



To: Arlington Park Residents

From: Karin Murphy, Director of Urban Design Studio

Date: February 1, 2016

**Re: Arlington Park Neighborhood Association - Form-based Code Updates**

The attached materials were distributed to the attendees of the Arlington Park Neighborhood Meeting held on Tuesday, January 19, 2016. These materials were used as part of an interactive discussion of the status of the Form-based Code (FBC), to receive feedback, and to discuss continued opportunities for participation.

Also included for discussion was the potential code amendment language requested by the neighborhood to address façade/frontage requirements for single family lots within the neighborhood. Materials distributed included language originally discussed as well as alternative language provided by Neighborhood and Development Services Staff. The discussion included the possibility of the amendment proceeding independently of the FBC process as part of an upcoming text amendment that NDS is processing.

# **Arlington Park Form-based Code Status Update**

**January 19, 2016**

We are in the process of completing the most significant component of the City of Sarasota's Form-Based Code, which are the City-Wide Zoning Map and Draft Special Requirements Plans. All other modules and sections of the code are built upon these maps. We had hoped to have completed this work in the fall of 2015, but unfortunately we have had to do a significant audit of the existing maps and data sets in order to create the new zones and geographic information system maps.

As we have been creating and proofing the maps, we also spent 2015 finishing walking audits and public outreach events so all of the City's neighborhoods, property owners and stakeholders have been given the opportunity to participate in public outreach events and sessions. Since the studio was established over 6,000 people have attended events or spoken with us regarding the code and issues within the City.

While conducting this phase of the code work we also coordinated with staff to provide recommendations for the Comprehensive Plan including long range transportation goals, policies, and objectives. These recommendations were in direct response to the feedback received from neighborhoods throughout the City concerned with the traffic impacts related to growth within the region. The City Commission recently received these recommendations at a Transit Summit and opted to continue the work by authorizing resources to hire a consultant team to conduct the next detailed phase of analysis.

We have structured and held large events in every section of the City and created the materials and map packages that are provided to the citizens to encourage early feedback as we created the new districts and maps. This process has enabled us to feel confident in the Zones created for Sarasota and will enable us to work to build consensus for these new districts and also identify areas where we need to return for additional work.

We have established liaisons and regularly coordinate with major stakeholder groups including the Council of City Neighborhoods, American Institute of Architects, Sarasota-Manatee Realtors Form-Based Code Task force and Sarasota County Staff. We keep our website up to date and maintain open studio opportunities to serve the public and provide additional participation opportunities.

We have regularly scheduled meetings with City Staff and other jurisdictional agencies to ensure they have been included in the process, revisions, and for increased coordination opportunities.

We held a two day session with business owners and other stakeholders to create the shop front & sign portions of the code.

Our Contract was extended through October of 2016 which will give us the opportunity to finish the code while being consistent with the community comfort level desired for such large scale changes. Because Arlington Park was an early participant in our code work and Catalyst planning, we would like to build upon that participation over the next several months with continued feedback opportunities and engagement as we prepare our upcoming calendar and schedule of participation events.

Neighborhood and Development Services (NDS)

**DRAFT**

Arlington Park Overlay District

**Section VI-910. Arlington Park Overlay District.**



- A. Establishment of the Boundaries.  
The application of the APOD shall be restricted to those geographical areas that are shown on the Official Zone District Map of the City of Sarasota.
- B. Intent and Purpose.  
The Arlington Park Overlay District (APOD) is intended to provide a means by which preserve and enhance the residential character of the district.



**C. Design Standards.**

**1. Applicability.**

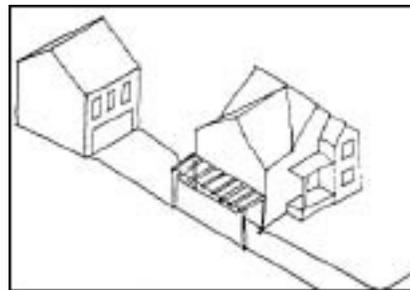
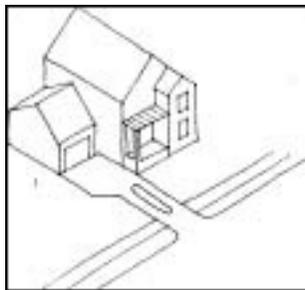
When the APOD applies to a particular property, the underlying zoning district categories are neither abandoned nor repealed. The existing regulations remain in effect. All development shall be subject to the development standards set forth in the underlying zoning district. However, where the provisions of this section are in conflict with the underlying zoning designation, the provisions of this section shall apply.

**2. Requirements.**

All new construction shall be carried out in accordance with the following mandatory design standards.

**a. Maximum Height.** The maximum height for all new structures is limited to 28 feet and a maximum of 2 stories. Basements that emerge less than 4 feet from finished grade or attics not exceeding 4 feet at the knee wall shall not constitute a story. Extensions above the maximum height of structures are defined under Height Limitations in Section VI-102 (p).

**b. Garage / Carport Placement.** All new garages and carports shall be set back at least 15 feet from the front facade of the primary building. If there is more than one front lot line, this standard applies to the front yard that contains the front entry. The width of any attached garage or carport area may not exceed 50 percent of the primary building's front facade.



Recessed Garage

Detached Garage

**c. Front Porch.** All new buildings shall include a porch, deck or similar open-air covered entry feature that is accessed directly from a public street or pedestrian easement and must be visible from the street. Front porches must have a minimum depth of six feet clear and comprise a minimum of 30% of the width of a building's primary front facade (not including the garage) or 8 feet clear whichever is larger. Porches may extend 6 feet into the front setback plus an additional 2 feet for eaves.

- d. Front Entry. All new buildings shall face the street and include a front door as a primary entrance facing a public street and not more than 6 feet recessed back from the face of the primary façade. Accessory dwelling units may face an internal walkway, driveway or alley. The design of the front entry door shall also incorporate a window.
- e. Front Windows. The first story façade on all new residential frontages shall be a minimum of 15% glass. Windows in garage doors shall not count but windows in a garage wall shall count towards meeting the standard.
- f. Building elevation. Where it is necessary to elevate a building above grade, fill may not be used to elevate the lot above the grade of any adjacent lot. In such cases where the building is elevated, a stem wall foundation shall be used and openings beneath the structure shall be screened with materials consistent with the design of the building.
- g. Fences, hedges and walls. The maximum height of fences, hedges and walls located between the front façade of the primary building and the front lot line shall not exceed 4 feet in height.
- h. Utility Lines. All new utility feed lines shall be placed underground.
- i. Accessory Dwellings. Accessory dwellings units are permitted subject to the design standards in VII-602 (cc). Accessory dwelling units shall not be included in calculating maximum density.

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Arlington Park

Zoning Text Amendment Language

(j) *Arlington Park design standards in the RSF-2, RSF-3 and RSF-4 zone district.*

(1) *Purpose.* The design standards preserve and enhance the residential character of the district. Exhibit VI-203 identifies the zone district(s) where this regulation applies.

(2) *When regulations apply:*

a. *New Development.* These regulations apply to all new development within the Arlington Park Neighborhood as depicted in Exhibit VI-203.

b. *Expansion and Remodeling.*

i. *Expansion:* Any expansion of existing buildings shall comply with the design standards related to garages and carports. These regulations shall apply only to the new expanded portion of a building.

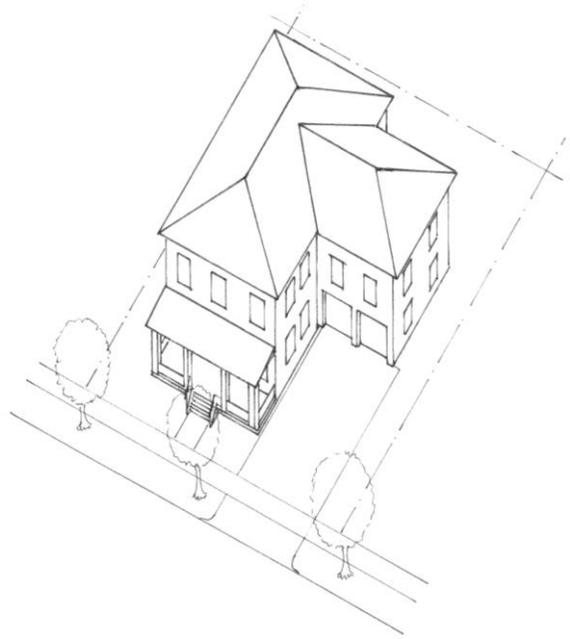
ii. *Exterior Remodel:* An attached or detached garage or carport that is nonconforming due to its location in a setback specified below or because of nonconforming width, may be rebuilt on its existing foundation if it was originally constructed legally.

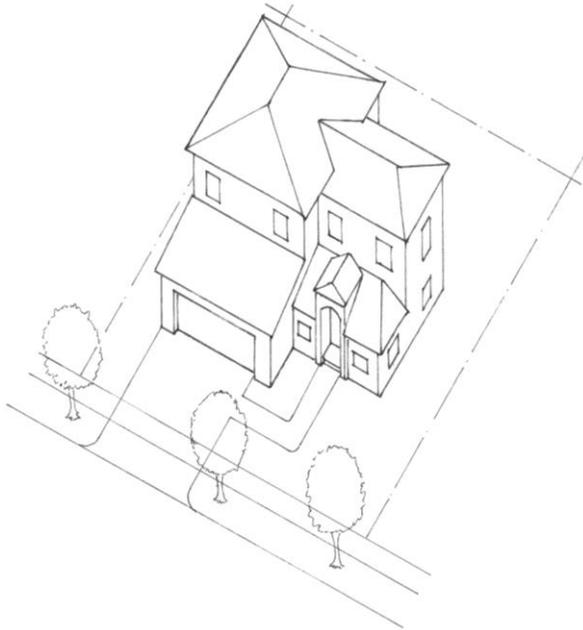
iii. *Interior Remodel:* These regulations shall not apply to interior remodeling of existing buildings.

(3) *Requirements.* All new construction and expansion shall be carried out in accordance with the following mandatory design standards.

a. *Carport placement.* Carports shall be flush with or located behind the front façade of the primary building. In situations where there is more than one wall on the front façade (e.g., rooms jutting out from the front façade), the carport may not come closer to the street than the primary building's wall that is closest to the street. On corner lots the front façade shall be the façade with the primary entrance.

b. *Garage placement.* Garages, both attached and detached, must be set back at least 15 feet from the front facade of the primary building and must be set back at least 25 feet from the front lot line. If there is more than one front lot line, this standard applies to the front yard that contains the front entry. The required front yard setback for the district applies to any remaining front yard. The width of any attached front facing garage or carport facade may not exceed 50 percent of the primary building's front façade.



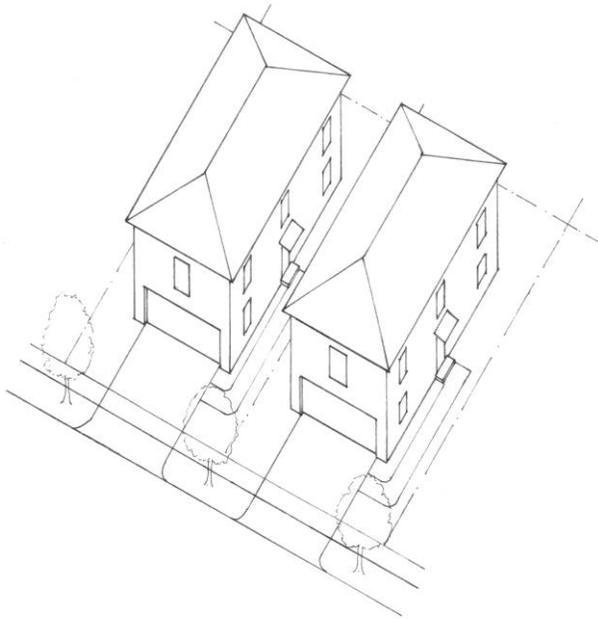


Left: Prohibited configuration. Garage comes forward of the front façade and garage exceeds 50 percent of the width of the building. Garage door is two cars wide.

Right: Required configuration. Garage is set back 20 feet behind the front façade and does not exceed 50 percent of the width of the building. A two-car garage is composed of two garage doors.

*c. For developments consisting of two or more lots.* Two or more interior contiguous lots that provide a shared driveway to access a garage (s) or parking court located at least 20 feet behind the front façade are eligible for a 10 percent increase in allowed building coverage. This building coverage increase may be used to increase the accessory dwelling unit maximum by 10 percent.

If one or more of the contiguous lots are corner lots then they are only eligible for the 10 percent increase if there is an alleyway or rear service lane provided for access to garages and/or parking courts.



**Left: Discouraged configuration.  
Right: Encouraged configuration.**

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# Special Requirement Plans

# Oakwood Manor Special Requirements Plan

 Oakwood Manor

 Add Connectivity

 Light Imprint Design (L.I.D)

 Consider Conservation Easement or Park Acquisition to Preserve Native Oak Trees

 Existing Streets to be Designated Primary

 Pedestrian/ Bike Path & Restroom

 Stormwater

 Consider Park Acquisition or Conservation Easement to Preserve Pine Oak Forest.

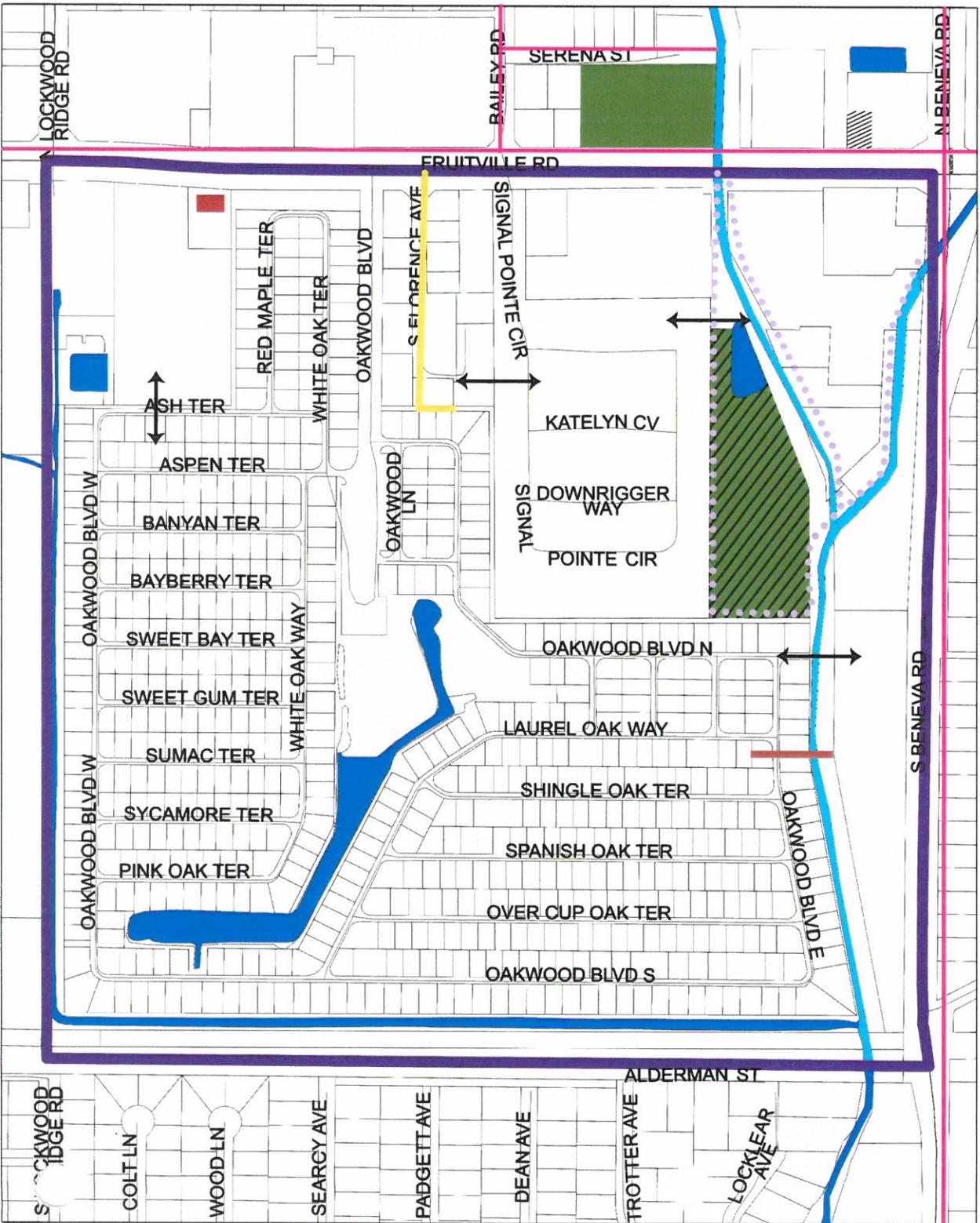
 Consider Park Acquisition or Conservation Easement to Preserve Oak Hammock

 Provide Stub-out and Build Bridge

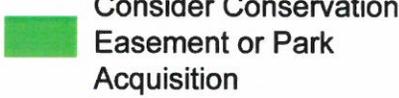
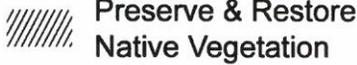
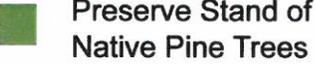
 Stream/ Canal Restoration

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



**Special Requirements Plan:  
Open Space Strategy**

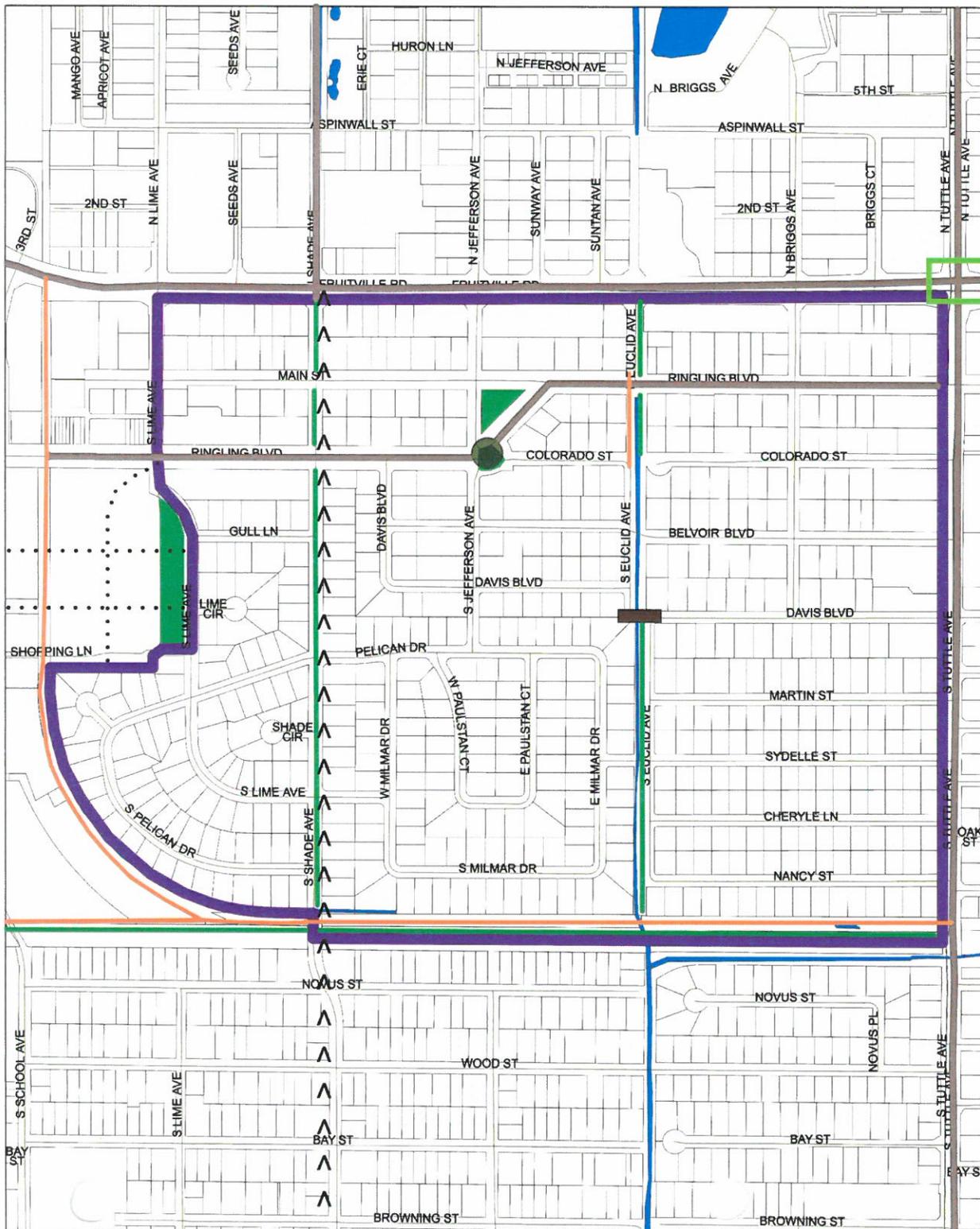
-  Transit Super Stop & Shelter
-  Mandatory Chamfer
-  Consider Conservation Easement or Park Acquisition
-  Preserve & Restore Native Vegetation
-  Preserve Stand of Native Oak Trees
-  Preserve Stand of Native Pine Trees
-  Protected Bike Lane
-  Protected Intersection
-  Minimum of 1 Open Space\*



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\*Hardscape Plaza with Parking Plot

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



### 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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Form-based Code

**Draft** Transect Zones

# Form-Based Code Draft Transect Zone



# How to Use These Cards

These cards are meant to be used to assist the Urban Design Studio in the creation and calibration of the City of Sarasota's New Zone Districts (Transect Zones). They are to be used in conjunction with the draft maps provided at the time of the walking audits and public outreach events. Feedback cards have been provided, please fill one out or email your feedback to:

[Briana.Dobbs@sarasotagov.com](mailto:Briana.Dobbs@sarasotagov.com)

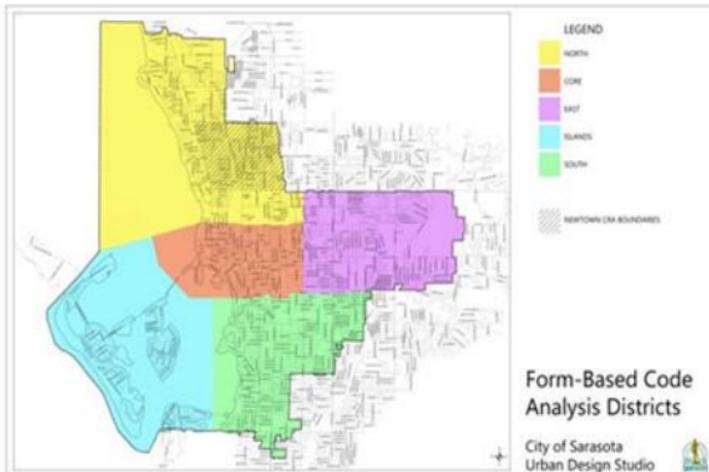
You can follow the process and other events at:

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

## Form-based Codes

- 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.

# Process



Spring/Summer 2015:

- Walking Audits
- Group Feedback Sessions

Summer/Fall 2015:

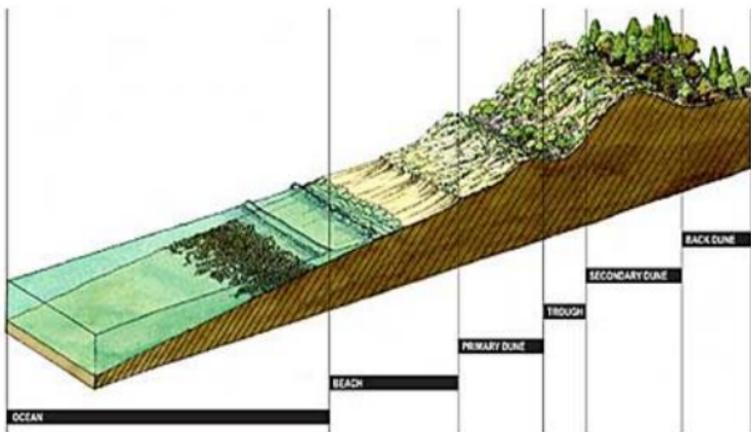
- Code Writing

Winter/ Spring 2016

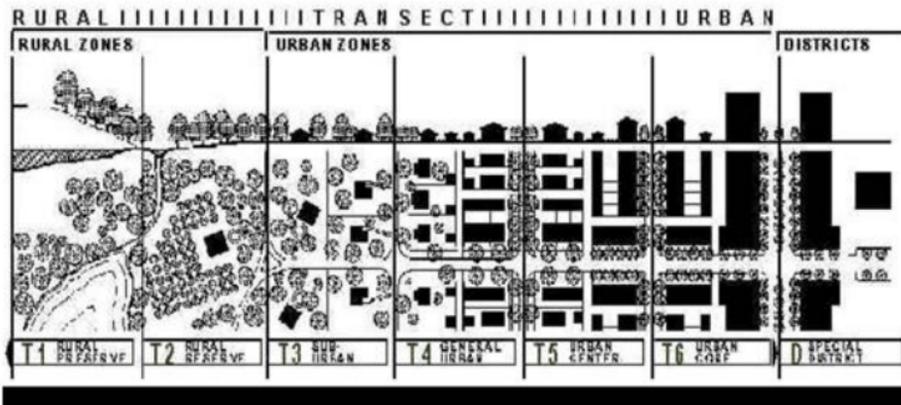
- Public Feedback & Review
- Adoption Hearings

# What is the Transect?

A transect or geographical cross-section of nature was first conceived near the end of the 18th century. Originally it was used to map and analyze different ecological environments that showed different characteristics through different zones, such as ocean shores, dunes, wetlands, plains, and uplands or mountains.



Human beings also live in different places such as metropolitan areas, cities, suburbs, towns and farms. The Form-based Code Transects apply the principle of the natural transect to describe a range of environments that can be arranged from the most natural to the most urban as illustrated in the diagram below.



## T3-R, T3.1-O & T3.2-O

These zones are assigned to low density lands that are mainly detached residential houses. They may contain some residential support uses such as religious, civic, and governmental use. The height of buildings is a maximum of three stories with deeper front and side yard setbacks appropriate for single family residential. Depending upon context and community character roads and streets may be designed to reinforce the character of a coastal environment by incorporating soft shoulders, paths, and bioswales, or they may be assigned to reinforce a more urban village character by incorporating curb and gutters, parkways with street trees, and sidewalks.

T3-R



**DRAFT****BUILDING HEIGHT**

Principal Building	2 stories max.
Outbuilding	2 stories max.

**BUILDING HEIGHT**

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. For calculation purposes, one story is up to 14 ft.
3. First story height and upper story height shall be a minimum of 9 ft.
4. Height shall be measured to the eave or roof.
5. Minimum residential finished floor height 2 ft.

**LOT OCCUPATION**

Lot Width	100 ft. min.
Lot Coverage	30% max.

**SETBACKS - PRINCIPAL BUILDING**

Front Setback Principal	30 ft. min.
Front Setback Secondary	12 ft. min.
Side Setback	8 ft. min.
Rear Setback	15 ft. min. *
Frontage Buildout	none

**SETBACKS - OUTBUILDING**

<b>(h.1)</b> Front Setback	20 ft. min. + bldg. setback
<b>(h.2)</b> Side Setback	3 ft. min. or 6 ft. at corner
<b>(h.3)</b> Rear Setback	3 ft. min. *

**PARKING PLACEMENT**

1. Uncovered parking spaces may be provided behind the front façade.
2. Covered parking shall be provided 20 ft. behind the front façade. Flexibility may be given for Side- or rear-entry garages.
3. Trash containers shall be stored 20 ft. behind the front façade.

**PRIVATE FRONTAGES**

Porch & Fence	permitted
Stoop	not permitted
Shopfront & Awning / Marquis	not permitted
Gallery	not permitted
Arcade	not permitted

\* or 15 feet from center line of alley right of way or easement.

T3.1-O



**BUILDING HEIGHT**

Principal Building	2 stories max.
Outbuilding	2 stories max.

**BUILDING HEIGHT**

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. For calculation purposes, one story is up to 14 ft.
3. First story height and upper story height shall be a minimum of 9 ft.
4. Height shall be measured to the eave or roof.
5. Minimum residential finished floor height 2 ft.

**LOT OCCUPATION**

Lot Width	80 ft. min.
Lot Coverage	35% max.

**SETBACKS - PRINCIPAL BUILDING**

Front Setback Principal	20 ft. min. 30 ft. max.
Front Setback Secondary	12 ft. min.
Side Setback	8 ft. min.
Rear Setback	15 ft. min. *
Frontage Buildout	40% min. at setback

T3.1-O

**DRAFT****SETBACKS - OUTBUILDING**

Front Setback	20 ft. min. + bldg. setback
Side Setback	3 ft. min. or 6 ft. at corner
Rear Setback	3 ft. min. *

**PARKING PLACEMENT**

1. Uncovered parking spaces may be provided behind the front façade.
2. Covered parking shall be provided 20 ft. behind the front façade. Flexibility may be given for Side- or rear-entry garages.
3. Trash containers shall be stored 20 ft. behind the front façade.

**PRIVATE FRONTAGES**

Porch & Fence	permitted
Stoop	not permitted
Shopfront & Awning/ Marquis	not permitted
Gallery	not permitted
Arcade	not permitted

\* or 15 feet from center line of alley right of way or easement.

T3.2-0



**BUILDING HEIGHT**

Principal Building	2 stories max.
Outbuilding	2 stories max.

**BUILDING HEIGHT**

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. For calculation purposes, one story is up to 14 ft.
3. First story height and upper story height shall be a minimum of 9 ft.
4. Height shall be measured to the eave or roof.
5. Minimum residential finished floor height 2.5 ft.

**LOT OCCUPATION**

Lot Width	45 ft. min.
Lot Coverage	35% max.

**SETBACKS - PRINCIPAL BUILDING**

Front Setback Principal	15 ft. min., 25 ft. max.
Front Setback Secondary	12 ft. min.
Side Setback	6 ft. min.
Rear Setback	15 ft. min. *
Frontage Buildout	40% min. at setback

T3.2-O

**DRAFT****SETBACKS - OUTBUILDING**

Front Setback	20 ft. min. + bldg. setback
Side Setback	3 ft. min. or 6 ft. at corner
Rear Setback	3 ft. min. *

**PARKING PLACEMENT**

1. Uncovered parking spaces may be provided behind the front façade.
2. Covered parking shall be provided 20 ft. behind the front façade. Flexibility may be given for Side- or rear-entry garages.
3. Trash containers shall be stored 20 ft. behind the front façade.

**PRIVATE FRONTAGES**

Porch & Fence	permitted
Stoop	not permitted
Shopfront & Awning/ Marquis	not permitted
Gallery	not permitted
Arcade	not permitted

\* or 15 feet from center line of alley right of way or easement.

## T4-R, T4.1-O, T4.2-O

These Districts are assigned to land appropriate for areas with a mix of buildings types and uses. These lands are occupied by detached and attached single-family houses (townhomes), small apartment buildings, live-work units, and a small amount of commercial or mixed-use buildings. The buildings are a maximum of 4 stories with shallow front setbacks and small or no side yards. Small block sizes, pedestrian and bicycle safety, on-street parking, curbs and gutters, parkways with street trees and wide sidewalks should be in place or planned.

## T4-R Mostly Attached



**BUILDING HEIGHT**

Principal Building	3 stories max.
Outbuilding	2 stories max.

**BUILDING HEIGHT**

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. For calculation purposes, one story is up to 14 ft.
3. First Story height shall be a minimum of 10 ft. The upper floor height shall be a minimum of 9 ft.
4. Height shall be measured to the eave or roof.
5. Minimum residential finished floor height 3 ft.

**LOT OCCUPATION**

Lot Width Detached	30 ft. min.
Lot Coverage Detached	50% max.
Lot Width Attached	20 ft. min.
Lot Coverage Attached	75% max.

**SETBACKS - PRINCIPAL BUILDING**

Front Setback Primary	6 ft. min., 18 ft. max.
Front Setback Secondary	6 ft. min., 18 ft. max.
Side Setback Detached	4 ft. min.
Side Setback Attached	0 ft. min.
Rear Setback	3 ft. min. *
Frontage Buildout Primary	60% min. at setback
Frontage Buildout Secondary	50% min.

T4-R

**DRAFT****SETBACKS - OUTBUILDING**

Front Setback	20 ft. min. + bldg. setback
Side Setback	0 ft. min. or 3 ft. at corner
Rear Setback	3 ft. min. *

**PARKING PLACEMENT**

1. Uncovered parking spaces may be provided behind the front façade.
2. Covered parking shall be provided 20 ft. behind the front façade. Flexibility may be given for Side- or rear-entry garages.
3. Trash containers shall be stored 20 ft. behind the front façade.

**PRIVATE FRONTAGES**

Porch & Fence	permitted
Stoop	permitted
Shopfront & Awning/ Marquis	not permitted
Gallery	not permitted
Arcade	not permitted

\* or 15 feet from center line of alley right of way or easement.

## T4-R Mostly Detached



**BUILDING HEIGHT**

Principal Building	3 stories max.
Outbuilding	2 stories max.

**BUILDING HEIGHT**

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. For calculation purposes, one story is up to 14 ft.
3. First Story height shall be a minimum of 10 ft. The upper floor height shall be a minimum of 9 ft.
4. Height shall be measured to the eave or roof.
5. Minimum residential finished floor height 3 ft.

**LOT OCCUPATION**

Lot Width Detached	30 ft. min.
Lot Coverage Detached	50% max.
Lot Width Attached	20 ft. min.
Lot Coverage Attached	75% max.

**SETBACKS - PRINCIPAL BUILDING**

Front Setback Primary	6 ft. min., 18 ft. max.
Front Setback Secondary	6 ft. min., 18 ft. max.
Side Setback Detached	4 ft. min.
Side Setback Attached	0 ft. min.
Rear Setback	3 ft. min. *
Frontage Buildout Primary	60% min. at setback
Frontage Buildout Secondary	50% min.

T4-R

**DRAFT****SETBACKS - OUTBUILDING**

Front Setback	20 ft. min. + bldg. setback
Side Setback	0 ft. min. or 3 ft. at corner
Rear Setback	3 ft. min. *

**PARKING PLACEMENT**

1. Uncovered parking spaces may be provided behind the front façade.
2. Covered parking shall be provided 20 ft. behind the front façade. Flexibility may be given for Side- or rear-entry garages.
3. Trash containers shall be stored 20 ft. behind the front façade.

**PRIVATE FRONTAGES**

Porch & Fence	permitted
Stoop	permitted
Shopfront & Awning/ Marquis	not permitted
Gallery	not permitted
Arcade	not permitted

\* or 15 feet from center line of alley right of way or easement.

T4.1-O



## BUILDING HEIGHT

Principal Building	3 stories max.
Outbuilding	2 stories max.

## BUILDING HEIGHT

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. For calculation purposes, one story is up to 14 ft.
3. First Story height shall be a minimum of 10 ft. The upper floor height shall be a minimum of 9 ft.
4. Height shall be measured to the eave or roof.
5. Minimum residential finished floor height 3 ft.

## LOT OCCUPATION

Lot Width Detached	30 ft. min.
Lot Coverage Detached	50% max.
Lot Width (Attached)	16 ft. min.
Lot Coverage (Attached)	75% max.

## SETBACKS - PRINCIPAL BUILDING

Front Setback Primary	5 ft. min., 15 ft. max.
Front Setback Secondary	5 ft. min., 20 ft. max.
Side Setback Detached	5 ft. min.
Side Setback Attached	0 ft. min.
Rear Setback	3 ft. min. *
Frontage Buildout	60% min. at setback

T4-1-O

**DRAFT**

## SETBACKS - OUTBUILDING

Front Setback	20 ft. min. + bldg. setback
Side Setback	0 ft. min. or 3 ft. at corner
Rear Setback	3 ft. min. *

## PARKING PLACEMENT

1. Uncovered parking spaces may be provided 20 ft. behind the front façade.
2. Covered parking shall be provided 20 ft. behind the front façade. Flexibility may be given for Side- or rear-entry garages.
3. Trash containers shall be stored 20 ft. behind the front façade.

## PRIVATE FRONTAGES

Porch & Fence	permitted
Stoop	permitted
Shopfront & Awning/ Marquis	not permitted
Gallery	not permitted
Arcade	not permitted

\* or 15 feet from center line of alley right of way or easement.

T4.2-O



**BUILDING HEIGHT**

Principal Building	4 stories max.
Outbuilding	2 stories max.

**BUILDING HEIGHT**

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. For calculation purposes, one story is up to 14 ft.
3. First Story height shall be a minimum of 10 ft. The upper floor height shall be a minimum of 9 ft.
4. Height shall be measured to the eave or roof.
5. Minimum residential finished floor height 3 ft.

**LOT OCCUPATION**

Lot Width Detached	30 ft. min.
Lot Coverage Detached	50% max.
Lot Width Attached	16 ft. min.
Lot Coverage Attached	75% max.

**SETBACKS - PRINCIPAL BUILDING**

Front Setback Primary	5 ft. min., 15 ft. max.
Front Setback Secondary	5 ft. min., 15 ft. max.
Side Setback Detached	5 ft. min.
Side Setback Attached	0 ft. min.
Rear Setback	3 ft min. *
Frontage Buildout	60% min. at setback

T4.2-O

**DRAFT****SETBACKS - OUTBUILDING**

(h.1) Front Setback	20 ft. min. + bldg. setback
(h.2) Side Setback	0 ft. min. or 3 ft. at corner
(h.3) Rear Setback	3 ft. min. *

**PARKING PLACEMENT**

1. Uncovered parking spaces may be provided 20 ft. behind the front façade.
2. Covered parking shall be provided 20 ft. behind the front façade. Flexibility may be given for Side- or rear-entry garages.
3. Trash containers shall be stored 20 ft. behind the front façade.

**PRIVATE FRONTAGES**

Porch & Fence	permitted
Stoop	permitted
Shopfront & Awning/ Marquis	not permitted
Gallery	not permitted
Arcade	not permitted

\* or 15 feet from center line of alley right of way or easement.

## T5-R, T5.1-O, T5.2-O

These zones are assigned to land appropriate for neighborhood centers with a mix of building types and uses. These lands are generally occupied or would benefit from attached residential houses, apartment buildings, and commercial or mixed-use buildings in the T5.1-0 and T5.2-0 zones. Civic, religious uses, parks, squares, and plazas should also be included. The buildings are a maximum of 5 stories (6 in limited areas) with shallow front setbacks and small or no side and rear yards. Small block sizes, pedestrian and bicycle safety, on-street parking, curbs and gutters, parkways with street trees and wide sidewalks should be in place or planned.

T5-R



## BUILDING HEIGHT

Principal Building	5 stories max.
Outbuilding	2 stories max.

## BUILDING HEIGHT

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. For calculation purposes, one story is up to 14 ft.
3. First Story height and upper floor height shall be a minimum of 10 ft.
4. Height shall be measured to the eave or roof.
5. Minimum residential finished floor height 3 ft.

## LOT OCCUPATION

Lot Width	N/A
Lot Coverage	75% max.

## SETBACKS - PRINCIPAL BUILDING

Front Setback Principal	5 ft. min., 15 ft. max. <sup>1</sup>
Front Setback Secondary	2 ft. min., 12 ft. max.
Side Setback Detached	5 ft. min.
Side Setback Attached	0 ft. min.
Rear Setback	3 ft. min.*
Frontage Buildout	80% min. at setback

T5-R

**DRAFT**

## SETBACKS - OUTBUILDING

(h.1) Front Setback	40 ft. max. from rear prop.
(h.2) Side Setback	0 ft. min. or 2 ft. at corner
(h.3) Rear Setback	3 ft. min. *

## PARKING PLACEMENT

1. Uncovered parking spaces may be provided 20 ft. behind the front façade.
2. Covered parking shall be provided 20 ft. behind the front façade. Flexibility may be given for Side- or rear-entry garages.
3. Trash containers shall be stored 20 ft. behind the front façade.

## PRIVATE FRONTAGES

Porch & Fence	not permitted
Stoop	permitted
Shopfront & Awning/ Marquis	permitted
Gallery	permitted
Arcade	not permitted

\* or 15 feet from center line of alley right of way or easement.

<sup>1</sup> 10 ft. min. along Tamiami Trail

T5.1-O



**BUILDING HEIGHT**

Principal Building	3 stories max.
Outbuilding	2 stories max.

**BUILDING HEIGHT**

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. For calculation purposes, one story is up to 14 ft.
3. First story height shall be a minimum of 12 ft. and a maximum of 25 ft. The upper story height shall be a minimum of 10 ft.
4. Height shall be measured to the eave or roof.
5. Minimum residential finished floor height 3 ft.

**LOT OCCUPATION**

Lot Width	N/A
Lot Coverage	85% max.

**SETBACKS - PRINCIPAL BUILDING**

Front Setback Principal	0 ft min., 10 ft max. <sup>2</sup>
Front Setback Secondary	0 ft. min., 10 ft. max.
Side Setback	0 ft min., 24 ft max.
Rear Setback	3 ft min. *
Frontage Buildout	80% min. at setback

**T5.1-O****DRAFT****SETBACKS - OUTBUILDING**

Front Setback	40 ft. max. from rear prop.
Side Setback	0 ft. min. or 2 ft. at corner
Rear Setback	3 ft. min. *

**PARKING PLACEMENT**

1. Uncovered parking spaces may be provided 20 ft. behind the front façade.
2. Covered parking shall be provided 20 ft. behind the front façade. Flexibility may be given for Side- or rear-entry garages.
3. Trash containers shall be stored 20 ft. behind the front façade.

**PRIVATE FRONTAGES**

Porch & Fence	not permitted
Stoop	permitted
Shopfront & Awning/ Marquis	permitted
Gallery	permitted
Arcade	not permitted

\* or 15 feet from center line of alley right of way or easement.

- 2 Along Tamiami Trail Tuttle, Fruitville: 10 ft. min., 15 ft. max., in order to provide for sidewalk. Current sidewalk becomes cycle track. Building may have arcade or gallery encroaching First Layer.

T5.2-0



**BUILDING HEIGHT**

Principal Building	5 stories max.
Outbuilding	2 stories max.

**BUILDING HEIGHT**

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. For calculation purposes, one story is up to 14 ft.
3. First story height shall be a minimum of 12 ft. and a maximum of 25 ft. The upper story height shall be a minimum of 10 ft.
4. Height shall be measured to the eave or roof.
5. Minimum residential finished floor height 3 ft.

**LOT OCCUPATION**

Lot Width	N/A
Lot Coverage	85% max.

**SETBACKS - PRINCIPAL BUILDING**

Front Setback Principal	0 ft. min., 10 ft. max. <sup>2</sup>
Front Setback Secondary	0 ft. min., 10 ft. max.
Side Setback	0 ft. min., 24 ft. max.
Rear Setback	3 ft. min.*
Frontage Buildout	80% min. at setback

**T5.2-O****DRAFT****SETBACKS - OUTBUILDING**

Front Setback Principal	40 ft. max. from rear prop.
Side Setback	0 ft. min. or 2 ft. at corner
Rear Setback	3 ft. min.*

**PARKING PLACEMENT**

1. Uncovered parking spaces may be provided 20 ft. behind the front façade.
2. Covered parking shall be provided 20 ft. behind the front façade. Flexibility may be given for Side- or rear-entry garages.
3. Trash containers shall be stored 20 ft. behind the front façade.

**PRIVATE FRONTAGES**

Porch & Fence	not permitted
Stoop	permitted
Shopfront & Awning/ Marquis	permitted
Gallery	permitted
Arcade	not permitted

\* or 15 feet from center line of alley right of way or easement.

- 2 Along Tamiami Trail Tuttle, Fruitville: 10 ft. min., 15 ft. max., in order to provide for sidewalk. Current sidewalk becomes cycle track. Building may have arcade or gallery encroaching First Layer.

## T6-10 & T6-18

These zones are assigned to land appropriate for development with the highest density and height and with the greatest variety of uses within the downtown core, and bayfront areas.

T6-10



**BUILDING HEIGHT**

Principal Building	10 stories max.
Outbuilding	N/A

**BUILDING HEIGHT**

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. For calculation purposes, one story is up to 14 ft.
3. First story height shall be a minimum of 14 ft. and a maximum of 25 ft. The upper story height shall be a minimum of 10 ft.
4. Height shall be measured to the eave or roof.
5. Minimum residential finished floor height 3 ft.

**LOT OCCUPATION**

Lot Width	N/A
Lot Coverage	100% max.

**SETBACKS - PRINCIPAL BUILDING**

Front Setback Principal	0 ft., 5 ft. max. <sup>2</sup>
Front Setback Secondary	0 ft. min., 10 ft. max.
Side Setback	0 ft. min.
Rear Setback	0 ft. min. *
Frontage Buildout Primary	80% min. at setback

T6-10

**DRAFT****SETBACKS - OUTBUILDING**

Front Setback	N/A
Side Setback	N/A
Rear Setback	N/A

**PARKING PLACEMENT**

1. Uncovered parking spaces may be provided 20 ft. behind the front façade.
2. Covered parking shall be provided 20 ft. behind the front façade. Flexibility may be given for Side- or rear-entry garages.
3. Trash containers shall be stored 20 ft. behind the front façade.

**PRIVATE FRONTAGES**

Porch & Fence	not permitted
Stoop	permitted
Shopfront & Awning/ Marquis	permitted
Gallery	permitted
Arcade	not permitted

\* or 15 feet from center line of alley right of way or easement.

2. Along Fruitville: 10ft. min., 15 ft. max in order to provide for sidewalk. Current sidewalk becomes cycle track. Building may have arcade or gallery encroaching First Layer.

T6-18



## BUILDING HEIGHT PRE-BONUS

Principal Building	2 stories min. (primary), 18 stories max.
Outbuilding	N/A

### BUILDING HEIGHT

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. For calculation purposes, one story is up to 14 ft.
3. First story height shall be a minimum of 14 ft. and a maximum of 25 ft. The upper story height shall be a minimum of 10 ft.
4. Height shall be measured to the eave or roof.
5. Minimum residential finished floor height 3 ft.

## LOT OCCUPATION

Lot Width	N/A
Lot Coverage	100% max.

## SETBACKS - PRINCIPAL BUILDING

Front Setback Principal	0 ft. min., 5 ft. max. <sup>2</sup>
Front Setback Secondary	0 ft. min., 12 ft. max.
Side Setback	0 ft. min., 24 ft. max.
Rear Setback	0 ft min. *
Frontage Buildout Primary	80% min. at setback

T6-18

**DRAFT**

## SETBACKS - OUTBUILDING

Front Setback	N/A
Side Setback	N/A
Rear Setback	N/A

## PARKING PLACEMENT

1. Uncovered parking spaces may be provided 20 ft. behind the front façade.
2. Covered parking shall be provided 20 ft. behind the front façade. Flexibility may be given for Side- or rear-entry garages.
3. Trash containers shall be stored 20 ft. behind the front façade.

## PRIVATE FRONTAGES

Porch & Fence	not permitted
Stoop	permitted
Shopfront & Awning/ Marquis	permitted
Gallery	permitted
Arcade	not permitted

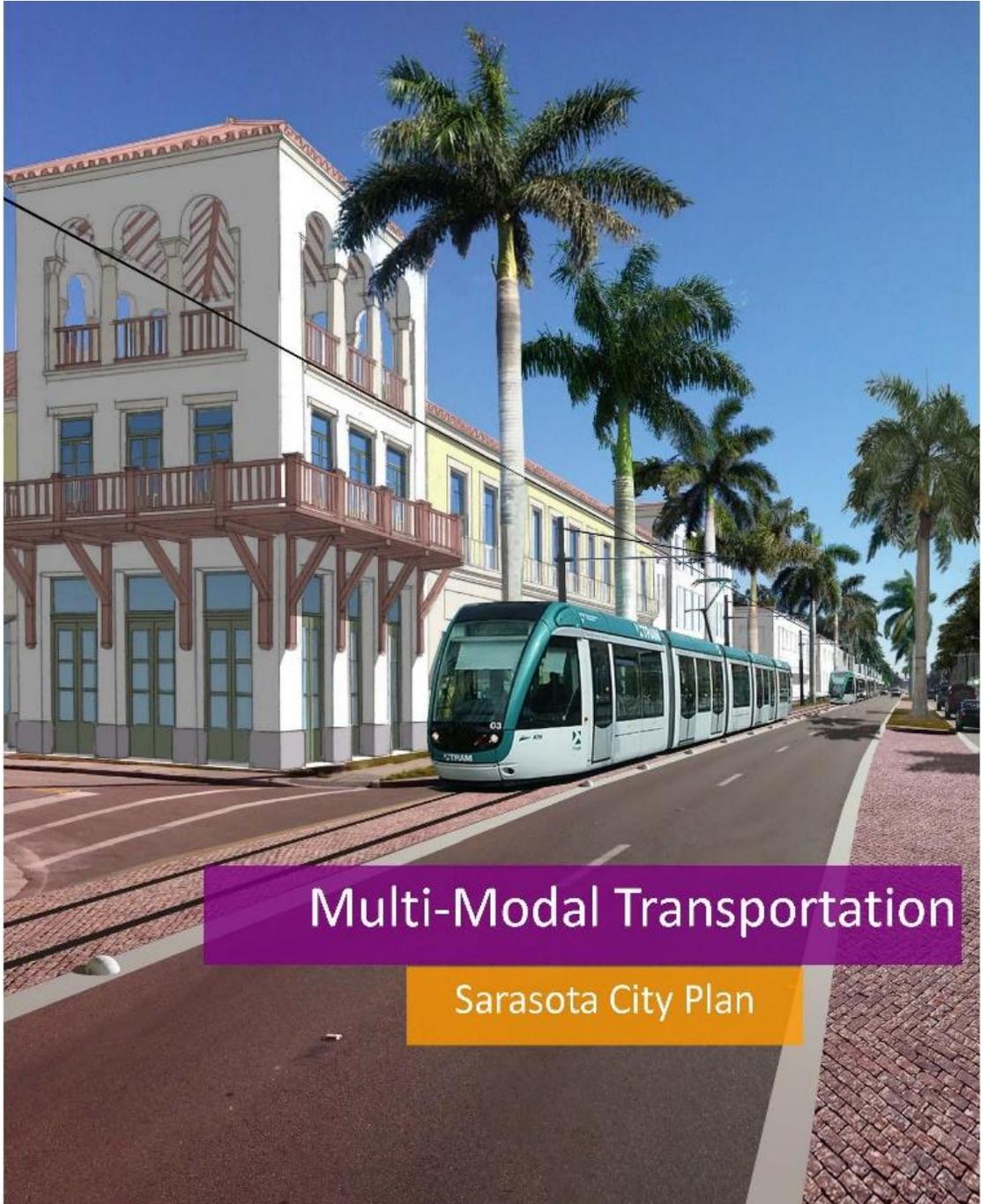
\* or 15 feet from center line of alley right of way or easement.

2. Along west side of Tamiami Trail: 10 ft. min., 15 ft. max in order to provide for sidewalk. Current sidewalk becomes cycle track. Building may have arcade or gallery encroaching First Layer.



**City Commission  
&  
Planning Board  
Comprehensive Plan  
Workshop-Transportation**

**November 10, 2015**



## Multi-Modal Transportation

Sarasota City Plan

## MEMORANDUM

To: City Commission & Planning Board

From: Karin Murphy, Director of Urban Design Studio  
Re: City of Sarasota Mobility Plan and proposed Multimodal Transportation Comprehensive Plan Amendments

Date: October 30, 2015

The Urban Design Studio's Scope of Services includes making recommendations for revisions to the Comprehensive Plan for Implementation of the Citywide Form-Based Code. New Urbanism and smart growth initiatives identify the relationship between development patterns and quality of life by implementing new policies and practices promoting better housing, transportation, economic development and preservation of environmental quality. Form-based codes deliver the metrics and transect zones that address the vision and context of the surrounding community, especially the relationships between buildings and the street, pedestrians and vehicles, and public and private spaces. However, a supporting multimodal transportation network is essential to achieve these placemaking principles.

With that in mind UDS has worked with Neighborhood and Development Services, the mobility consultants, and the community to create a draft Multimodal Transportation Plan and recommendations in an effort to assist the City to achieve these goals. The draft plan and concepts were presented at several Transportation Summits and Forums this summer that included staff, the Commission, and the community. This report is designed to take those discussions to the next level of discussion which includes recommended changes to the Comprehensive Plan with the assistance of the Commission and Planning Board. The report is meant to aid in framing the discussion with objectives and strategies meant to work in conjunction with the City's recently adopted multimodal fee ordinance.

After the workshop and feedback from the Commission and Planning Board UDS will work with Staff to initiate the Comprehensive Plan Amendment process. This process will include bringing the items back in a strikethrough and underline format as well as workshops and public hearing.

**State Statute 163.3177 Provides the required and optional elements of comprehensive plan; studies and surveys. These include:**

- A transportation element addressing mobility issues in relationship to the size and character of the local government.
- Requires that the purpose of the transportation element shall be to plan for a multimodal transportation system that places emphasis on public transportation systems, where feasible.
- The element shall provide for a safe, convenient multimodal transportation system, coordinated with the future land use map or map series and designed to support all elements of the comprehensive plan.
- A local government that has all or part of its jurisdiction included within the metropolitan planning area of a metropolitan planning organization (M.P.O.) pursuant to s. 339.175 shall prepare and adopt a transportation element consistent with this subsection.
- Each local government's transportation element shall address traffic circulation, including:

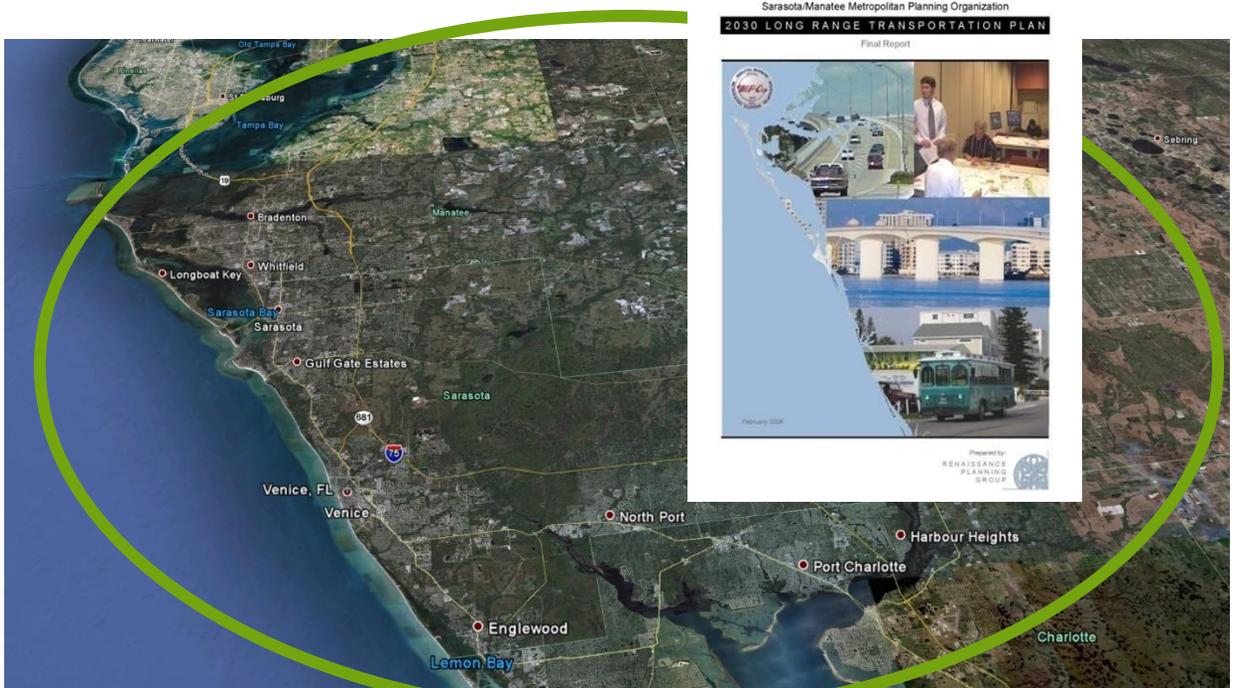
The types, locations, and extent of existing and proposed major thoroughfares and transportation routes, including bicycle and pedestrian ways. Transportation corridors, as defined in s. 334.03, may be designated in the transportation element pursuant to s. 337.273. If the transportation corridors are designated, the local government may adopt a transportation corridor management ordinance.

The element shall include a map or map series showing the general location of the existing and proposed transportation system features and shall be coordinated with the future land use map or map series.

### **State Statutes require:**

- Municipalities having populations greater than 50,000, and counties having populations greater than 75,000, shall include mass-transit provisions showing proposed methods for the moving of people, rights-of-way, terminals, and related facilities and shall address:
- The provision of efficient public transit services based upon existing and proposed major trip generators and attractors, safe and convenient public transit terminals, land uses, and accommodation of the special needs of the transportation disadvantaged.
- Plans for port, aviation, and related facilities coordinated with the general circulation and transportation element.
- Plans for the circulation of recreational traffic, including bicycle facilities, exercise trails, riding facilities, and such other matters as may be related to the improvement and safety of movement of all types of recreational traffic.

## Transportation Plans Coordinated with other Jurisdictions;



**Regional Planning**

**Metropolitan Planning  
Organization (MPO)**

**Long Range  
Transportation Plan (LRTP)**

The Purpose section of the City of Sarasota's Transportation Chapter has been written to be consistent with State Statute and the City's long term vision and plans. The intent section provides the planning methodology to be utilized to fulfill the purpose.

### **Purpose**

The purpose of the Multimodal Transportation Chapter is to guide the City toward a multimodal transportation system that works in conjunction with the Future Land Use Plan to promote and enhance the City's natural, aesthetic, social and economic resources. Creative transportation management systems and human scale design techniques shall be pursued rather than conventional street widening. The efficient movement of people and goods shall reinforce environmental quality, neighborhood preservation, architectural and pedestrian scale, and fiscal constraints. Without these checks and balances, much of the City of Sarasota would be paved over with asphalt and there would be no sense of place and the unique charm of Sarasota would be lost. To protect the City of Sarasota from air pollution and climate change, multimodal policies tied to land use are key to the preservation of the quality of life.

### **Intent**

The intent of the Multimodal Transportation Plan is to provide transportation infrastructure within a financially feasible framework that promotes a mixed-use walkable environment. Flexibility in resource expenditures allows the City to direct funds toward modes of transportation in addition to the automobile.

The City recognizes that land consumption trends are a function of population growth and density allowed in local land use plans and the private sector markets play a role in implementation. However this projected density impacts the amount of travel required to access various activities within the City, the Region and the State.

Studies have shown that as urban densities increase, vehicle miles travelled tend to decline. Land consumption also slows, helping ease development pressure on lower scale city residential neighborhoods as well as forests, wetlands, and agricultural lands. Mixed use activity centers with compact and connected transportation networks support walking, bicycling and use of public transportation .

Conversely, lower density and single use development with sparse or disconnected networks increase auto dependence and vehicle miles travelled, and contribute to conversion of rural lands for urban use.

## **GOAL**

**DEVELOP AND MAINTAIN AN INTEGRATED MULTIMODAL TRANSPORTATION SYSTEM WITHIN THE CITY OF SARASOTA TO MOVE PEOPLE OF ALL AGES AND ABILITIES AND GOODS IN A MANNER CONSISTENT WITH OVERALL CITYWIDE LAND USE AND ENVIRONMENTAL PROTECTION GOALS AND INTEGRATION OF FLOOD ZONE ADAPTATION CLIMATE CHANGE CONSIDERATIONS IN THE FISCAL DECISION-MAKING PROCESS.**

## **Objective**

The City of Sarasota will provide an integrated multimodal transportation system for the circulation of motorized and non-motorized traffic by enhancing the Mobility Plan and its transportation plans and implementing programs to provide competitive surface transportation mode choice, local surface mode connections at strategic locations, and modal linkages between the airport, rail, waterways and other inter-city and local and intrastate transportation facilities. These plans and programs shall seek to ensure that, among other objectives, all transportation agencies shall consider climate change adaptation into their public investment processes and decisions.

## **Action Strategies**

The City of Sarasota shall cooperate with, and participate in, activities and initiatives undertaken by the Florida Department of Transportation (FDOT) and the MPO to enhance intermodal and land use aspects of transportation plans and planning methods used by the State and the MPOs throughout the state.

It is the policy of the City of Sarasota to develop transportation facilities identified in the MPO's Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) in accordance with LRTP phasing program within the City.

It is the policy of the City that the non-cost feasible projects listed in the MPO's LRTP shall be retained in these plans solely as identified future priorities of the City for which the City shall pursue additional funding, and which shall be advanced into the cost-feasible components of the respective plans at the earliest feasible opportunities.

It is, further, the policy of the City Commission that, a) non-cost-feasible transportation projects may be advanced into the cost-feasible component of the referenced plans if alternative funding sources are provided and that the projects are consistent with the City's Multimodal Objectives.

## Action Strategies

As provided in this section and other elements the City shall promote mass transit alternatives to the personal automobile, such as rapid transit (*i.e.* light rail, and bus rapid transit, premium transit (enhanced and/or express bus)), local route bus and paratransit services.

The City shall continue to maintain programs for optimal development and expansion of the regional aviation system, and shall continue to support viable operation and enhancement of Port of Manatee. The City shall work with the MPO to ensure the region's long range plans accommodate and facilitate provision of inter-city and inter- state commuter rail and bus, high-speed intrastate rail, and freight rail services. These activities will be conducted in accordance with the intergovernmental provisions of the comprehensive plan and other applicable elements including the Land Use and Capital Improvement Elements.

As other transportation facility providers' plans are updated, the City of Sarasota shall continue to participate to ensure that those plans provide high quality intermodal connections at optimal transfer points. These should include, but should not be limited to, the intermodal connections currently planned.

As provided in the Draft Transit Map, and Aviation Element, the City shall promote improved intermodal linkages for the movement of passengers and freight, including the consideration of waterborne transportation.

Transit-supportive Land Use Element policies including, but not limited to, Urban Village and Center guidelines shall be created and implemented in association with planned transit facilities opportunities.

The City of Sarasota is within the Sarasota/Manatee Metropolitan Planning Organization's (MPO) Long Range Planning Area. The current 2035 Long Range Plan was created consistent with the MPO's mission to provide for an integrated multimodal transportation system that supports sustainable livable communities and economic development.

The MPO is currently updating its long range plan in cooperation with its member governments and the general public. In addition Sarasota County is currently seeking input during its Comprehensive Plan update while NDS is conducting the City of Sarasota's Evaluation and Appraisal Report. This provides for the opportunity to update the City's Comprehensive Plan for local needs as well as identify integrated regional infrastructure needs.

The Region's Goals for the Long Range Plan are consistent with the City's goals to:

- Improve Multimodal Mobility & Connectivity Across the Region
- Coordinate Land Use, Promote Multimodal Site Design, and Minimize Impacts
- Expand Sustainable Transportation Alternatives to Protect the Environment, Reduce Energy Consumption, and Improve Public Health
- Support Economic Vitality and Ensure Continued and Enhanced Participation in the Global Economy
- Enhance System Management and Operations
- Ensure Financial Feasibility of the Transportation System
- Involve the Public in Transportation Decision-Making
- Increase Safety in the Transportation System
- Increase Security and Resilience in the Transportation System

**Local governments within a metropolitan planning area designated as an M.P.O. pursuant to s. 339.175 shall also address:**

All alternative modes of travel, such as public transportation, pedestrian, and bicycle travel.

Aviation, rail, seaport facilities, access to those facilities, and intermodal terminals.

The capability to evacuate the coastal population before an impending natural disaster.

Airports, projected airport and aviation development, and land use compatibility around airports, which includes areas defined in ss. 333.01 and 333.02.

An identification of land use densities, building intensities, and transportation management programs to promote public transportation systems in designated public transportation corridors so as to encourage population densities sufficient to support such systems.

**2035 LONG RANGE TRANSPORTATION PLAN**  
**FINAL REPORT**

SARASOTA/MANATEE  
**MOBILITY 2035**  
 FLORIDA

Prepared for:  
 Sarasota/Manatee Metropolitan  
 Planning Organization

Prepared by:  
 RENAISSANCE PLANNING GROUP

Adopted - December 2010  
 Amended - January 27, 2014

Map 2: 2035 Needs Plan



## Problem NO Money Allocated for expanded Transit

As shown in the figure, total state and federal revenues are about \$738 million, while the total existing local sources available for roadway capital projects is about \$1.1 billion. Total local transit revenues are used exclusively to maintain the existing bus operations and maintaining the capital facilities and equipment; there are no defined revenue sources for additional bus service or expansion of bus fleets. Thus, the overall total available revenue for both counties is about \$1.9 billion over the planning period, and is \$4.3 billion short of the Needs Plan projected cost estimates.

# Multimodal Transportation;

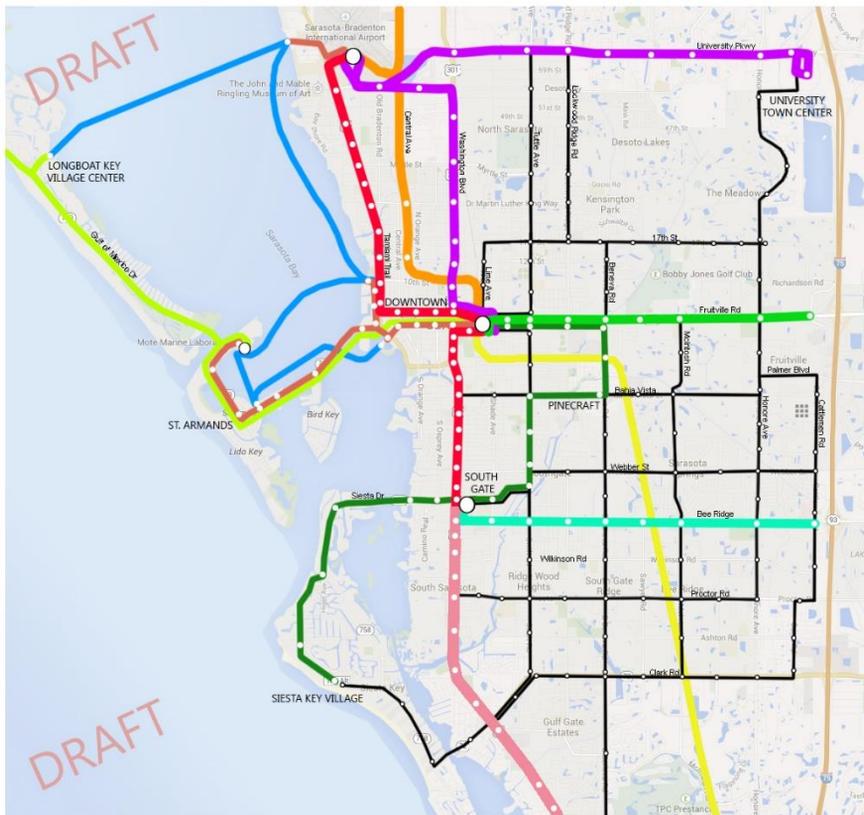


A Modal shift means replacing a saturated means of transport with another to make the first less congested. Modal transfer therefore makes it possible to reduce road-only high-volume cargo shipping and replace it with rail or other transport.



# Transportation Plan

## A Transportation System Coordinated with Land Use;



### 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

As other transportation facility providers' plans are updated, the City of Sarasota shall continue to participate to ensure that those plans provide high quality intermodal connections at optimal transfer points. These should include, but should not be limited to, the intermodal connections currently planned.

As provided in the Draft Transit Map, and Aviation Element, the City shall promote improved intermodal linkages for the movement of passengers and freight, including the consideration of waterborne transportation.

Transit-supportive Land Use Element policies including, but not limited to, Urban Village and Center guidelines shall be created and implemented in association with planned transit facilities opportunities.

The City of Sarasota shall study, develop, and adopt climate change adaptation and mitigation strategies for incorporation into all public investment processes and decisions, including those concerning transportation improvements.

The City of Sarasota shall work with Transportation agencies developing their transportation plans for Sarasota County and the Region to take into consideration climate change adaptation and mitigation strategies through project review, design, and funding for all transportation projects. Transportation agencies should consider extending their planning horizons appropriately to address climate change impacts.

**GOAL**  
**PROVIDE WELL-MAINTAINED AND PROGRESSIVE INFRASTRUCTURE.**

**Objective**

Roadway Design and Construction for Safe, Convenient and Efficient Multimodal Transportation Systems" requires that all transportation infrastructure constructed by public and private entities in the City is appropriately designed to serve all modes of transportation (pedestrian, bicycle, transit and automobile) both now and in the future.

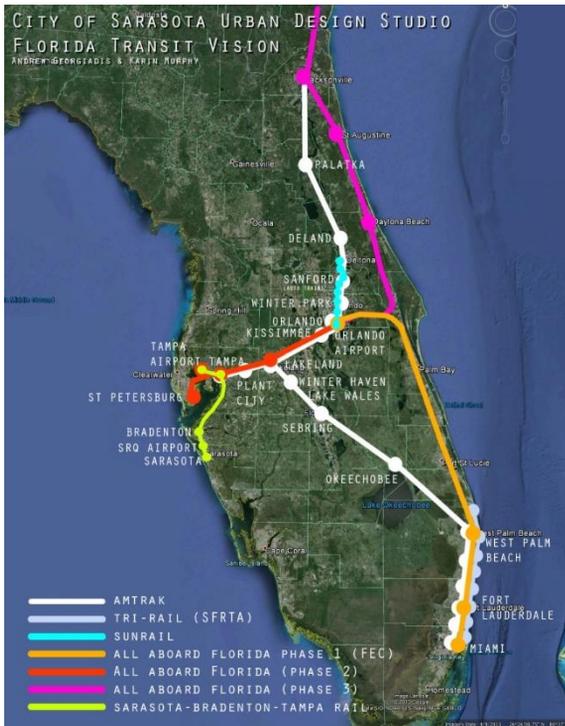
**Action Strategy**

The City of Sarasota shall continue to analyze planned land use patterns and intensities in the City's Mobility Districts and shall identify long range premium transit opportunities, hubs, corridors and station areas and shall identify transportation and land use plan changes needed to improve these interrelationships.



**Multi-modal 41 Vision**

## Statewide



Many urban and interregional SIS highway corridors are currently or are expected to be heavily congested during peak periods by 2035, even after planned capacity improvements are made. Likewise, many of the State's airports are projected to be at more than 80 percent of capacity, the point at which additional capacity should be under construction.

The solution in the past, in Florida and throughout the United States, has been to add new roadways and more lanes on existing roads. This becomes much more difficult as construction costs continue to climb and increasing population densities increase property values and decrease available land.

Given these considerations, expanding passenger rail and urban transit systems will be necessary in order to serve as viable options for the movement of people within and between areas. Northeastern states, with similar population densities and congestion problems as Florida, have recognized the importance of strong intercity and commuter rail services as a tool to aid in congestion relief and provide mobility. In fact, strategically implementing passenger rail services can aid the State in mitigating congestion, stabilizing highway construction and maintenance costs, and promoting development of compact livable communities.

In 2006, FDOT prepared the Florida Intercity Passenger Rail Vision Plan. According to the plan, by 2040, the intercity travel market would grow from just over 100 million trips in 2006 to nearly 200 million trips by 2020 and 320 million trips by 2040.<sup>46</sup> According to the Vision Plan, the largest numbers of estimated intercity trips are between central Florida and Tampa Bay (Orlando-Tampa); southeast Florida and central Florida (Miami-Orlando); and southeast Florida and the Tampa Bay region (Miami-Tampa). Additional significant travel is also anticipated between Jacksonville (northeast Florida) and Orlando (central Florida). Intercity travel in central and south Florida is especially important given the presence of the recreation and tourism industry there. The study found that this increase will add pressure to existing transportation facilities and would necessitate advanced management and operations as well as development of new infrastructure to manage the demand.

## Regional Rail History

The Seaboard Railroad extended its line from Tampa to Sarasota motivated by the news that Ralph Caples, a well-known railroad entrepreneur, indicated that he planned to build the line himself following his honeymoon vacation to Sarasota in 1899. The Sarasota line was built by the Seaboard Air Line Railroad. The mainline between downtown Sarasota to just south of Fruitville Road and the branch to Matoaka were built by the Atlantic Coast Line Railroad. The Seaboard first built their line, which extended from Durant (just east of Tampa), to Sarasota via Parrish, Palmetto and Bradenton in 1903.



Some of the line ran along the former route of the Arcadia, Gulf Coast and Lakeland Railroad. In 1905, Seaboard extended the line a short distance southeast into Fruitville. At this time, the tracks ran through downtown Sarasota along Lemon Avenue and Pineapple Avenue and turned east along what is now Alderman Street and Brother Geenen Way.

The tracks also served a dock facility into Sarasota Bay. In 1911, at the request of socialite Bertha Honore Palmer, the line was extended south to Venice.

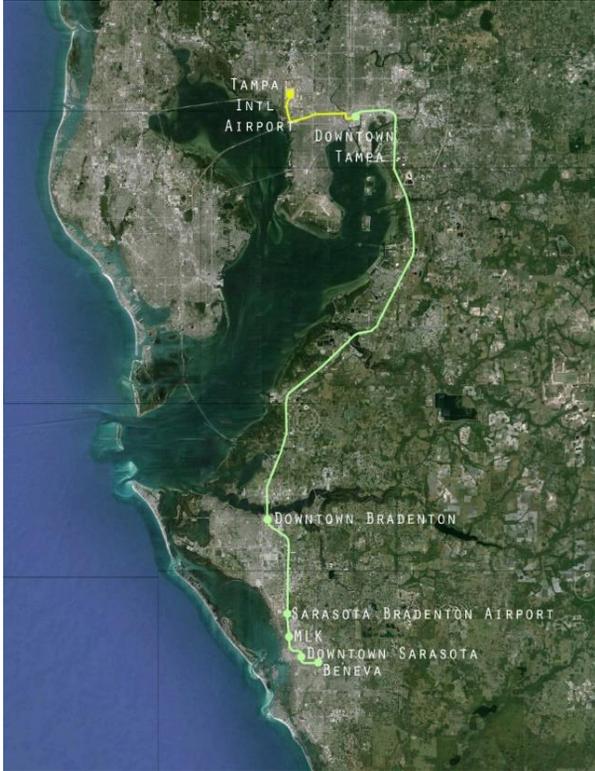
The Atlantic Coast Line came to the area later in 1924 as part of the land boom when they built the Tampa Southern Railroad, which up until 1949 continued southeast as far as Southfort (along the Peace River), where it merged with the Coast Line's route to Fort Myers (Seminole Gulf's current Arcadia to North Naples line coincidentally). The Seaboard and the Coast Line tracks originally ran directly beside each other through Fruitville.

In 1967, the Seaboard Air Line and the Atlantic Coast Line merged to form the Seaboard Coast Line Railroad (who later merged with the Chessie System in 1980 to form CSX). The mergers led to consolidation of the two routes and abandonment of redundant trackage including the Seaboard's original route through downtown Sarasota and the Coast Line's tracks between Bradenton and Matoaka.

In the early 2000s, Seminole Gulf and CSX abandoned the little-used southern portion of the line between Palmer Ranch and Venice, which most notably carried the Ringling Bros. and Barnum & Bailey Circus up until 1992. The line's former right of way is now part of the Legacy Trail.

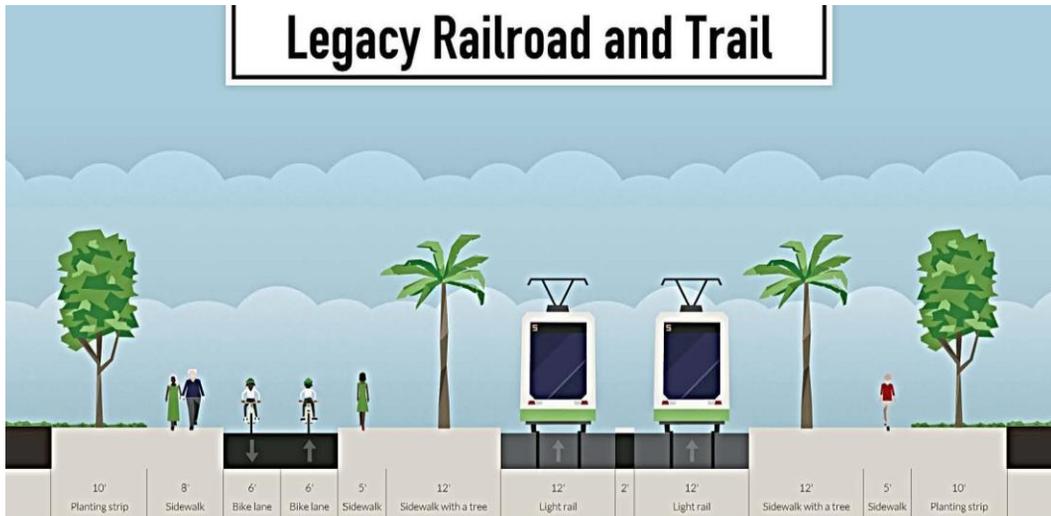
# Rails with Trails

Sustainability –allows future generations to meet their infrastructure needs.



Bike Share

## Legacy Railroad and Trail



## Objective

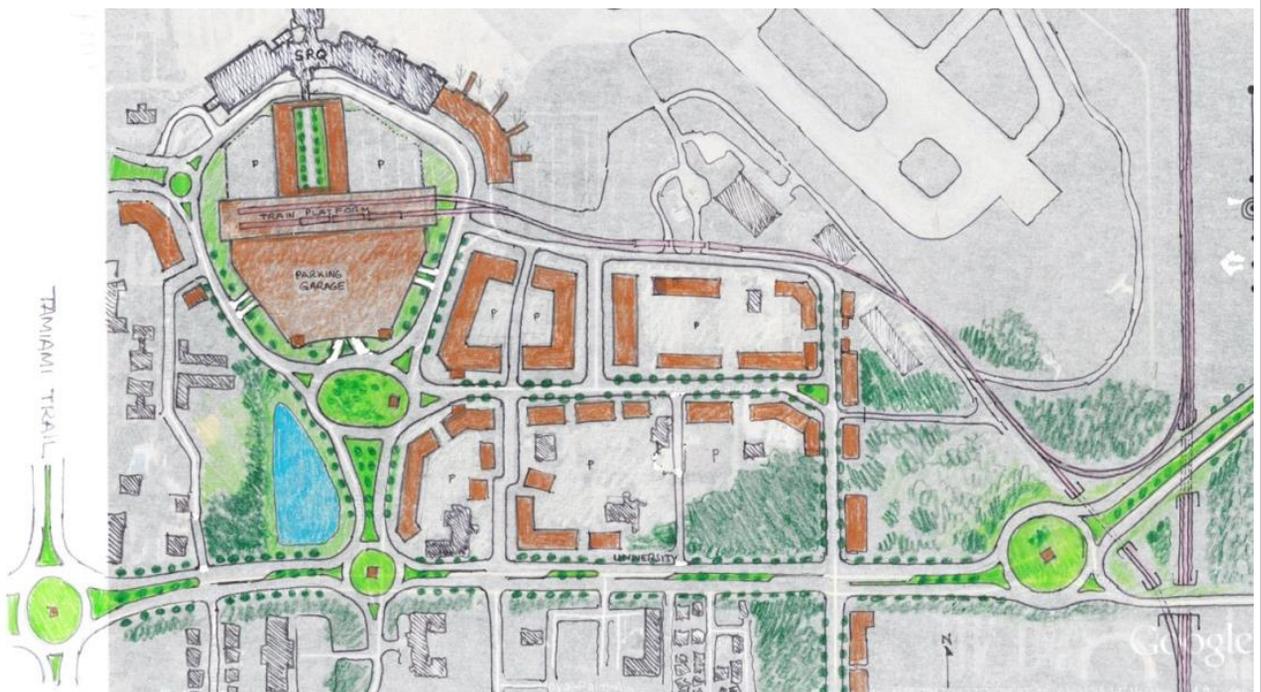
The City shall explore Intermodal Transportation Options

## Action Strategies

The City Shall work with the Airport & the MPO to explore reactivation of passenger rail.

The City Shall identify, map, and study sites within the City that are appropriate.

The City Shall identify, map, and study multi-modal hubs within the City that provide the opportunity for modal transfer



Sample of Air/Rail Intermodal Hub

Data and Studies show that unlike road-building projects where the work may be limited and narrow in focus, transit projects produce broader economic development.



Water Bus Stop Venice Italy



Centralized Mode Choice Supports  
Choice Ridership Increase

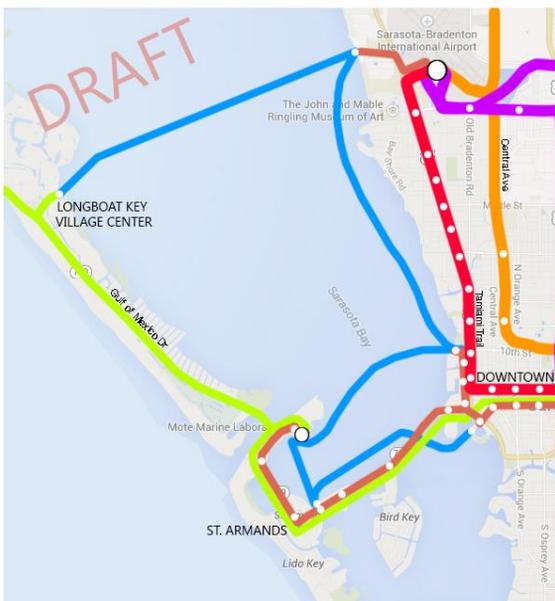
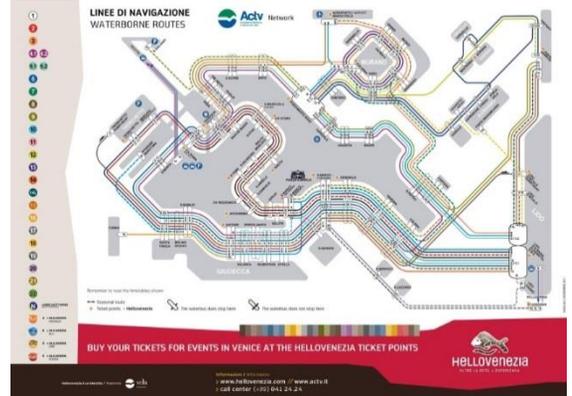
At the option of a local government, an airport master plan, and any subsequent amendments to the airport master plan, prepared by a licensed publicly owned and operated airport under s. 333.06 may be incorporated into the local government comprehensive plan by the local government having jurisdiction under this act for the area in which the airport or projected airport development is located by the adoption of a comprehensive plan amendment.

In the amendment to the local comprehensive plan that integrates the airport master plan, the comprehensive plan amendment shall address land use compatibility consistent with chapter 333 regarding airport zoning; the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport; consistency with the local government transportation circulation element and applicable M.P.O. long-range transportation plans; the execution of any necessary interlocal agreements for the purposes of the provision of public facilities and services to maintain the adopted level-of-service standards for facilities subject to concurrency; and may address airport-related or aviation-related development.

Development or expansion of an airport consistent with the adopted airport master plan that has been incorporated into the local comprehensive plan in compliance with this part, and airport-related or aviation-related development that has been addressed in the comprehensive plan amendment that incorporates the airport master plan, do not constitute a development of regional impact.

Notwithstanding any other general law, an airport that has received a development-of-regional-impact development order pursuant to s. 380.06, but which is no longer required to undergo development-of-regional-impact review pursuant to this subsection, may rescind its development-of-regional-impact order upon written notification to the applicable local government. Upon receipt by the local government, the development-of-regional-impact development order shall be deemed rescinded.

# Water Bus Hubs

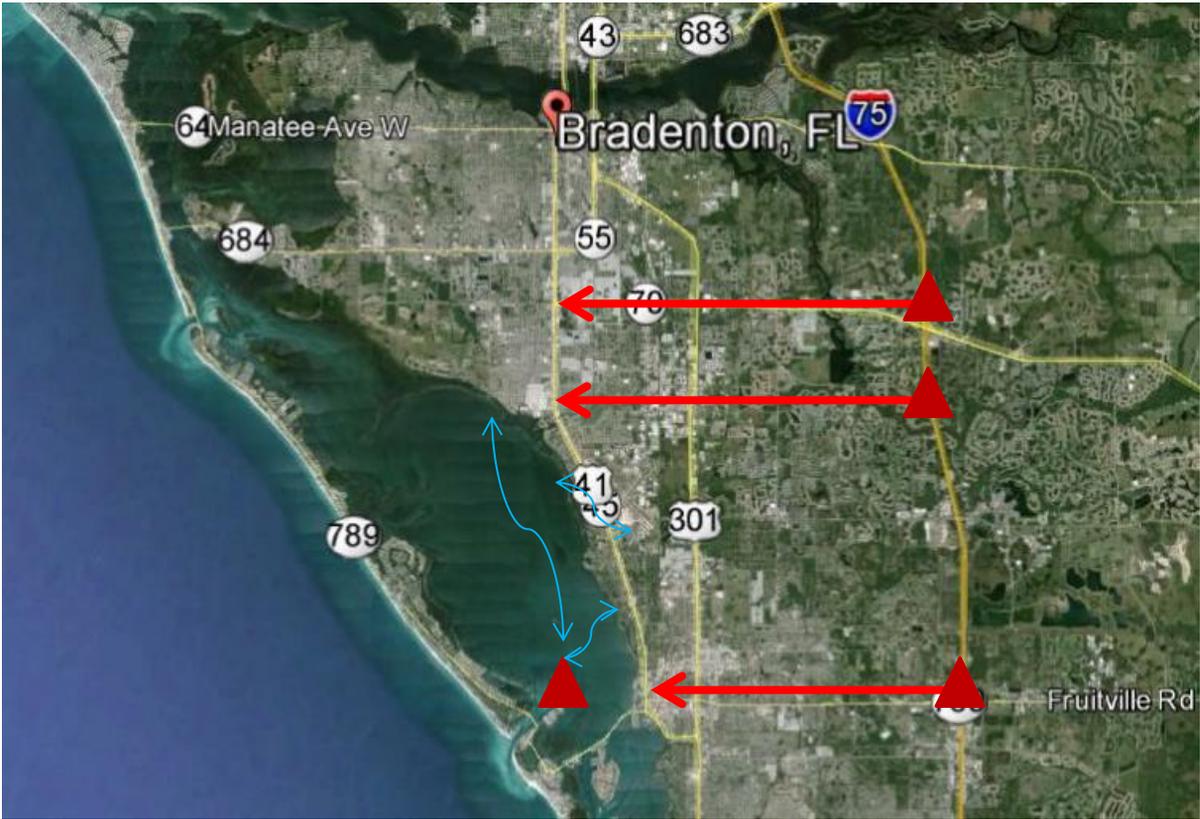


**Choice = Route Reinforcement**

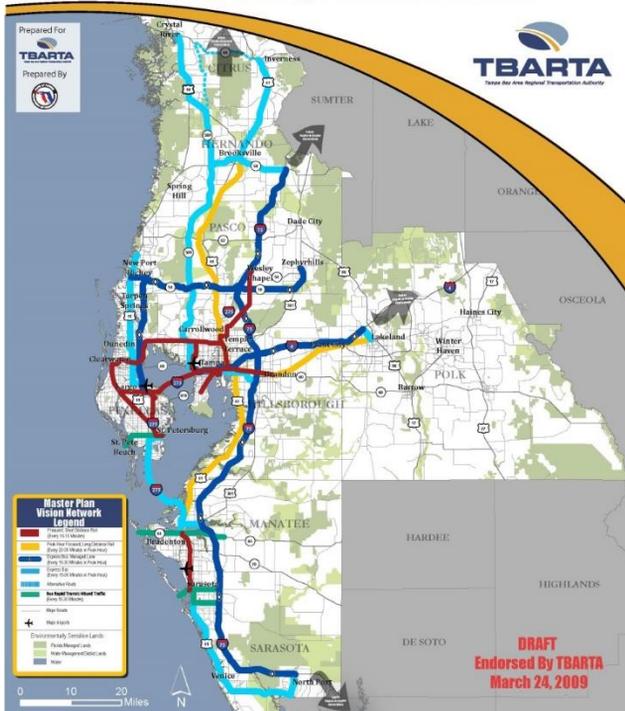
# Park & Ride Opportunities

Park & Ride facilities are free parking lots for transit riders or vanpools and carpools to meet up before commuting in to work.

The Commuter Park and Ride at the North Port Chamber of Commerce is now open. Parking in this lot requires a hang tag permit. There is no charge for the hang tag permit. There are other opportunities that the City should explore with Sarasota and Manatee Counties.



## Preliminary Long-Term Vision



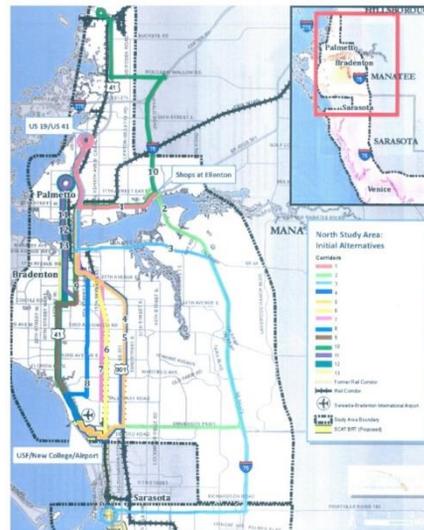
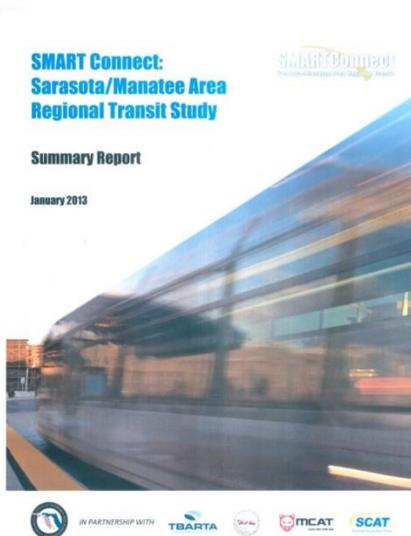
## Preliminary Mid-Term Vision



**The Tampa Bay Area Regional Transportation Authority (TBARTA)** was created by the Florida State Legislature in 2007 to develop and implement a Regional Transportation Master Plan for the seven-county West Central Florida region consisting of Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas and Sarasota Counties. The authority's purpose is to improve mobility and expand multimodal transportation options for passengers and freight throughout the seven-county region.

## Proactive v. Reactive Approach

- County System adopted headway times do not meet City land use needs.
- Explore new systems and funding sources to supplement & provide 15 minute headway times to attract choice ridership.
- Explore Manatee County Partnership
- Explore College Transit Fee
- Density tied to transit potential/premium transit fee
- Hub and Urban Retail Stops
- Park & Ride opportunities that begin at the point of origin (East County locations)

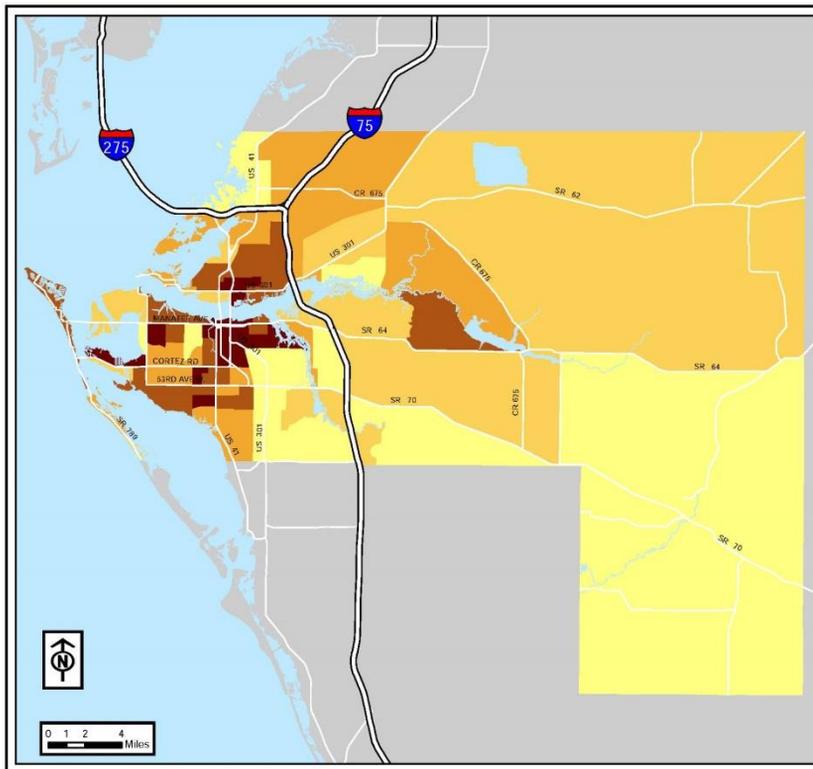
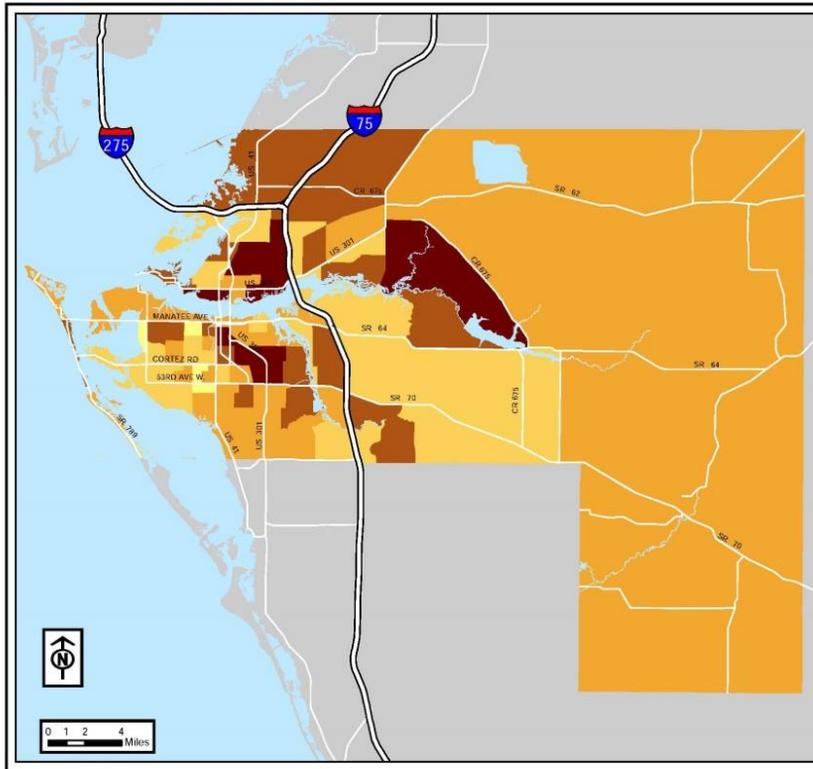


**Sarasota County Area Transit Future Planning:** The City shall work with and support Sarasota County Area Transit in its efforts to seek federal “Small Starts” funding for transit as well as in other future planning and improvements.

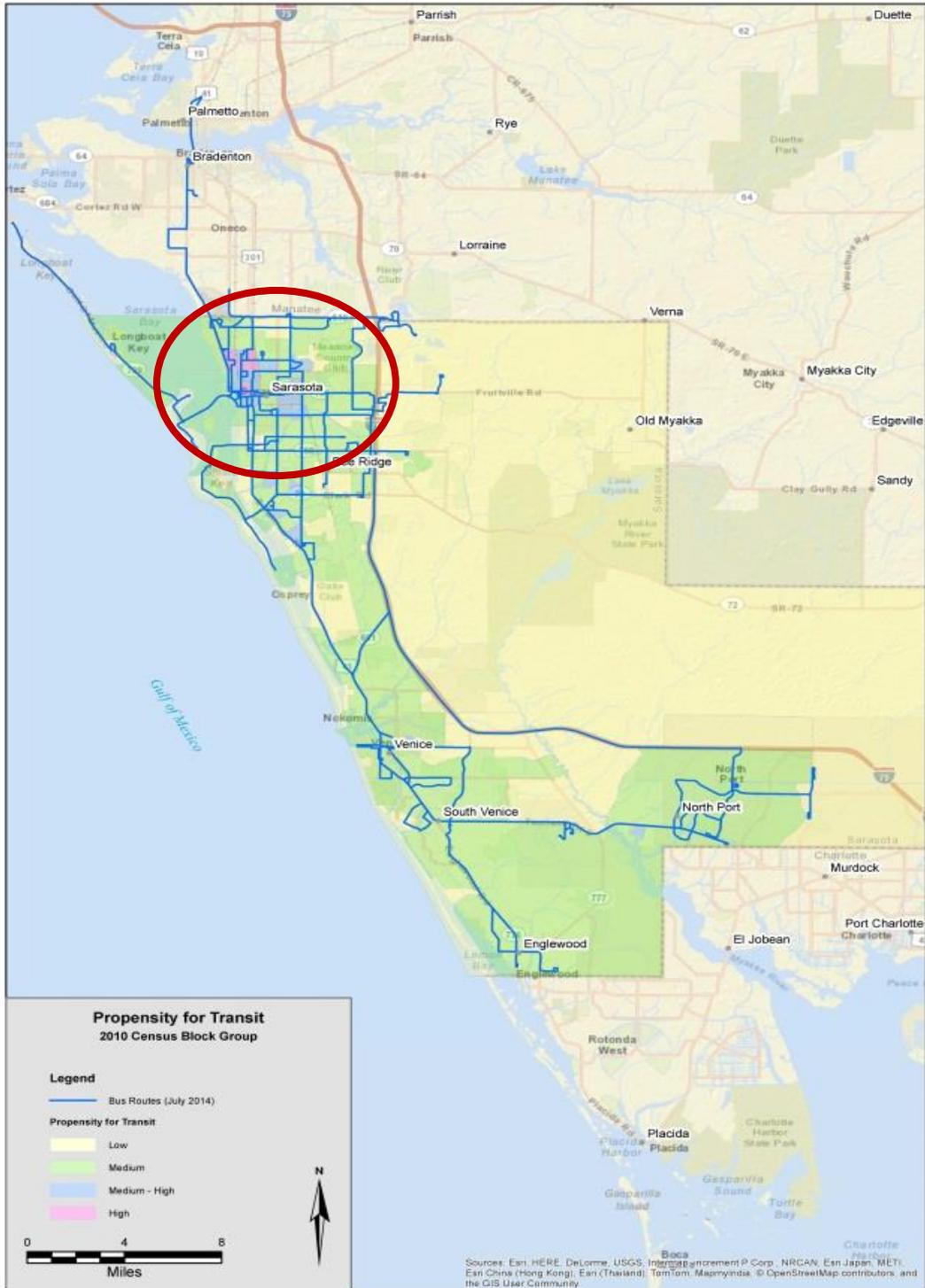
**Regional Area Transit Future Planning:** The City shall work to form partnerships with large projects, businesses, universities and schools, social service agencies, and other government agencies **within the region and state** to creatively fund transit to encourage choice ridership.



# Manatee Data



# Choice Ridership Sarasota Data





Based on the scoring for each of the factors, the block groups were ranked from Low to High according to the average score of all of the factors. As the map indicates, the only areas that rank in the Medium-high or High categories are located in and around the City of Sarasota. This area, as shown in previous maps, has the highest population density and ranked higher than most of the County in other demographic categories.

It should be noted that the majority of the area west of the I-75 corridor ranked as Medium propensity for transit service. With the growth in the southern portions of Sarasota County, the area in and around the cities of Venice and North Port have improved from mostly Very Low and Low in the last TDP to mostly Medium.

### Choice Ridership

In order to improve the SCAT ridership and overall service, we need to examine the areas that may not traditionally be identified as transit dependent areas, but may contain factors that make them an area for future transit service based on employment or population density. The attraction of riders that have a legitimate choice in their transportation options depends on a lot of factors. Typically, a transit system has more success in attracting choice riders when they provide a quality service that is frequent, on-time and reasonably priced.

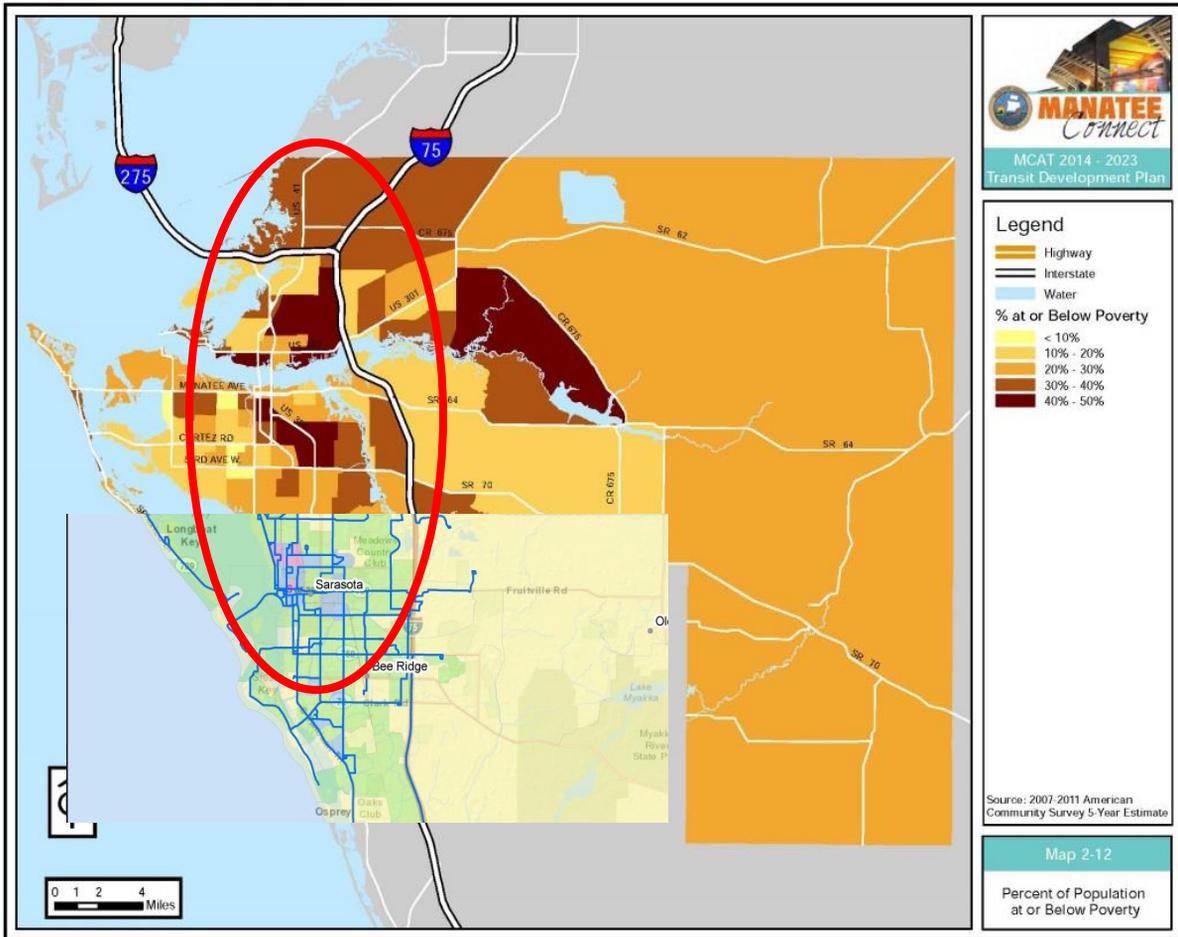
In evaluating the Sarasota County area for potential choice riders, the density thresholds illustrated in **Table 5-2** utilized. For consistency, we continued with the same thresholds as used in the 2009 TDP Major Update.

**Table 5-2 Transit Service Density Thresholds**

Transit Service Threshold Level	Population Density Threshold	Employment Density Threshold
Low	Less than 4.5 units/acre	Less than 4 employees/acre
Medium	4.5 to 6 units/acre	4 to 5 employees/acre
High	6 to 7 units/acre	5 to 6 employees/acre
Very High	More than 7 units/acre	More than 6 employees/acre

**Maps 5-2 and 5-3** show the results of the density threshold analysis for both population (**5-2**) and employment (**5-3**). Based on this analysis, there are very few areas in Sarasota County that more than 4.5 residential units per acre and score higher than the low threshold level. However, there are pockets of density from just south of Clark Road to the Manatee County line that meet the Medium, High and Very High threshold levels. All of these areas are west of the I-75 corridor.

# Transit Supportive Density



## Sarasota- Bradenton Synergy

The identified areas and associated transportation corridors are the most transit ready in both counties. They also contain large pockets of low income households that would directly benefit from increased transit.

**Goal**  
**AN ECONOMICALLY SUSTAINABLE COMMUNITY.**

**Objective**

Provide the infrastructure for efficient movement of people and materials that is crucial to the economic sustainability of the City.

**Action Strategies**

The City recognizes that automobile ownership and maintenance represent a large percentage of household income that could be spent on other necessities if other mobility choices are available. The city shall implement the mobility plan to provide choice and economic opportunity to City residents and businesses through the provision of transportation modes including transit for mobility.

New development or projects seeking density bonuses may be asked to contribute to the City's intermodal transportation system in lieu of the automobile impact fee found in the suburbs.



Sample Transit Oriented Development –  
Image Courtesy of Ethan Elkind

- Within Sarasota County, the highest percentage of households living below the poverty line are concentrated in the City of Sarasota and north of the City.
- No-Vehicle Households One specific segment of the population that is truly dependent on the public transit service includes those persons living in households without a personal vehicle. Persons living in households without a personal vehicle have difficulties getting and maintaining a steady job, shopping for basic needs, taking their children to doctor appointments, and other activities that a lot of people take for granted.



- In automobile-dependent communities a city must devote between 2,000 and 4,000 square feet (200-400 square meters) of land to roads and off-street parking per automobile. (2-6 spaces per car).
- This exceeds the amount of land devoted to housing per capita.
- It is more land than most urban neighborhoods devote to public parks.

**Source- Todd Litman executive director of the Victoria Transport Policy Institute.**

## **STRATEGIC GOAL**

### **A WORKPLACE THAT ATTRACTS AND RETAINS AN OUTSTANDING WORKFORCE.**

#### **Objective**

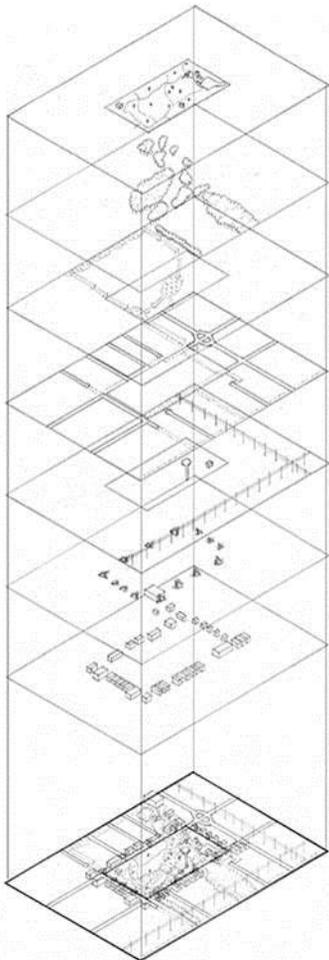
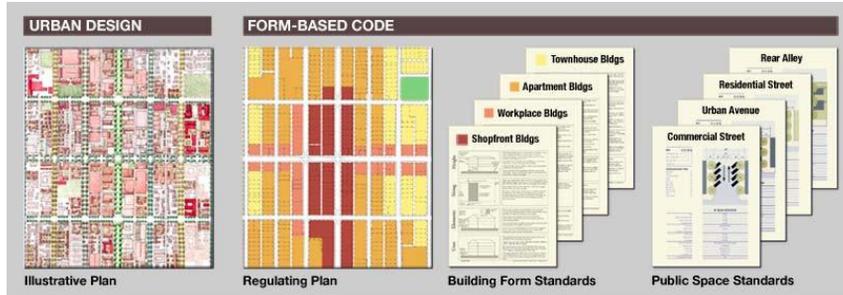
The City recognizes that transit and multi-modal choice provides a wide range of benefits to communities, including access to employment and a wide range of community resources and services. Public transportation contributes to a healthier environment by improving air quality and reducing oil consumption, and through better land-use policies. It also helps to expand business development and work opportunities, and it is critical for emergency response requiring safe and efficient evacuation.

#### **Action Strategy**

The City will participate in the MPO Long Range Planning Process consistent with the regional mission to develop a future plan, through cooperation with the member governments and the general public for a safe, efficient, financially feasible, environmentally sensitive, regional, integrated multi-modal transportation system that supports sustainable, livable communities and economic development.



# Integration



In 2004, the City Commission adopted "Sarasota's Approach to Strategic Planning," which provided the foundation for the annual Strategic Plan and Strategic Goals that play a role in creating the Multimodal Transportation Plan. A description of the Plan's general relationship to these strategic goals is as follows:

"A responsible and accessible government that has sound financial and administrative practices."

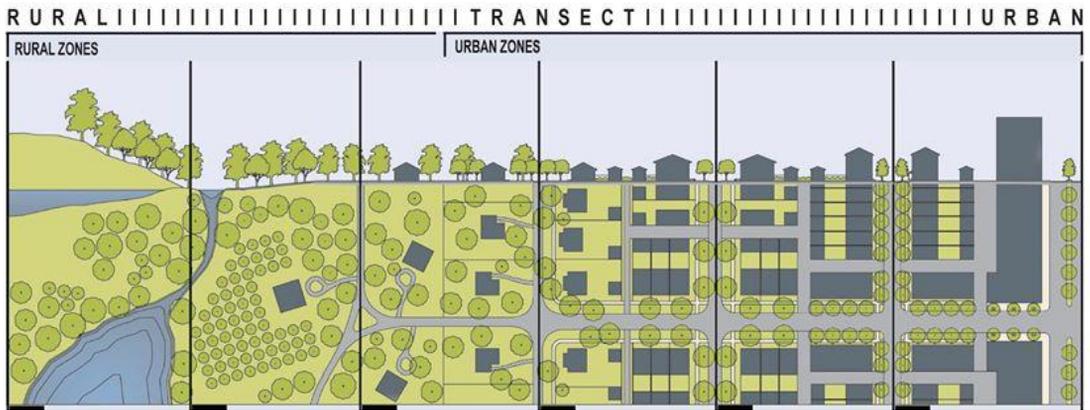
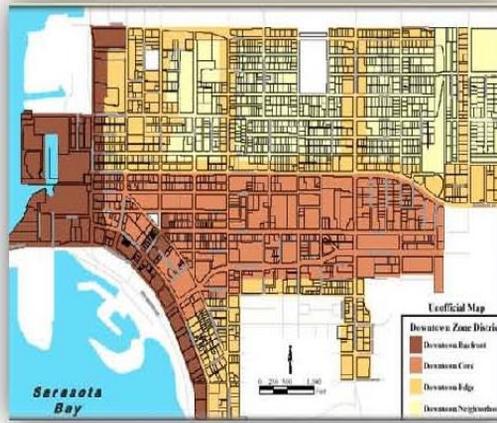
Unpredictability in the availability of transportation funding for capital improvements and operating costs means that the City must consider new funding mechanisms - including grants and proportional mitigation participation by development.

Transit oriented development and pedestrian and bicycle improvements are often more desirable and financially feasible than automobile capacity improvements within an urban context. This modal shift to reduce vehicle miles travelled helps to reduce traffic congestion, road and parking facility expenditures, and reduce or mitigate carbon and other harmful emissions.

### **Issue**

The City's Long Term Transportation Needs & Vision are not being met through the traditional MPO Funding Methodology as more and more dollars are targeted to low density roadway infrastructure and existing bus dollars are stretched for service to low density areas.

The City adopted a transect based system of zoning for the Downtown Area in 2004. This zoning system replaced a conventional separated-use zoning system that encouraged a car-dependent culture and land-consuming sprawl. The Transect Zones instead provide the basis for real neighborhood structure, which requires walkable streets, mixed use, transportation options, and housing diversity. The T-zones vary by the ratio and level of intensity of their natural, built, and social components. They may be coordinated to all scales of planning, from the region through the community scale down to the individual lot and building, but the new zoning itself is applied at the community (municipal) scale.



Numerous studies have demonstrated that Land use and transportation should be interconnected to benefit and produce safe and effective travel. Although the City, County and Region have historically included this goal in their long range plans traditionally implementation has focused on single-occupancy vehicles.

For many decades within the region concurrency, and priority expenditures on road widening projects have enabled land use patterns that reward inefficient and non-supportive land use patterns. This has produced a transportation monoculture that has focused on inefficient single occupancy vehicle accessibility rather than efficient diverse mobility.

Efficient travel behavior is positively associated with denser mixed-use land uses, nodes and centers. Yet state and regional transportation funding rewards suburban sprawl.

### **Action Strategy**

The City of Sarasota shall foster efficient land-use and development patterns that support alternative transportation centers, nodes and hubs that reduce single occupancy vehicle travel, vehicle miles travelled, and vehicle hours devoted to driving.

The City of Sarasota shall promote a compact mix of land uses with integrated mobility options.

The City shall expand it's transect based zoning to areas outside of the downtown core.

The City shall update it's zoning code, and expand it's Primary and Secondary Street Network to promote walkability and alternative modes of Transportation.

The City shall limit auto-oriented uses such as drive-thru uses to secondary and transitional streets.

The City shall promote a range of housing types including live work building types to reduce vehicle miles travelled.

The City shall conduct public outreach and education to increase public acceptance of appropriate density and housing types.

The City shall continue to utilize transect based zoning to provide compatibility and transitioning between land use zones.

The City may utilize an incentive based density bonus program to encourage development in transit oriented developments, corridors, centers and hubs.



Expanded Housing Types – Image Courtesy of Daniel Parolek

## Action Strategies

The City shall promote a connected land use pattern to reduce vehicle miles travelled.

The City shall adopt street-block size maximums.

The City shall preserve and enhance the use of lanes or alleys in appropriate locations.

The City shall preserve its historic grid pattern and shall prioritize infrastructure expenditures that enhance or restore connectivity.

The City shall work to preserve and enhance its network of streets by reducing or eliminating cul-de-sac and dead end streets where feasible.

The City shall update its Parks and Connectivity Plan to maximize a network of pathways for pedestrians and bicycles.

### 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

## Sample Sprawl Repair to reduce VMT

### **Objective**

Parking Master Plan

### **Action Strategies**

The City shall work toward lowering parking minimums within the mobility districts.

The City shall study the feasibility of parking maximums within the urban core.

The City shall expand it's range of intersection designs to balance pedestrian, bicycle and auto movements and promote safety.

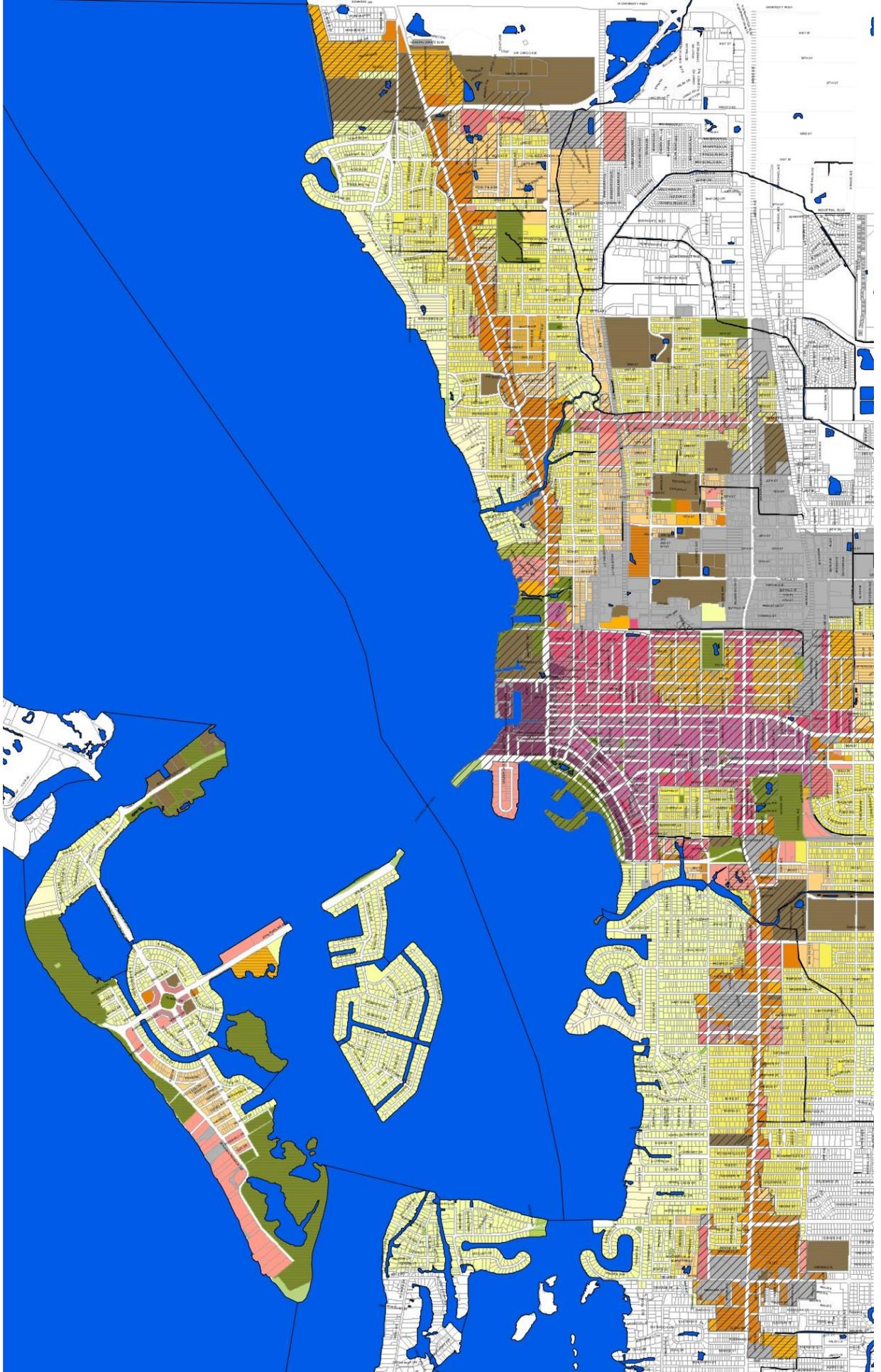
The City shall continue to promote "in-lieu of parking fees" to meet required parking.

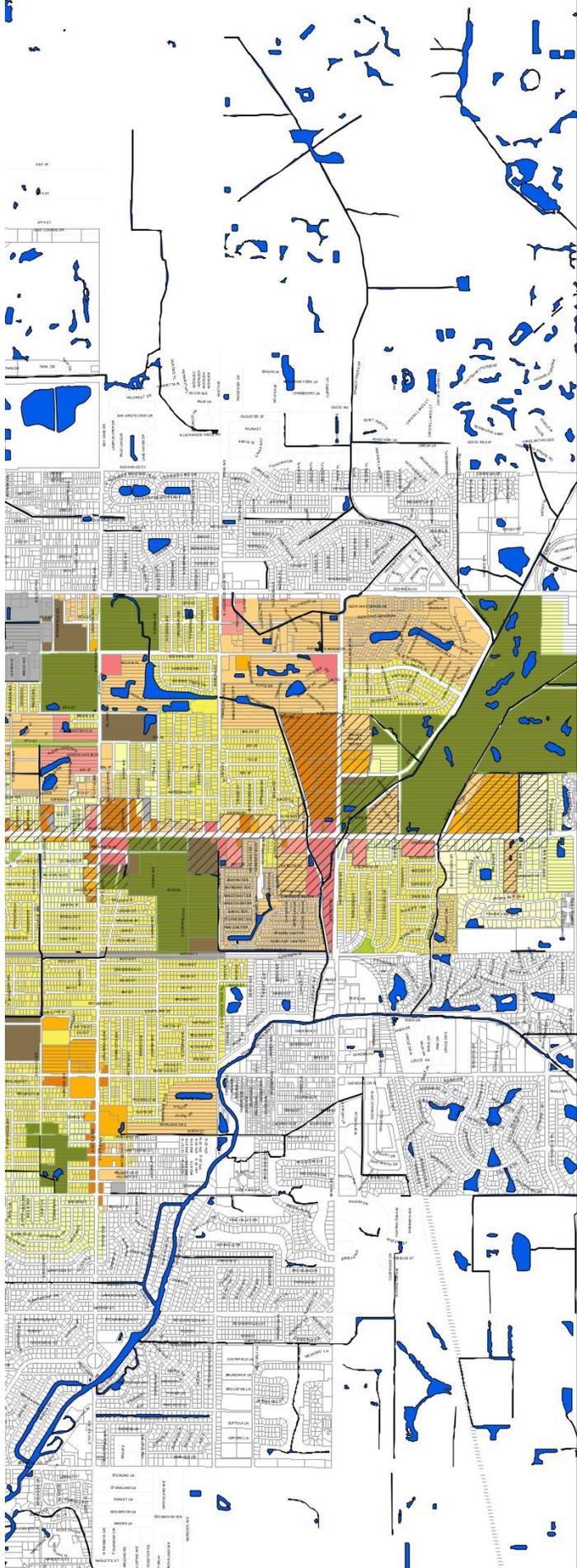
The City shall continue to promote the use of on-street parking to fulfill private parking requirements.

The City shall establish policies that promote retrofitability in its parking structures.

The City shall expand areas that require parking to be located behind building facades or habitable space to promote walkability.

The City shall utilize parking management strategies to yield parking from existing rights-of-way prior to constructing additional parking structures where feasible.





## Urban Design Studio

### Straight Translation Transect Zones with Mobility Review Districts

 MobilityReviewDistricts

 Parks

#### Straight Translation

 <all other values>

#### Transect

 CS

 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

## **Objective**

Develop a transportation system to enhance and preserve city neighborhoods.

## **Action Strategies**

All streets and their elements shall be designed with the pedestrian as the main emphasis.

All streets should have a consistent vocabulary of paving, planning, lighting, and street furnishing elements.

Special paving shall be used on high pedestrian streets.

Street trees shall be of a local specimen that provide shade, contrasts with the park trees, and be of significant caliper no less than 3 ½" – 4" when installed, and generally be planted in the tree pits immediately adjacent to the back of curbs.

Pedestrian circulation throughout the site shall be continuous. Sidewalks shall align with one another and connect to crosswalks at all crossings to permit at grade movement at all times

Street lighting shall be implemented at a standard consistent with Sarasota's Transect Zones

Roadway widths shall comply with the requirements of the City of Sarasota where feasible.

The City shall examine new funding sources such as Premium Transit Contribution in addition to Mobility Fee for Density Bonus Program

The City shall coordinate with educational institutions to study a Student Credit Hour Fee for Transit Passes in exchange for lower headway times.

# Design Strategies

## Objective

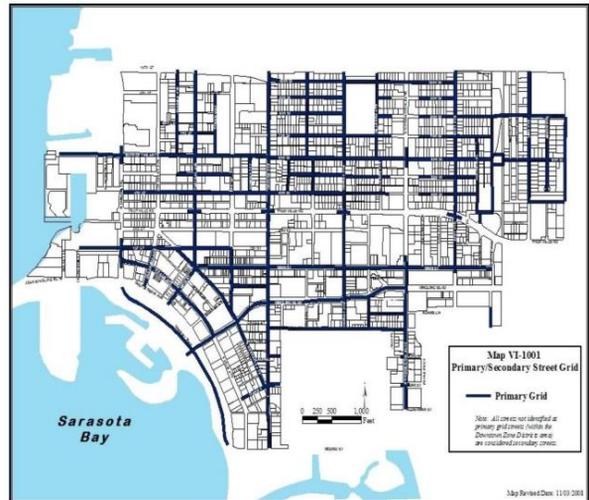
Roadway design and construction for safe, convenient and efficient multimodal transportation system;

## Action Strategies

The City shall incorporate the organizing principle of form-based coding citywide to promote walkability through the interface (form) of buildings and how they shape streets and public spaces.

The City shall expand the Primary/Secondary Street Designation Citywide.

The City shall analyze parks and civic spaces and incorporate roadway and trail designs that provide connectivity for non-motorized vehicles



## More than one Intersection Solution



## Transit Medians



## **Purpose and Intent**

The purpose of Complete Streets is to create beautiful, interesting and comfortable places for people that promote multimodal mobility. The design of cities begins with the design of streets, as community places where people want to be. As part of Sarasota's public realm, streets shall be held to a higher standard for urban design at a human scale. Multimodal accommodations and all City projects in the right-of-way shall be approached as opportunities to enhance the aesthetic qualities of Sarasota and its public realm through the thoughtful creation of place. Wherever feasible, streetscapes shall protect and include street trees and native plants, and incorporate landscape architecture, public art, pedestrian amenities and wayfinding signage, sidewalk cafes and street-facing retail, and/or other elements that enhance the attractiveness of Sarasota and foster healthy economic development.

## **Objectives**

The City of Sarasota shall align land use and transportation goals, policies and code provisions to create complete streets solutions that are appropriate to the individual contexts; that best serve the needs of all people using streets and the right-of-way.

Complete streets: all city road improvement projects shall work to create "complete streets." Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities can safely move along and across a complete street. Design is based upon the concept that traffic behavior is more positively affected by the built environment of streets and public spaces with lower design speeds. Techniques used include the use of visual friction, textured treatments, and other design strategies rather than excessive regulatory signage.

## **Action Strategies**

All City-owned transportation facilities in the public right-of-way including, but not limited to, streets, bridges and all other connecting pathways shall be designed, constructed, operated, and maintained so that users of all ages and abilities can travel safely and independently.

The City shall approach every transportation improvement and project phase as an opportunity to create safer, more accessible streets for all users. These phases include, but are not limited to: planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation, and maintenance. Other changes to transportation facilities on streets and rights-of-way, including capital improvements, rechannelization projects and major maintenance, must also be included.

All relevant City departments, partner agencies, and funding recipients shall work towards making Complete Streets practices a routine part of everyday operations; approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users; and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation.

The City shall work with partner agencies and local jurisdictions to incorporate Complete Streets infrastructure into transit and roadway planning and design, new construction, reconstruction, retrofits, rehabilitations, and capital grant programs to improve the safety and convenience of all users, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for anticipated future transportation investments.

All relevant capital grant funding recipients shall perform evaluations of how well the streets and transportation network planned, designed, implemented, and funded by the City are serving each category of users by collecting baseline data and collecting follow-up data after project implementation

The latest design guidance, standards, and recommendations available will be used in the implementation of Complete Streets, including the most up-to-date version of The Florida Department of Transportation and Smart Growth America.

The City shall take a flexible, innovative, and balanced approach to creating context-sensitive Complete Streets that meet or exceed national best-practice design guidelines. This includes a shift toward designing at the human scale for the needs and comfort of all people and travelers, in considering issues such as street design and width, desired operating speed, hierarchy of streets, mode balance, and connectivity. Design criteria shall not be purely prescriptive but shall be based on the thoughtful application of engineering, architectural and urban design principles.

The City shall utilize inter-department coordination to promote the most responsible and efficient use of resources for activities within the right of way.

The City shall seek out appropriate sources of funding and grants for implementation of Complete Streets policies.

The City shall maintain a comprehensive inventory of pedestrian and bicycle facility infrastructure that will highlight projects that eliminate gaps in the sidewalk and bikeway network.

The City shall evaluate projects within the Capital Improvement Plan to encourage implementation of this Policy.

The City shall secure training for pertinent City staff and decision-makers on both the technical content of Complete Streets principles and best practices, as well as community engagement methods for implementing the Complete Streets Policy. Training may be accomplished through workshops and other appropriate means.

Exceptions to the Complete Streets Policy may be granted by the City Commission which may include:

- a. Transportation networks where specific users are prohibited by law, or where it is not feasible to accommodate them. An effort will be made, in these cases for accommodations elsewhere.
- b. Where cost or impacts of accommodation is excessively disproportionate to the need or probable use.

# Trees & Traffic Calming

Images & Note Courtesy of Dan Burden



**Traffic Calming results from correct tree placement**

The top two images are both collector category streets (Avenues). Historic tree plantings reduce speeds, provide greater green cover reward walking activity. Streets that maximizes asphalt also increases the tendency to speed. Walking becomes a lonely and sometimes scary activity. The bottom two images each have the same curb to curb dimensions.

Trees placed at the street and on street parking bring speeds down 7-8 mph.

## Streetscaping & Tree Canopy

### **Purpose:**

Reduced and more appropriate urban traffic speeds. Urban street trees create vertical walls framing streets, providing a defined edge, helping motorists guide their movement and assess their speed (leading to overall speed reductions). Street safety comparisons show reductions of run-off-the-road crashes and overall crash severity when street tree sections are compared with equivalent treeless streets. (Texas A and M conducted simulation research which found people slow down while driving through a treed landscape.

### **Objective:**

A transportation system to enhance and preserve city neighborhoods.

### **Action Strategies:**

City road improvement projects shall include streetscaping plans that add to the City's urban tree canopy through the use of native vegetation. City streetscaping projects shall also be transect based as to scale, cadence, and building frontage compatibility.

Signage shall be used carefully so as not to constitute unnecessary sign clutter.

**Objective**

Increased use, safety and convenience of pedestrian and bicycle networks;

**Action Strategies**

The City shall promote pedestrian and bicycle safety through security, functionality, comfort and aesthetics.

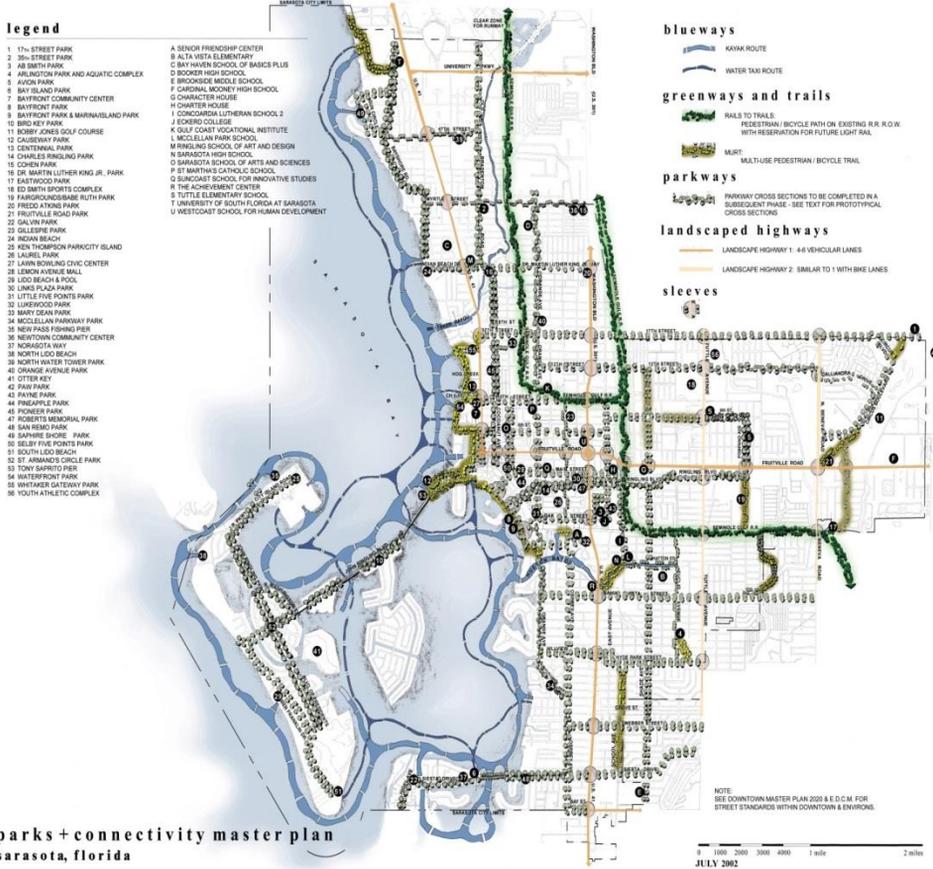
The City shall use context sensitive design strategies including:

1. Balancing safety, mobility, community, and environmental goals in all projects.
2. Involve the public and affected agencies early and continuously.
3. Use an interdisciplinary team for project review and oversight.
4. Address all modes of travel.
5. Apply flexibility for creative solutions to design challenges.
6. Incorporate aesthetics and tree canopy as an integral part of good design.

The City shall work to reduce design speeds through the use of lane narrowing, on-street parking, street tree planting and other traffic calming design elements.

Intersections on major roadways shall be designed to enable transit use while at the same time protecting bicycle users and pedestrians from turn movements.

# Update in Progress: Bicycle Master Plan



parks + connectivity master plan  
sarasota, florida

# Adopted Parks & Connectivity Plan



- Special Requirements Plan**
- Gardens of Ringling
  - Tree Planting/ Preservation
  - Protected or Buffered Bike Lane
  - Roundabout Improvement/ Traffic Calming
  - Sharrow
  - Protected Intersection
  - MURTI/ 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



- Special Requirements Plan**
- Park East
  - Existing Streets to be Designated Primary
  - Protected or Buffered Bike Lane
  - Consider Park Acquisition
  - MURTI/ Pedestrian Connection
  - Protected Intersection
  - Industrial Artisan Zone



- Special Requirements Plan**
- Alta Vista
  - Existing Streets to be Designated Primary
  - MURTI/ 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 Round 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

**Draft Neighborhood Special Requirement Plans**  
 The adopted plan was reviewed during individual neighborhood walking audits for creation of the form-based code.

## **Objective**

Increased use, safety and convenience of bicycle networks.

## **Action Strategies**

In an effort to promote walkability and the use of other non-motorized modes of transportation within in the planned urban area, the City of Sarasota shall update its transportation plans, programs and development regulations as necessary to accommodate the safe and convenient movement of pedestrians, non-motorized vehicles and motorized vehicles.

The City shall continue to promote and assist in the creation of City, County and Regional systems of interconnected and designated bicycle ways, and promote the implementation of the City and County *Bicycle Facilities Master Plans*.

The City shall continue to develop and update a comprehensive citywide Parks & Connectivity Master Plan that includes interconnected and continuous greenways and continuous corridors for travel by pedestrians and non-motorized vehicles.

In road construction and reconstruction projects, roadway designs shall protect and promote pedestrian comfort, safety and attractiveness in locations where the Land Use Element seeks to promote activity along road frontages. for community- or neighborhood-serving businesses, and all existing and planned Urban Center and transit stations and mass transit corridors. These context sensitive measures should include, wherever feasible, on-street parking, wide sidewalks, and street trees at the street edge. Additionally, boulevard section designs should be utilized where appropriate, including central through lanes and frontage lanes for local traffic and parking, separated from the through lanes by landscaped areas, with frequent opportunities for pedestrians to safely cross the through lanes, and right of way to facilitate these designs should be reserved or acquired where necessary. Roadway pedestrian facility considerations shall also be consistent with the policies addressing walkability contained in the Land Use Chapter.

## Primary Street Frontages

In addition to the current priorities for constructing new sidewalks and bicycle facilities, the City shall aim to provide continuous sidewalks and bicycle facilities along the following:

- Planned Transit Hubs, Urban Villages and Commercial centers,
- Existing parks and recreation open spaces,
- Both sides of all collector and arterial roadways within 1/4 mile of all planned transit nodes and centers, and At least one side of collector and arterial roadways between 1/4 and 1/2 mile of all existing Mobility District centers and corridors.
- All new development and redevelopment in these areas shall be served by sidewalks and bicycle facilities. The City shall work with Sarasota County and FDOT to implement this policy.

**Purpose:**

The City recognizes that Investment in infrastructure is fundamentally an investment in the physical and organizational structures necessary for the operation of an efficient and equitable society. Viewed functionally, infrastructure ensures the health, safety and welfare of communities, and facilitates the daily commerce of socio-economic entities.

**Objective:**

Restoration, Preservation and Enhancement of the City's existing neighborhoods.

**Action Strategies:**

The City shall recognize that the smaller grained streets of its neighborhoods play a vital role in the grid street system and connectivity.

The City shall expand its mobility planning to ensure capital improvement projects and investment includes this aging infrastructure.

In addition to making the necessary investments in roads and highways, the City shall explore alternative means of bolstering the neighborhood's transportation network. These items shall include elements such as bike paths and lanes that provide an environmentally-friendly means of transportation, especially for residents that can afford a bicycle, but not a car. It should also include long term planning for public transportation networks (such as buses and light rail service) that confer similar benefits.

The City shall recognize that sidewalks and islands at street crossings can contribute to a walkable community and shall prioritize neighborhood funding to maintain and enhance these improvements within existing City neighborhoods.

## Flood Zone Adaptation

### Action Strategies

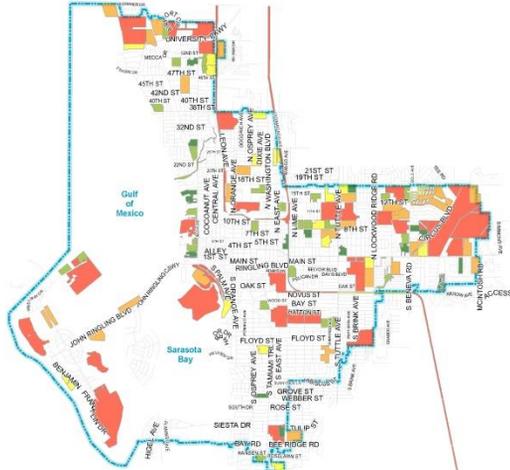
The City of Sarasota shall study, develop, and adopt flood zone adaptation and mitigation strategies for incorporation into all public investment processes and decisions, including those concerning transportation improvements.

The City of Sarasota shall work with Transportation agencies developing their transportation plans for Sarasota County and the Region to take into consideration flood zone adaptation and mitigation strategies through project review, design, and funding for all transportation projects. Transportation agencies should consider extending their planning horizons appropriately to address climate change impacts.

\* This will be discussed in detail in the Environmental Chapters of the Comprehensive Plan.

Parcels within the City of Sarasota Greater than 7 Acres

City of Sarasota  
Florida



- 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

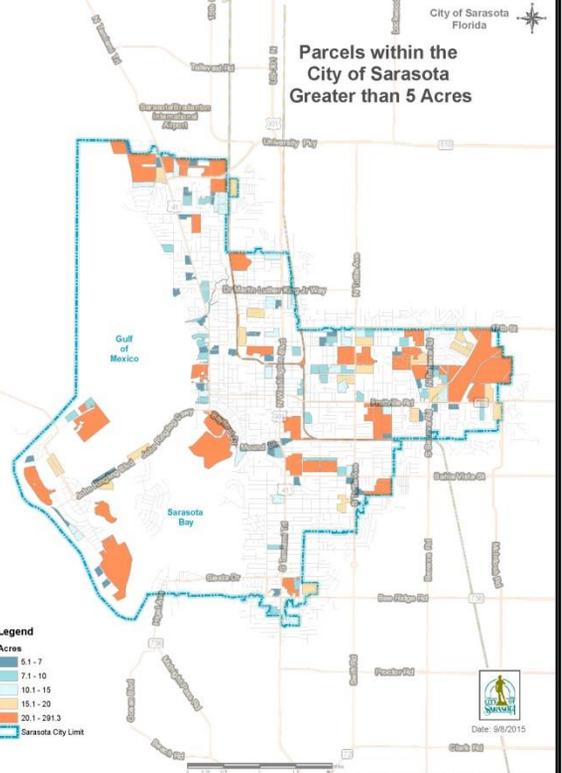


Date: 6/17/2015

# Urban Village, Center, and Node Opportunities

Parcels within the City of Sarasota Greater than 5 Acres

City of Sarasota  
Florida



- Legend**  
Acres
- 5.1 - 7
  - 7.1 - 10
  - 10.1 - 15
  - 15.1 - 20
  - 20.1 - 291.3
  - Sarasota City Limit



Date: 9/8/2015

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