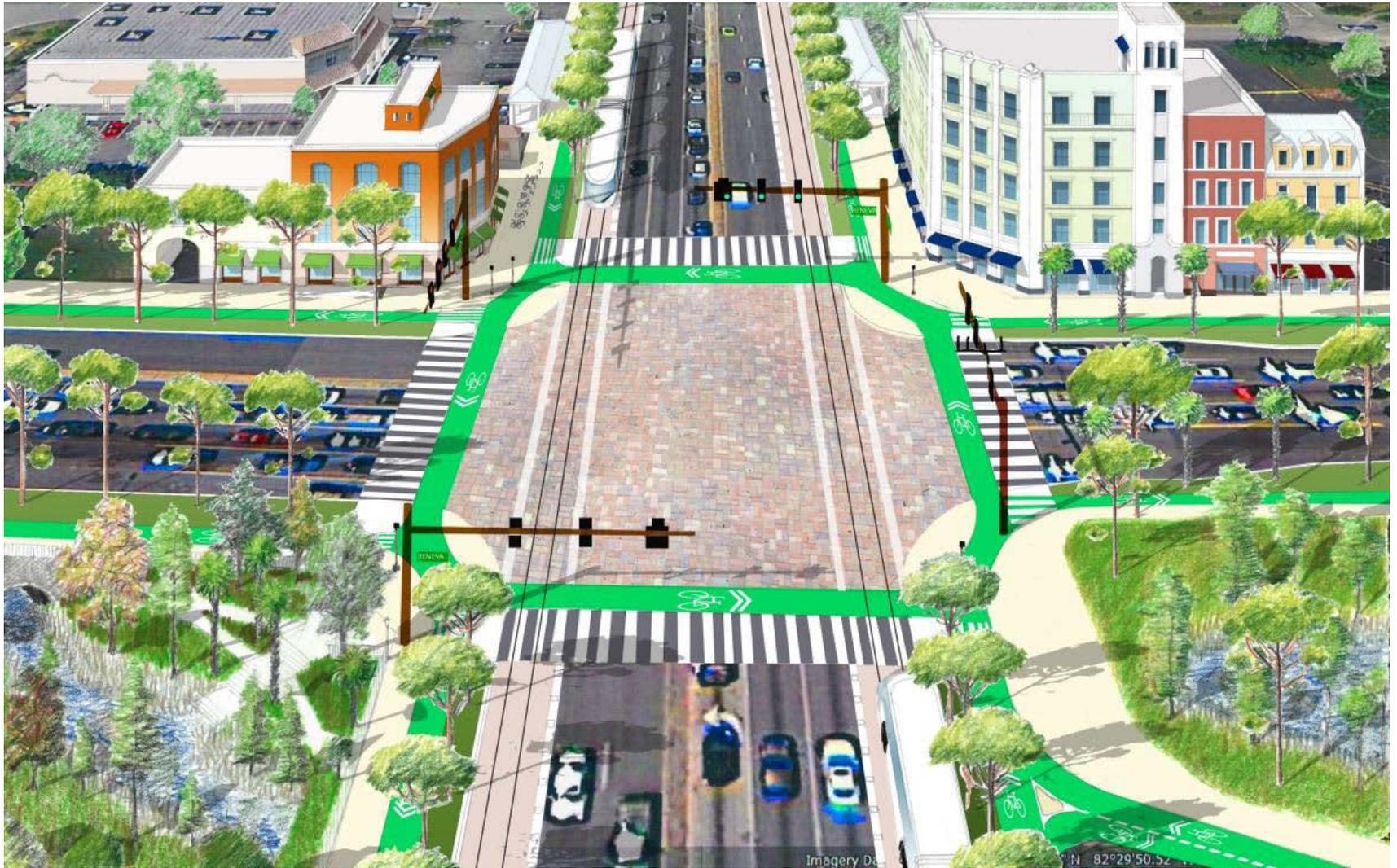
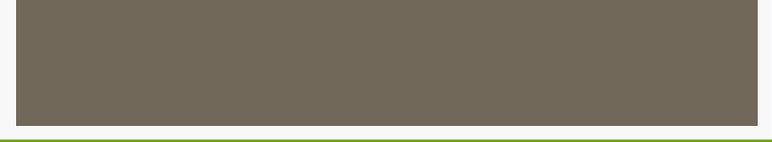


Original (Beneva & Fruitville)



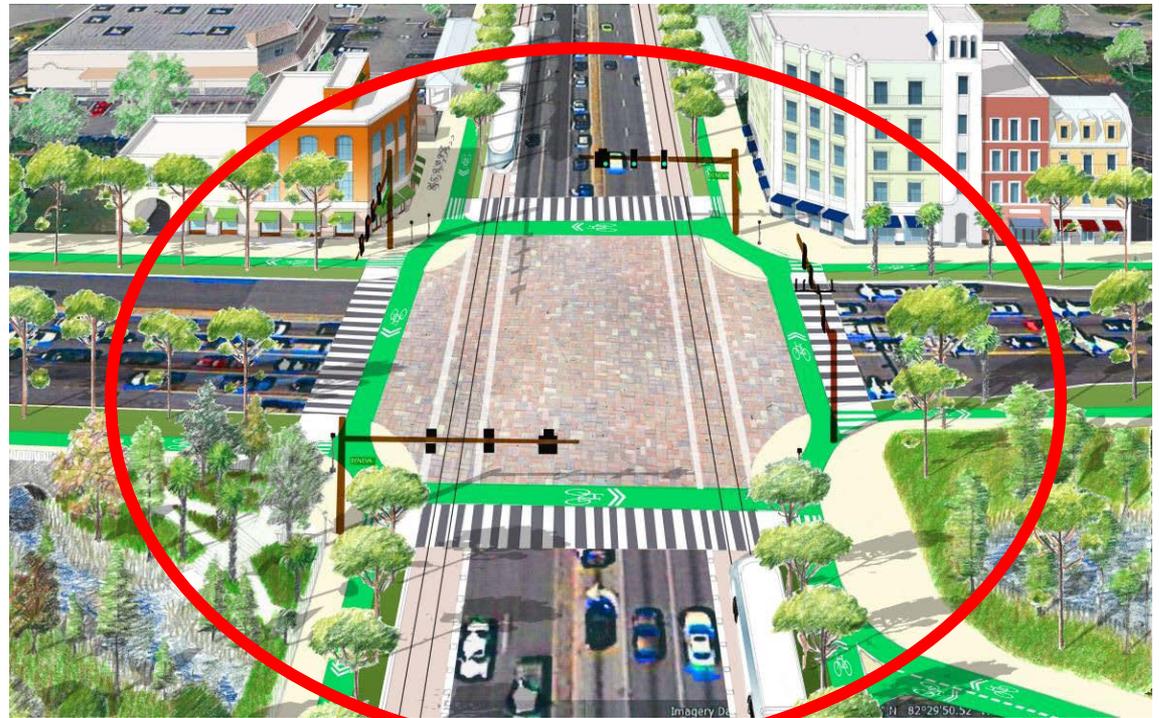
Fruitville & Tuttle

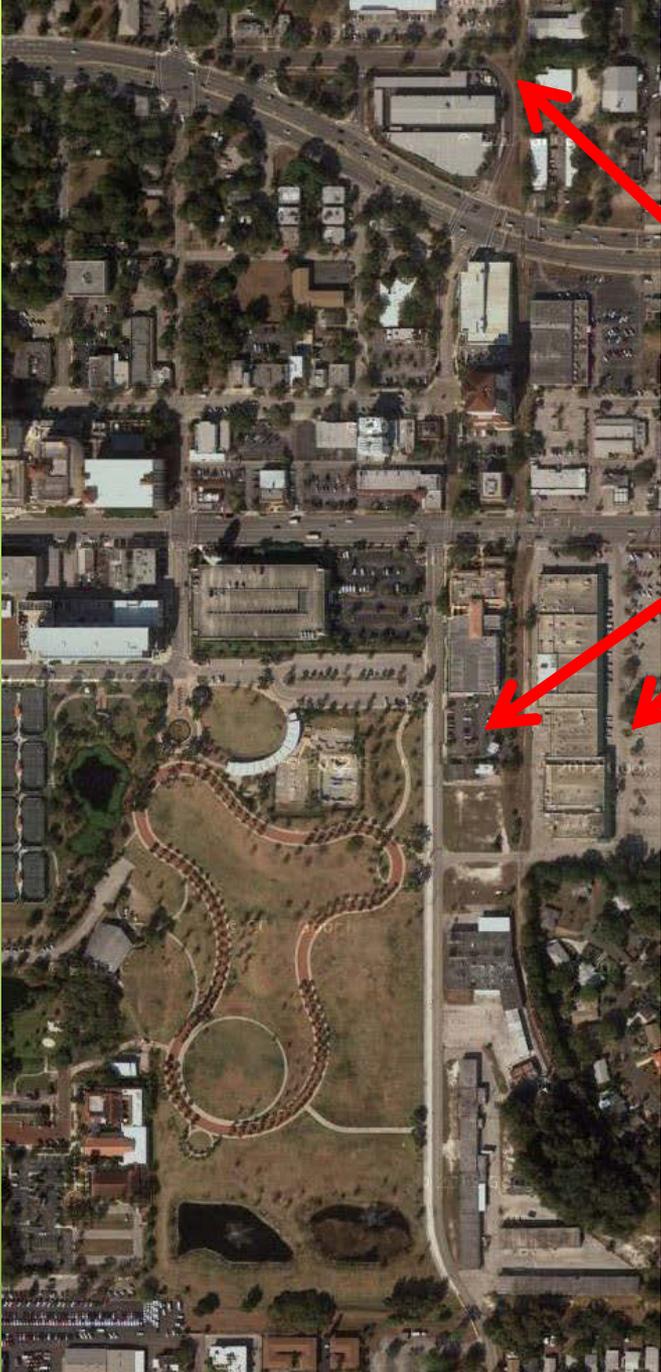




One of Many Possibilities

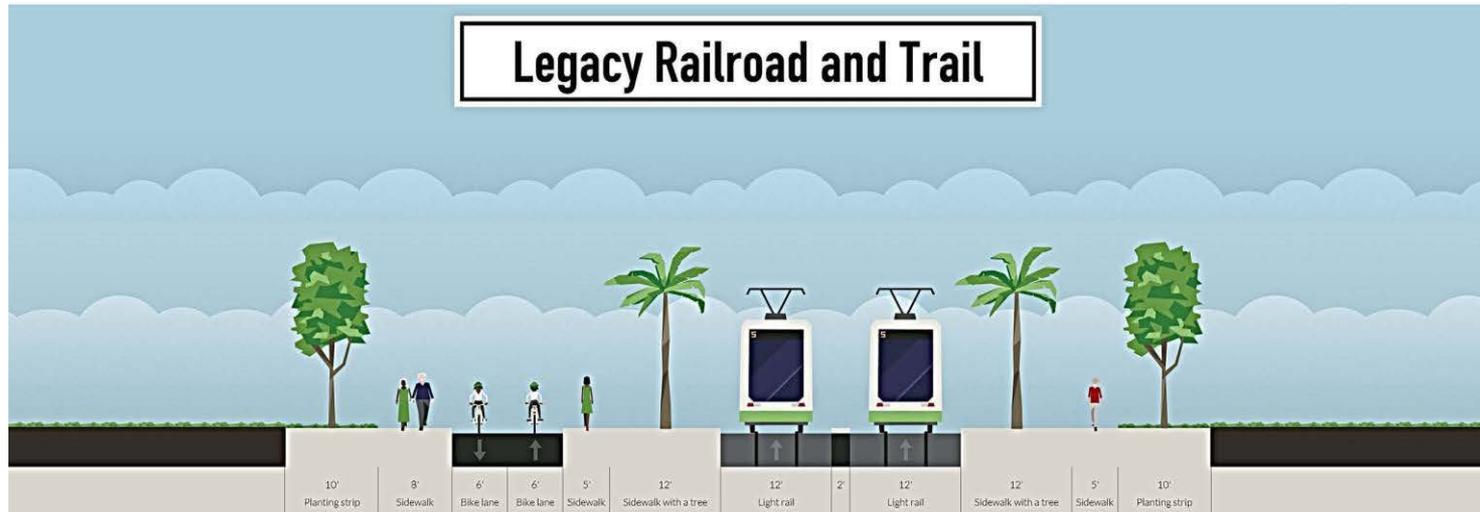
Fruitville Pedestrian "Sleeves"





Urban Village Opportunities

Legacy Trail – Will become a non automotive entry into the City.



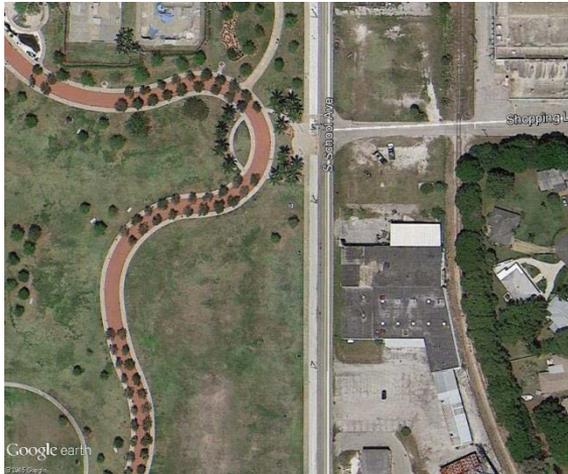
Rails with Trails



The Gauntlet



Hydration Station



Celebrate our *Modern Heritage* in new ways.



Café In the Park

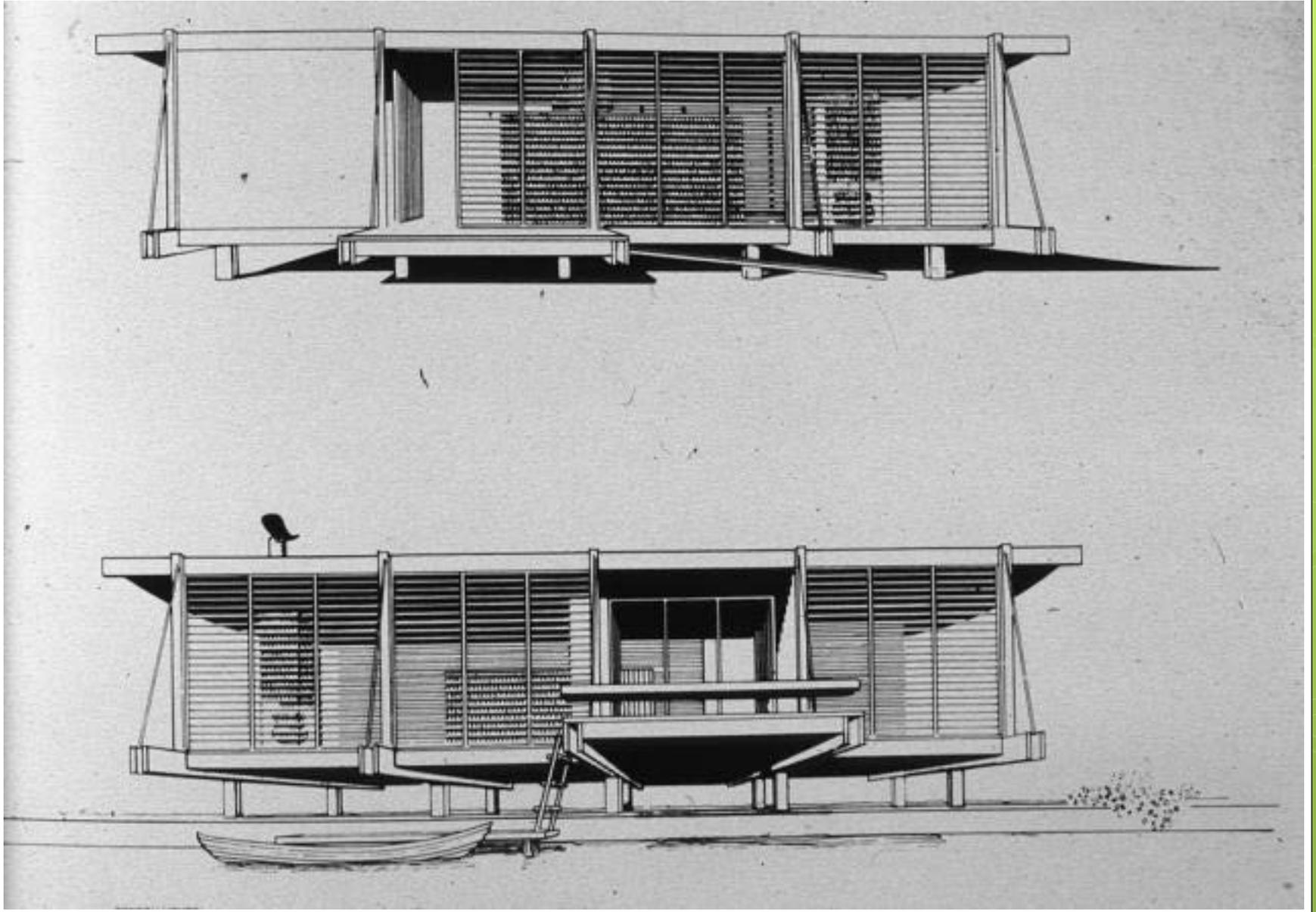
Branding



Bike Share



Cocoon House



Gardens of Ringling



Gardens of Ringling



Special Requirements Plan

-  Gardens of Ringling
-  Tree Planting/ Preservation
-  Protected or Buffered Bike Lane
-  Roundabout Improvement/ Traffic Calming
-  Sharrow
-  Protected Intersection
-  MURT/ Pedestrian Connection
-  Foot Bridge
-  Insert a Minimum of One North/South Service Lane
-  Insert a Minimum of Two East/West Service Lane with Bike/ Ped Provision

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Adding Connections



Start Slow

Test some Low Impact Connections



Allows Neighborhoods Opportunities to test improved connectivity before planning larger improvements.



Informal



Sample – More
Formalized
Circulation
Improvement

Neighborhood Scale Spaces & Connections

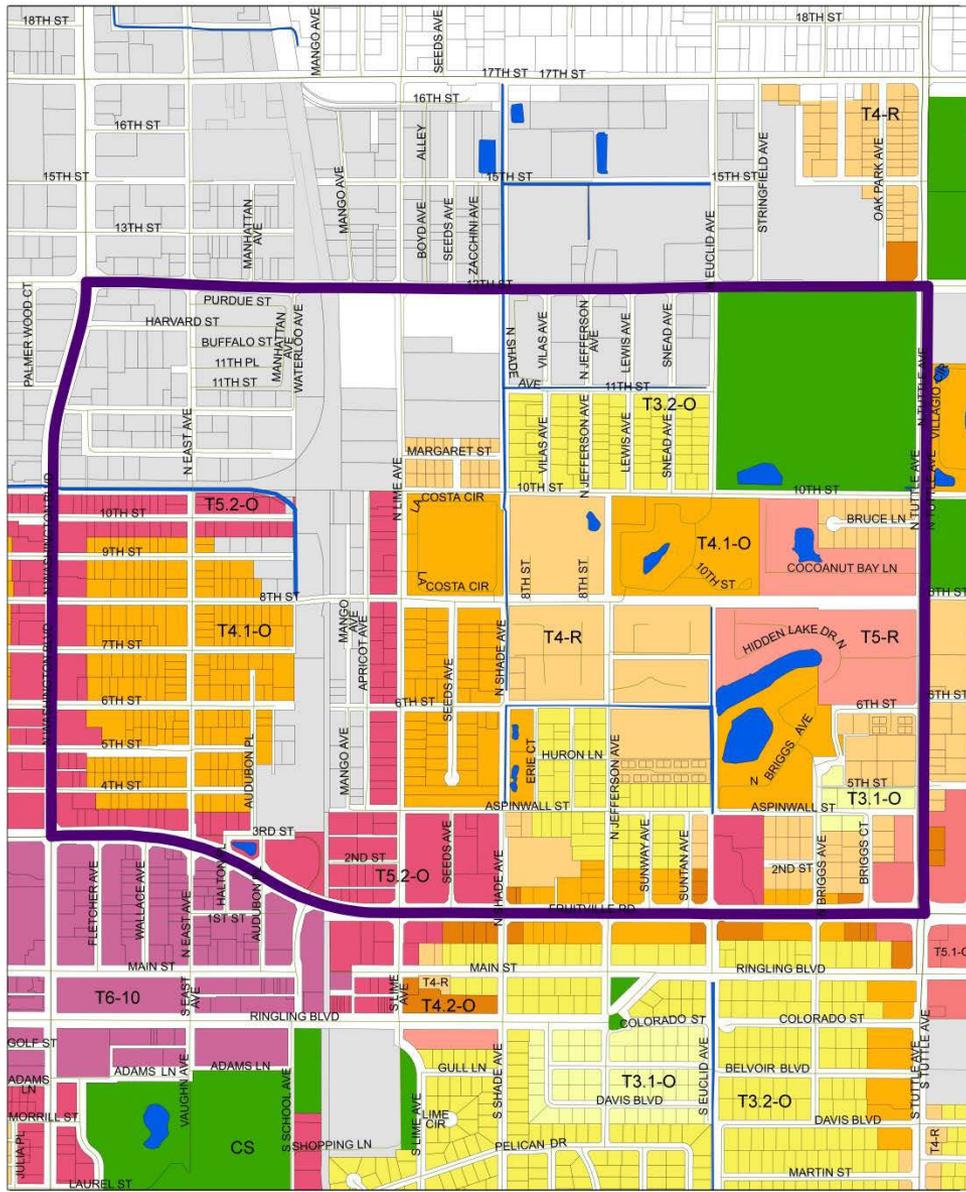


Park East



Industrial, Housing, Commercial Uses

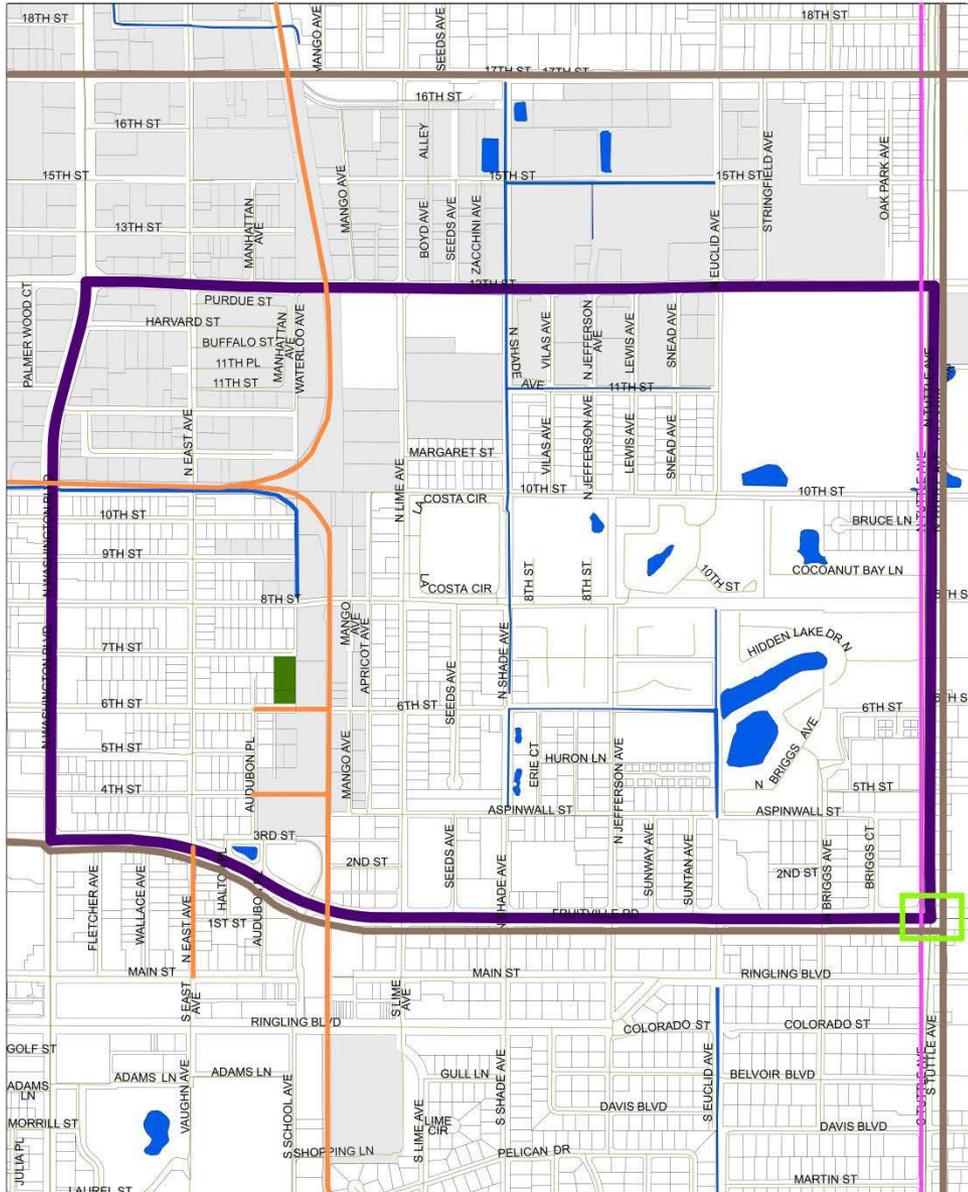
Park East: Calibrated Zoning



- Park East
- Calibrated Zoning**
- <all other values>
- Transect**
- CI
- CS
- T1
- T3-R
- T3.1-O
- T3.2-O
- T4-R
- T4.1-O
- T4.2-O
- T5-R
- T5.1-O
- T5.2-O
- T6-10
- T6-18

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Park East

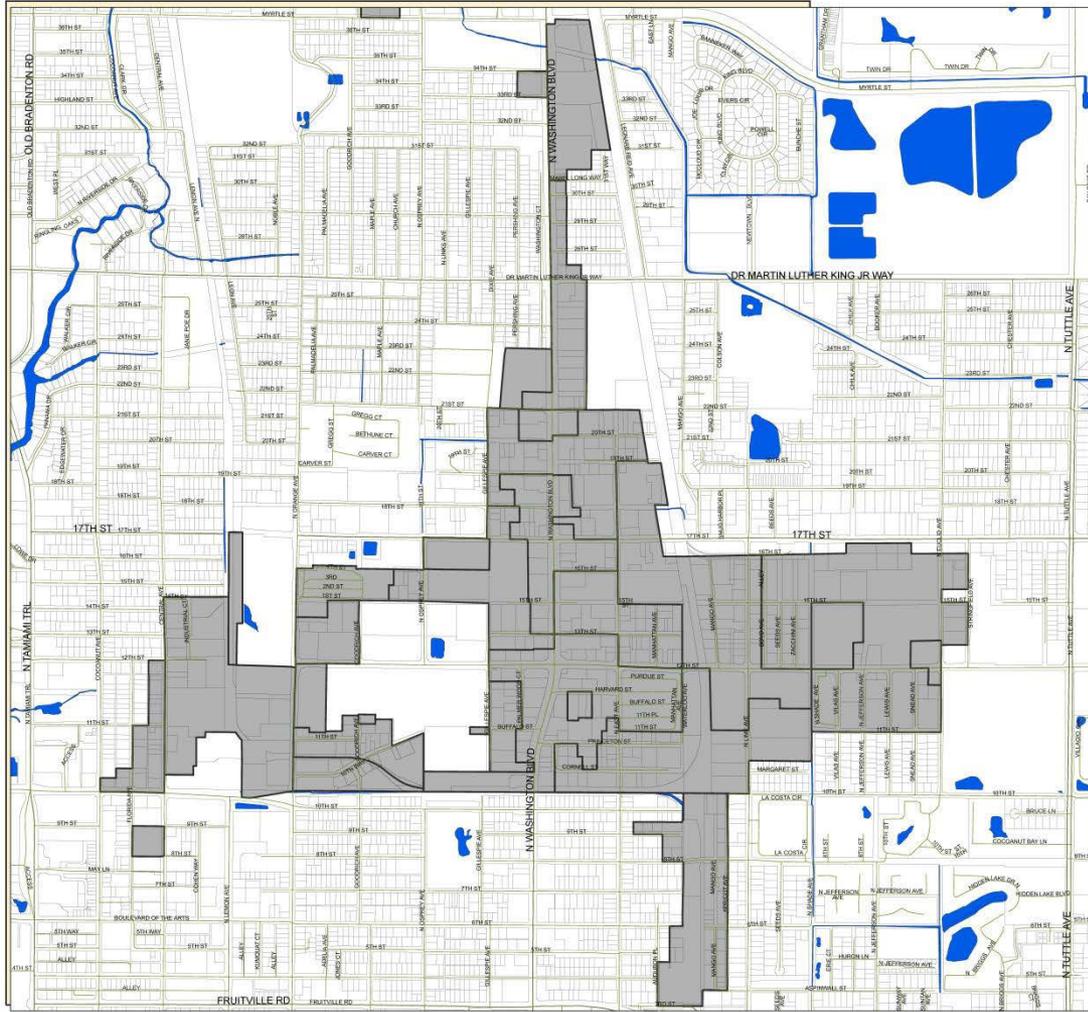


Special Requirements Plan

-  Park East
-  Existing Streets to be Designated Primary
-  Protected or Buffered Bike Lane
-  Consider Park Acquisition
-  MURT/ Pedestrian Connection
-  Protected Intersection
-  Industrial Artisan Zone

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Industrial = Jobs



Local Sourcing & Rosemary Design District Concepts

Function

**Let Secondary
Streets Function
Discourage
Pedestrian Cut
Through**



District Serving Businesses



Young Families



**Many Young
Families Reside in
Park East**

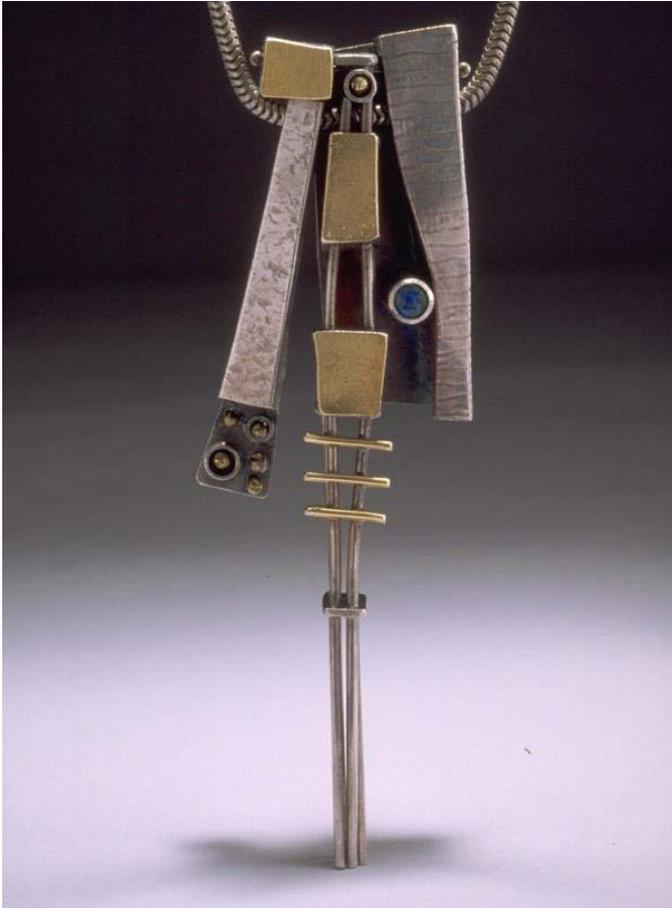


Industrial Art



**Shape Edge Frontages with Industrial
Offices, Artist Spaces, Display Windows**

Industrial Inspirations

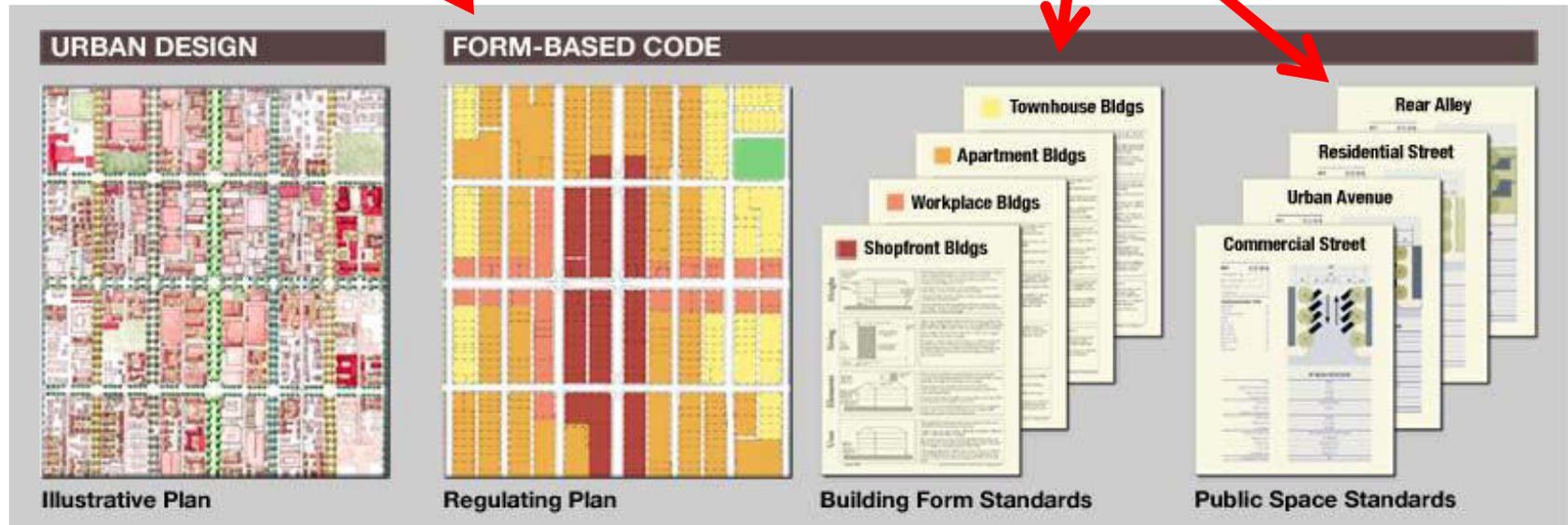


- Complete Walking Audits & Group sessions with the rest of the City's Neighborhoods.
- Coordinate with Neighborhood Associations & Other Stakeholders
- Continued Analysis
- Return early 2016 with Draft Code & Citywide Maps

Deliverables

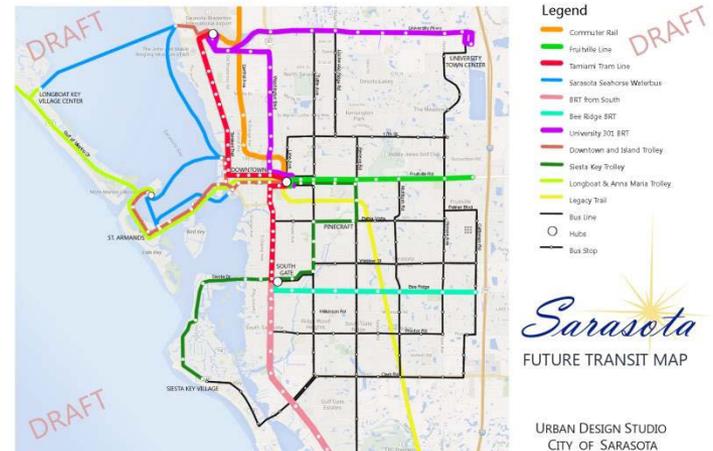
Complete by Fall 2015

Complete by Early 2016



Comprehensive Plan Recommendations

- Environmental
- Future Land Use
- Transportation



EDCM



New Cross Section Options & Improvements

Spring/Summer 2015:

- Walking Audits
- Group Feedback Sessions

Summer/Fall 2015:

- Code Writing

Winter/ Spring 2016

- Public Feedback & Review
- Adoption Hearings

