

# **The Future Land Use Support Document**

The inventory and analysis in the Support Document provide the foundation for the Plan portion of this Chapter.

*The Support Document is not adopted.*



# INVENTORY AND ANALYSIS

## Overview

This Future Land Use Chapter considers the physical and spatial needs of a City that is over 100 years of age and which is the home of approximately 54,848 year-round inhabitants as of April 1, 2005. The functional population is approximately 80,000. The City contains a total of 15,373.32 acres of which 5,710.58 comprise Sarasota Bay. Of the 9,662.74 land acres, all but 446.17 are currently developed. Therefore, approximately 95.4% of City land is developed and only 4.6% is vacant. The City is bounded by unincorporated Sarasota County to the south and east, unincorporated Manatee County to the north, and the Town of Longboat Key and the Gulf of Mexico to the west.

The Inventory and Analysis section is organized as follows:

- Inventory and Analysis Reference Guide;
- Populations Estimates and Projections;
- Existing Land Use Map Series;
- Future Land Use Classifications;
- Zoning Enclaves; and
- Design and Compatibility Guidelines.

Appendices to this Support Document are:

- 9J-5 Requirements Index;
- Sarasota's Defining Principles Index;
- Bibliography;
- Developable Land Uses within the Metropolitan/Regional Land Use Classification at the Sarasota-Bradenton International Airport; and
- City of Sarasota Population Projections.

## Inventory and Analysis Reference Guide

The Future Land Use Chapter is one of eleven Chapters of the *Sarasota City Plan*. Much of the inventory and analysis related to land use is drawn from the other ten Chapters or is shown in maps. Following is a reference guide of where the primary data and analysis is found.

<b>INVENTORY AND ANALYSIS ITEMS</b>	<b>LOCATION IN THE <i>SARASOTA CITY PLAN</i></b>
<p><b>Generalized Existing Land Use Map</b></p> <ul style="list-style-type: none"> <li>• vacant</li> <li>• residential (single family, duplex, multiple family, mobile home)</li> <li>• commercial (retail)</li> <li>• office/personal service</li> <li>• institutional/government</li> <li>• industrial - wholesale/warehouse</li> <li>• recreational, conservation and open space</li> <li>• utilities</li> <li>• generalized uses adjacent to the City boundary</li> </ul>	<p><b>Future Land Use Chapter</b> Illustration LU-1</p>
<p><b>Existing Public Facilities</b> (building and grounds)</p> <ul style="list-style-type: none"> <li>• airport facilities</li> <li>• arts and cultural facilities</li> <li>• educational facilities</li> <li>• governmental facilities</li> <li>• medical facilities</li> <li>• parks, recreation and open space facilities</li> <li>• public works facilities</li> <li>• residential facilities map</li> <li>• vacant and miscellaneous land</li> </ul>	<p><b>Future Land Use Chapter</b> Illustration LU-2A Illustration LU-2B Illustration LU-2C Illustration LU-2D Illustration LU-2E Illustration LU-2F Illustration LU-2G Illustration LU-2H</p>
<p><b>Existing Natural Resources</b></p> <ul style="list-style-type: none"> <li>• existing and planned public potable water wells</li> <li>• existing and planned well head protection areas</li> <li>• beaches and shores, including estuarine systems</li> <li>• rivers, bays lakes, and flood plains</li> <li>• wetlands and soils</li> </ul>	<p><b>Environmental Protection and Coastal Islands Chapter</b> Inventory and Analysis Illustration EP-2 Illustration EP-3 Illustration EP-5 Illustration EP-6 Illustration EP-7</p>

INVENTORY AND ANALYSIS ITEMS	LOCATION IN THE <i>SARASOTA CITY PLAN</i>
<b>Historical Resources</b>	<b>Historic Preservation Chapter</b> Illustrations HP-1 through HP-10
<b>Density and Provision for Future Population</b> (intensity and density ranges of existing land use classifications)	<b>Future Land Use Chapter</b> Illustration LU-1, Illustration LU-4 <b>Housing Chapter</b> Provision for Housing Sites, Illustration H-20
<b>Population Estimates and Projections</b>	<b>Future Land Use Chapter</b> Inventory and Analysis
<b>Process for Eliminating Land Use and Zoning Inconsistencies</b>	<b>Future Land Use Chapter</b> Zoning Enclaves
<b>Need for Redevelopment and Renewal</b>	<b>Housing Chapter</b> Age of Housing, Housing Condition, Monitoring Housing Conditions and the Housing Stock <b>Neighborhood Chapter</b> Housing Age and Condition <b>Future Land Use Chapter</b> Downtown Master Plan 2020 Development Trends within the City of Sarasota Newtown Redevelopment Plan
<b>Levels-of-Services</b> - analysis of the availability of services related to: <ul style="list-style-type: none"> <li>• Traffic circulation</li> <li>• Sanitary sewer, solid waste, drainage, potable water, and natural ground water aquifer recharge</li> <li>• Recreation facilities</li> </ul>	<b>Transportation Chapter</b> Inventory and Analysis <b>Utilities Chapter</b> Inventory and Analysis <b>Environmental Protection and Coastal Islands Chapter</b> Inventory and Analysis <b>Recreation and Open Space Chapter</b> Inventory and Analysis

<b>INVENTORY AND ANALYSIS ITEMS</b>	<b>LOCATION IN THE <i>SARASOTA CITY PLAN</i></b>
<b>Vacant Land Analysis</b> - analysis of the approximate 446 acres of vacant land within the City resulting in the finding that they were suitable for development in terms of soil, topography, natural resources and historic resources	Large scale soil maps and U.S. Geological Survey, topographical maps (available for review at the City's Neighborhood and Development Services Department)
<b>Land for Projected Housing</b> - analysis of land available to accommodate the projected population and the need for redevelopment of dwelling units	<b>Housing Chapter</b> Provision for Housing Sites <b>Future Land Use Chapter</b> Projected Land Use Needs
<b>Flood Plain Development</b> - analysis of proposed development or redevelopment in flood prone areas	<b>Environmental Protection and Coastal Islands Chapter</b> Flood Plains <b>Utilities Chapter</b> Stormwater Drainage
<b>Dredge Spoils</b> and related issues	<b>Environmental Protection and Coastal Islands Chapter</b>
<b>Additional Resource Material</b>	<b>Future Land Use Chapter</b> Bibliography, Appendix 3

## Notes for Inventory and Analysis Reference Guide

- There are no existing agricultural uses in the City. There are no areas that fall within a designated area of critical state concern pursuant to Florida Statutes, Section 380.05.
- There are no existing dredge spoil sites within the City.
- There are no known natural or historical resources associated with the 446 acres of vacant land within the City that would prevent its development.
- Analysis of proposed development and redevelopment as may be reflected by locally prepared hazard mitigation reports, as required in Florida Statutes, Chapter 9J-5.006(g) is not germane in that there are no such studies in existence.
- There are no minerals of value or harbors within the City.
- Bibliography (Appendix 3) is intended to cite documents which are, by reference, made part of this Future Land Use Chapter’s inventory and analysis.

## Population Estimates and Projections

Chapter 9J-5.005(2)(e) of the Florida Administrative Code requires that population estimates and projections used in the development of the *Sarasota City Plan* include both “resident” and “seasonal” populations. Chapter 9J-5.003 (1)g defines resident population as inhabitants counted in the same manner utilized by the United States Bureau of the Census (in essence the “year-round” permanent population). Seasonal population, which is defined at 9J-5.003, reflects “part-time” inhabitants who are expected to utilize public facilities and services on a short-term or long-term basis (e.g., tourists and migrant farm workers).

These estimates and projections can be generated locally as long as the methodology for doing so accompanies these values 9J-5.005 (2)(e)1. The methodology used in projecting the population is included in Appendix 5. Since the City of Sarasota is using a number of locally generated values (as well as those generated by the Bureau of Economic and Business Research (BEBR), the methodologies for these numbers are set out following Illustration LU-10.

**Illustration LU-10 Summary Table of Population Estimates and Projections**

<b>Population</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>
Resident	54,848	57,748	59,930	62,021	63,812	65,334
Seasonal	11,079	11,665	12,106	12,528	12,890	13,197
Resident + Seasonal	65,927	69,413	72,036	74,549	76,703	78,531
Functional	79,904	84,129	87,308	90,353	92,964	95,179

Source: City of Sarasota Neighborhood and Development Services Department, 2005. Resident, Resident + Seasonal, and Functional populations for year 2005 are an estimate using data from the Bureau of Economic and Business Research and populations for years 2010 through 2030 are projections.

### **Existing (2005) Resident Population:**

The existing (2005) resident population was 54,848 as reflected by an April 1, 2005, memorandum to the Neighborhood and Development Services Department from the Bureau of Economic and Business Research.

### **Existing (2005) Seasonal Population:**

The City's most current data available for calculating its existing (2005) seasonal population comes from a 1994 study by the Breen Consortium entitled: City of Sarasota Florida: An Analysis of the Impact of Metropolitan Central City Status on Economic and Social Environment. In this study, and using 1991-1992 data, Breen estimated the 1992 seasonal population to be 10,321.

In an April 1, 1992, memorandum to the Sarasota County Department of Planning, BEBR estimated the City's resident population to be 51,058. Therefore, Breen's seasonal estimated population (which included their categories of seasonal residents and tourists) of 10,321 was 20.2% of the BEBR 1992 resident estimate of 51,058. (Note: This resulted in a 1992 resident + seasonal total population estimate of 61,379; i.e., 51,058 plus 10,321.)

Assuming this same ratio of 20.2% is held constant for 2005, then the 2005 seasonal population was 11,079 (i.e., 54,848 resident population for 2005 x 20.2% = 11,079). The total resident + seasonal estimated population for 2005 was 65,927 (i.e., 54,848 + 11,079 = 65,927).

### **Projected 2010 through 2030 Resident Population Projections:**

As displayed in Illustration LU- 10, the City projects that the resident population will increase from 54,848 in 2005 to 65,334 in 2030. This projected increase in resident population represents a population increase of 10,486 persons with an annual growth rate of .7%. Overall, the City's 2030 resident population is projected to increase by 19.1% above the 2005 level.

### **Projected 2010 through 2030 Seasonal Population Projections:**

Using the same 20.2% value used in estimating the 2005 seasonal population (i.e., seasonal is 20.2% of resident), the 2010 through 2030 seasonal projections range from 11,665 to 13,197 persons (i.e., 20.2% of the projected resident population).

The total resident + seasonal populations projected for 2010 through 2030 indicate that this population will increase from 65,927 in 2005 to 78,531 in 2030 as displayed in Illustration LU-10.

### **The City's "Functional Populations":**

Although not required by State statutes or administrative codes, the concept of a "functional population" is germane to the City of Sarasota's planning efforts. Since the City serves as the "central city" for a much larger economic community, daily visitors and commuters to the City must also be accommodated with services and facilities. Hence, City services and facilities must be provided so as to accommodate the additional demands created by these daily visitors and commuters. These visitors and commuters, when added to the resident + seasonal population, create an in-season peak population that the City defines as its "functional population." The current estimate and years 2010 through 2030 projections for this functional population (together with the methodology used in calculating same) is reflected below:

### **Existing, 2005 and 2010 Functional Population Estimate and Projections:**

The 1994 Breen study cited in Illustration LU-10, reflected an "adjusted full time equivalent functional population" for 1992 of 74,400 or 13,021 (21.2%) higher than the resident + seasonal estimate of 61,379 noted above for 1992. Assuming this 1992 value of 121.2% of the 1992 resident population remains constant, the functional population for the 2005 estimate and the 2010 through 2030 projections would be as follows:

2005 resident + seasonal (65,927) x 121.2%	= 79,904
2010 resident + seasonal (69,413) x 121.2%	= 84,129
2015 resident + seasonal (72,036) x 121.2%	= 87,308
2020 resident + seasonal (74,549) x 121.2%	= 90,353
2025 resident + seasonal (76,703) x 121.2%	= 92,964
2030 resident + seasonal (78,531) x 121.2%	= 95,179

## Projected Land Use Needs

A projection of land use needs can be based upon a number of factors, which may include needs based upon the projected population, economic development plans, or general growth policies of a local government. This analysis examines the City's projected population through 2030 for both residential and seasonal populations in order to determine if the Future Land Use Map provides a sufficient distribution of land uses.

The following data for the number of housing units and persons per dwelling unit are from the 2000 US Census.

Resident Dwelling Units = 23,427  
 Seasonal Dwelling Units (classified as vacant) = 1,773  
 Other Vacant Dwelling Units = 1,698  
 Total Dwelling Units = 26,898

Between 2000 and October 2005, the construction of another 1,316 new dwelling units was completed. However, 595 dwelling units were demolished. Therefore, an updated number of total existing dwelling units within the city was 27,619 as of October 2005. In addition, permits for an additional 1,143 units were either active or pending.

In 2000, the resident population was 52,715 and the estimated seasonal population was 10,648. Therefore, the resident persons per dwelling unit was 2.25 (52,715 persons / 23,427 resident dwelling units) and the seasonal residents per dwelling unit was 6.00 (10,648 persons / 1,773 seasonal dwelling units). Although the number of seasonal residents per dwelling unit number of 6.00 is likely overstated, it is a historically valid number that correlates to the seasonal population and number of seasonal housing units reported in the US Census<sup>1</sup>. Based upon these figures, the City has the following projected number of dwelling units needed in the future:

**Illustration LU-15 Number of Dwelling Units Needed to Serve the Projected Population, 2010 to 2030**

Dwelling Units	2010	2015	2020	2025	2030
<b>Resident</b>	25,666	26,636	27,565	28,361	29,037
<b>Seasonal</b>	1,942	2,016	2,086	2,146	2,197
<b>Total</b>	27,608	28,651	29,651	30,507	31,235

Source: City of Sarasota Neighborhood and Development Services Department, October 2005.

<sup>1</sup> Seasonal residents may reside in seasonal dwelling units as well as hotels, motels, resident dwelling units, and vacant units. The US Census does not seek to determine the temporary residences of all seasonal residents.

A review of the acreage and maximum densities permitted by the Future Land Use Map indicates that at least 54,511 dwelling units could be constructed in the residential areas within the city if all of the land was built to the maximum density allowed. Although this number is theoretical, it indicates that the Future Land Use Map provides sufficient land and densities to meet the residential needs of the projected population through 2030.

Analysis of the 2004 Existing Land Use Map indicates that the total area of habitable non-residential space was approximately 24,300,101 square feet on 2,051.51 acres. This equates to an average floor area ratio of .27 for the existing non-residential structures. Assuming that the growth of non-residential space increases in correlation with the increase in residential dwelling units, an additional 3,000,000 square feet of non-residential floor area would be constructed by 2030.

**Illustration LU-16 Projected Non-Residential Square Footage Needs, 2010 to 2030**

<b>Years</b>	<b>Projected Increase in Non-Residential Square Footage</b>
2005 to 2010	583,922.42
2010 to 2015	597,936.56
2015 to 2020	612,287.04
2020 to 2025	626,981.93
2025 to 2030	642,029.49
<b>Total</b>	<b>3,063,157.44</b>

Source: City of Sarasota Neighborhood and Development Services Department, November 2005.

The Future Land Use Map establishes the maximum amount of non-residential space that can be constructed within the City. At maximum buildout, there could be approximately 118.5 million square feet of non-residential development. It is extremely unlikely that non-residential uses would ever reach this theoretical amount due to various limitations such as concurrency levels of service, vehicle parking requirements, and the limited market area in which the city is located. However, this analysis indicates that the Future Land Use Map designates significant lands to meet the projected non-residential needs through 2030.

## Existing Land Use Map Series

The existing Land Use Map Series contains the following illustrations:

- LU-1 2004 Existing Land Use Map (enclosed);
- LU-4 Acreage and General Range/Intensity (table);
- LU-2I Public Vacant Land Map, Existing; and

the following illustrations by reference from the Future Land Use Plan:

- LU-8 Urban Service Area Map;
- LU-2A Public Airport Facilities, Existing and Planned, Map;
- LU-2B Public Educational Facilities, Existing and Planned, Map;
- LU-2C Existing and Planned Governmental Facilities Map;
- LU-2D Public Medical Facilities, Existing and Planned, Map;
- LU-2E Public Parks, Recreation and Open Space Facilities, Existing and Planned, Map;
- LU-2F Public Works Facilities, Existing and Planned, Map;
- LU-2G Public Residential Facilities, Existing and Planned, Map; and

the following illustrations by reference from the Environmental Protection and Coastal Islands Plan:

- EP-2 Major Wetlands Map;
- EP-3 Soil Associations Map;
- EP-4 Floodplains Map;
- EP-5 Natural Habitats Map;
- EP-6 Threatened and Endangered Species (table);
- EP-7 Important Seagrasses, Green Algae and Endangered Plants (table);
- EP-10 Shoreline Conditions;
- EP-11 Hurricane Storm Categories Map; and

the following illustrations by reference from the Utilities Plan:

- U-1 Utilities - Potable Water Facilities.

the following illustration by reference from the Historic Preservation Plan:

- Appendix A National Register of Historic Places (table);
- Appendix B Local Register of Historic Places (table);
- Appendix C Florida Master Site File Structures Eligible for Historic Designation (table);
- Appendix D Updated Survey of Historic Resources (table and map);
- Appendix E Potential Historic Districts (table); and
- Appendix F Archaeological Sites (table and map).

Due to the developed nature of the City, the existing Cultural, Natural Resources, Historical, and Public Facilities illustrations are the same as the planned illustrations. As new information is gathered in the future, these illustrations will be modified accordingly.

**Illustration LU-4: Existing Land Use Map Acreage Table**

<b>Existing Land Use Map Categories</b>	<b>Approximate Acreage</b>	<b>Percent of Acreage</b>	<b>General Range of Intensity/Density</b>
Vacant	446.17	4.62%	0
Residential – Single Family	2,969.83	30.73%	1 to 9 du/acre
Residential – Duplex	176.45	1.83%	2 du/acre
Residential – Mobile Home	137.60	1.42%	7 du/acre
Residential – Multiple Family	940.42	9.73%	1 to 58 du/acre
Commercial – Retail	555.08	5.74%	170 to 375,297
Office/Personal Service	326.90	3.38%	240 to 500,070
Industrial/Commercial Intensive	291.38	3.02%	5,230 to 225,049
Institutional/Governmental	878.15	9.09%	508 to 1,194,343
Recreation, Conservation & Open Spaces	1,449.74	15.00%	0 to 123,040
Utilities & Right-of-Way	1,491.03	15.43%	n/a
<b>Total Acreage</b>	<b>9,662.74</b>	<b>100.00%</b>	

Source: City of Sarasota Neighborhood and Development Services Department, 2004.

Illustration LU-4 indicates that the City has an excellent distribution of existing land uses that reflects a mature and economically efficient city. Approximately 44% of the land is being utilized for residential purposes and the overall residential density was 5.64 persons per acre in 2005. Commercial, office, industrial, and institutional/governmental lands comprise over 21% of existing land uses. This statistic demonstrates that the City is a major employment center and shopping/entertainment destination in the region. According to the US Census Bureau, in 2002, the City had 2,753 businesses that provided 33,900 jobs, primarily on the 2,051 acres developed with commercial, office, and institutional uses (from the 2002 Economic Census, US Census Bureau). It is important to note that industrial land uses occupy just 3.02% of the City’s total land area. Industrial land is a valuable economic resource that needs to be protected and preserved for intensive types of activities such as manufacturing, warehousing, and vehicle/equipment repair.

The City has a significant amount of land in recreation, conservation, and open space use for an urban municipality. The 15% of land that is used for recreation, conservation, and open space purposes is a result of past actions to protect environmentally sensitive lands from development and to provide parklands for residents.

The Existing Land Use Map indicates that vacant land (including a portion of the open space, recreation and conservation lands) within the City totals approximately 446 acres, or 4.62% of the total land area. The 446 acres are comprised of 1,170 parcels, of which only 7 parcels are

greater than 5 acres in size. These vacant parcels are randomly located throughout the City and, in general, are not located proximate to one another. The relatively low number of vacant parcels and their scattered locations throughout the city presents opportunities for infill development that is generally small in scale. Because of the relatively few vacant parcels available for development, much of the development that occurs in the City is redevelopment of parcels where buildings currently exist. In many cases, the existing structure has outlived its useful life and is razed. In other cases, a developer may elect to remodel a structure when it is more economically feasible.

## **Existing Land Uses in Adjacent Jurisdictions**

The existing land use patterns immediately adjacent to the City found within the Town of Longboat Key, Sarasota County, and Manatee County are similar to those land uses found within the City limits. The Existing Land Use Map (Illustration LU-1) identifies land uses of adjacent local governments that are within ½ mile of the City's municipal boundary. The vast majority of adjacent uses are single-family residential, however, there are limited amounts of multiple-family, commercial, institutional, and recreational/conservation/ open space uses that are located next to the City. In general, the pattern of adjacent existing land uses matches the pattern of existing uses located within the City.

## **Suitability of Land for Development**

The City is approximately 15,373.32 acres, or 24.02 square miles, in total size. This area consists of both land (9,662.74 acres) and coastal waters (5,710.58 acres). Sarasota is an urban city that is substantially built-out. Today, vacant land comprises less than 5% of the total land area.

The physical environment includes a developed urban core in the central part of the City that consists mainly of office, commercial, governmental, and residential uses. There are four downtown neighborhoods which are Laurel Park, Park East, Gillespie Park and Rosemary that are primarily residential or have significant residential populations. High-rise condominiums have been constructed along the Sarasota Bayfront in this central part of the City. To the north, east, and south of downtown, the City has residential suburbs that consist primarily of single-family houses with commercial, office, and institutional uses located along major thoroughfare roads. The City's barrier islands are located west of downtown. The islands include public beaches, single- and multiple-family housing areas, hotels and motels, and tourist attractions such as St. Armands Circle, Mote Marine Laboratory, and the Pelican Man's Bird Sanctuary.

The City's transportation network includes roadways, mass transit, rail lines, sidewalks, bicycle lanes, and multi-use recreation trails. The City has a traditional grid network consisting of local, collector, and arterial streets. In addition to the transportation network, a full range of additional urban infrastructure and services are provided within the City. These services include potable

water, reuse water, and sanitary sewer services, parks and recreational facilities, stormwater management, solid waste collection, and public schools.

The majority of land within the city is suitable for development, or in most cases – redevelopment. Much of the environmentally sensitive lands have been previously acquired by government and are maintained as parkland, open space or conservation lands as depicted on the Future Land Use Map. The Environmental Protection and Coastal Islands Chapter identifies a number of sites that may have environmental value where the City should consider further analysis and possibly public acquisition. The remaining land is suitable for development as a result of the City’s provision of urban infrastructure and services.

An area of special development concern is the Coastal High Hazard Area (CHHA). The CHHA is defined as the evacuation zone for a Category 1 hurricane. It includes the barrier islands and coastal mainland as depicted by Hurricane Storm Tide Atlas for Sarasota County (see Illustration EP-11 in the Environmental Protection and Coastal Islands Chapter). While the coastal areas are suitable for development when available urban infrastructure and service capacities exist, the City should carefully weigh safety and evacuation issues related to any future requests to increase the densities and intensities over those currently allowed by the Future Land Use Map and zoning atlas.

## Development Trends within the City of Sarasota

Development within the City can be classified into two categories:

1. *development* of vacant land or
2. *redevelopment* of existing developed land which may entail the razing of an existing structure(s) or the remodeling of an existing structure(s).

Recent building permit data (from January 1999 to January 2005) indicates that the City issued a total of 12,502 permits for either new construction or remodeling of existing structures (i.e., redevelopment). Of these permits, a total of 1,756 were issued for the construction of new buildings and 10,746 were issued for remodeling of existing structures. The table below displays the number of permits by type.

<b>Illustration LU-17</b>						
<b>New Construction and Remodeling Permits, January 1999 to January 2005</b>						
Type of Permit	Residential Permits		Non-Residential Permits		<i>Total</i>	
New Construction	578	4.62%	1,178	9.42%	1,756	14.05%
Remodel	6,703	53.62%	4,043	32.33%	10,746	85.95%

Source: City of Sarasota, Neighborhood and Development Services Department, 2005.

This data indicates that redevelopment of existing structures is a key development trend in the city. Maintaining the existing building stock will become more important during the long-term

because over half of the existing housing stock is greater than 35 years of age based on information derived from the 2000 US Census.<sup>2</sup> The City recognizes that proper maintenance and rehabilitation of the existing housing stock is a key component in ensuring an adequate supply of affordable housing and that the City's housing assistance programs should be expanded using local resources in addition to state and federal funding. The City will continue to concentrate its efforts on maintaining existing structures and encouraging redevelopment.

Another key development trend is the cost of housing, which continues to rise in the City. According to a report from the National Association of Realtors, the median price of a single-family house in Sarasota increased by 36% for the one-year period that ended in March 2005. It was report that the median price of an existing single-family home was \$326,300, which is approximately \$160,000 more than it was just three years ago in 2002.

Another trend that has been ongoing for much of the last decade has been the resurgence of downtown redevelopment. This resurgence can be attributed to numerous factors, but the economy and the City's reinvestment in the downtown are seen as primary reasons. The booming economy of the 1990s and low interest rates of the past several years have made it profitable to redevelop certain sites. Since 1986, the City has adopted two Community Redevelopment Area (CRA) plans for downtown. The first plan was Downtown Master Plan for Tomorrow, 1986 Community Redevelopment Area Plan. The 1986 plan was superseded by the current plan, which is the Downtown Master Plan 2020.

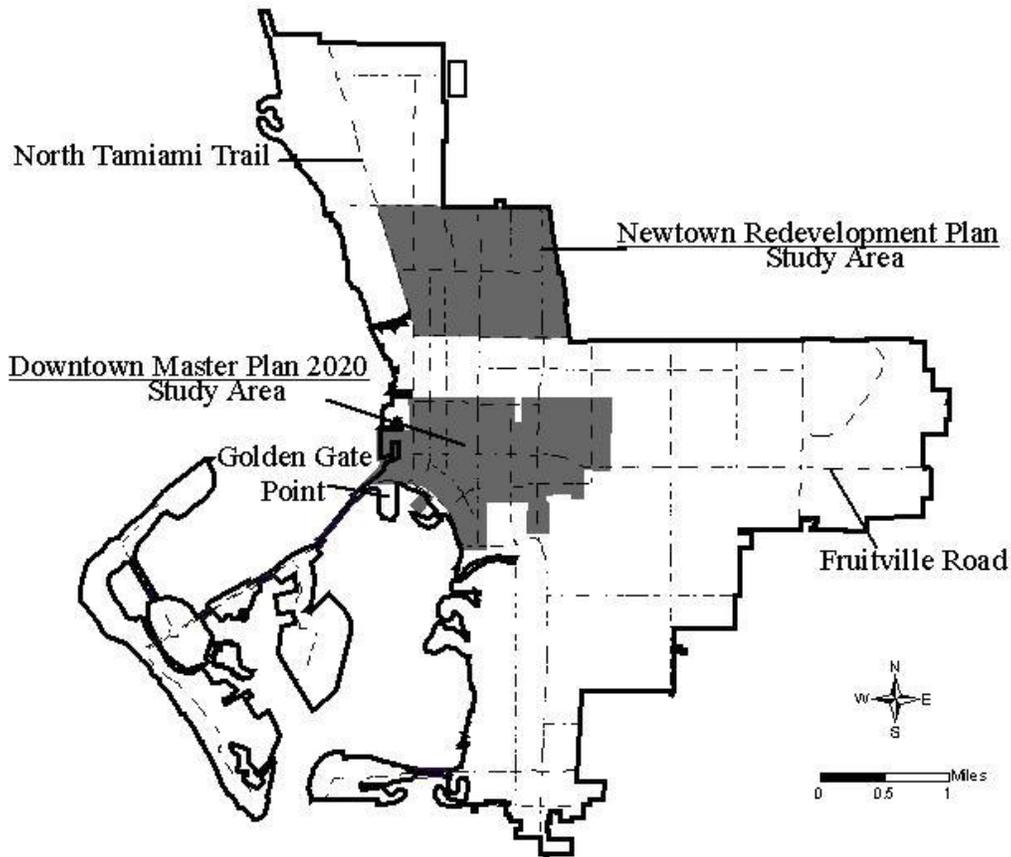
The Downtown Master Plan 2020 envisions a downtown comprised of both residential and non-residential mixed-uses. To date, the majority of the downtown core area<sup>3</sup> is comprised of non-residential uses (96.7% vs. 3.3% residential uses). However, more residential units have recently been approved and are under construction in the downtown core. This trend of developing mixed-use buildings is expected to continue into the future and the city desires to see more residential uses develop in the downtown.

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2 According to the 2000 US Census, 52.6% of the existing housing stock was built prior to 1970.

3 This is the Downtown General zone identified in the Downtown Master Plan 2020.

### Illustration LU-18 Development Trend Locations



Source: City of Sarasota Neighborhood and Development Services Department, October 2005.

Golden Gate Point is an area that is located near the downtown core that has been the recipient of a number of redevelopment projects. This neighborhood, which is near the intersection of Gulfstream Avenue and US 41, has experienced the replacement of multiple-family structures with multiple-family structures that are lower in density. The lower density structures generally include larger, more expensive dwellings than previously existed. This trend is expected to continue into the future.

A development trend that has recently begun is the redevelopment of North Tamiami Trail (aka North Trail). The North Trail is located north of 10<sup>th</sup> Street to the border with Manatee County. In 2004, the entire Tamiami Trail in both Manatee and Sarasota Counties was designated as a Florida Scenic Highway. In the past few years, a number of structures including the Sarasota Bay Club, Renaissance of Sarasota, and the Center for Arts and Humanities have been

constructed. New mixed-use developments, the Broadway Promenade, which includes a new Publix grocery store, and the San Marco have also been constructed or are under construction. The City expects that redevelopment along the North Trail will continue well into the future and that this trend will include more mixed-use development projects. In implementing the revised comprehensive plan, the City should begin concentrating efforts and resources to redevelop the North Trail. As a starting point for future revitalization, a study entitled *Innovation 41* was completed in 2006. It suggests that high intensity development occur at major nodes along the North Trail (e.g., Myrtle Street) and that development along the North Trail consist of mixed land uses. During the 1990's, the City rezoned properties along US 41 as a result of a "North Trail" study. The "North Trail" zone district (NT) primarily provides for commercial strip development in one or two story buildings (three stories would be allowed for hotel/motels and third floor residential uses). In the 1998 edition of the *Sarasota City Plan*, the Future Land Use Map for the "North Trail" was changed to Community Commercial to mirror the NT zoning. In 2002, the City created several new commercial zoning districts that are appropriate to address the needs identified in the Innovation 41 study. These zoning districts are Commercial Neighborhood District (CND), Commercial Storefront District (CSD), Commercial Residential District (CRD), Commercial General District (CGD), and Commercial Shopping Center District (CSC). The City should evaluate the North Trail to determine the locations at which new zone districts should be applied.

Another recent trend has been the redevelopment of uses along Fruitville Road from older, single-family homes to office uses. The 1998 Future Land Use Map provided for this conversion by designating much of the land use as Community Office/Institutional. The demand for office space along Fruitville Road should continue and the updated comprehensive plan should continue to reflect this redevelopment trend. Additionally, multiple-family and mixed-use land uses providing for affordable workforce housing opportunities may be appropriate on many larger parcels that are available along Fruitville Road.

Another trend that is emerging is redevelopment in the Newtown community. This area north of downtown has been economically disadvantaged and neglected in the past. However, in 2002, the City Commission adopted a Newtown Redevelopment Plan for the area. The goal is to reverse the factors that have contributed to a decline in Newtown and to initiate a revitalization of this community. The revitalization strategy includes several concepts that are designed to attract persons to Newtown. The concepts include:

- Arts and Entertainment Business Cluster – Create a pedestrian activity center on the west end of the Dr. Martin Luther King, Jr. Way (MLK) corridor built upon entertainment and arts. This concept expands on the proximity of the Ringling School of Art and Design by providing for a mix of offices, studios, galleries, coffee shops, bookstores, restaurants, and housing. This area is designated as Edge and Metropolitan/Regional on the Future Land Use Map.
- Community Commercial Business Cluster – The market analysis, which is part of the Newtown Redevelopment Plan, indicates that a new shopping center can be absorbed into

the market at the intersection of MLK and US 301. Therefore, the Future Land Use Map designates Community Commercial land use for this location.

- Neighborhood Commercial Business Cluster – This area is located along the MLK corridor between the Arts and Entertainment and Community Commercial business clusters. This area is planned to become more pedestrian oriented with a mix of land uses. These land uses are envisioned to be mixed-use structures, live/work units, residential dwellings at a density of 25 dwelling units per acre, and neighborhood scale office and commercial buildings. This area is designated as Edge on the Future Land Use Map.
- Multiple Family Residential Areas – The redevelopment plan indicates that additional residential density is necessary for the successful rejuvenation of the Neighborhood Commercial Business cluster. It suggests that multiple family uses at 25 dwelling units per acre north and south of the MLK corridor will provide the population that would be needed to support the neighborhood-oriented business located along the corridor.

In January 2003, Newtown was selected to become a Florida Front Porch community. The Florida Front Porch Initiative is a community-based revitalization program that focuses on families and empowers residents to define and resolve neighborhood problems. In 2006 the Newtown Front Porch program commissioned a study of economic redevelopment for Dr. Martin Luther King, Jr. Way, which includes the following recommendations:

- Phase I, Newtown Town Center. This location is the four corners of MLK and Osprey Avenue. The plan is to create office development on each of these corners, such as medical or non-profit offices. Additionally, small office suites could be constructed to allow for start-up businesses (i.e., office incubator)
- Phase II, Osprey Avenue to US 301. The plan states that this portion of the MLK corridor should include commercial stores developed as a “Main Street” style shopping district consisting of convenience retail, services, and restaurants.
- Phase III, Newtown Town Center west to Railroad Tracks. This area should consist primarily of housing with all residential units having front porches facing the MLK corridor. All vehicular access should be from the rear of the lot with alley access.

The land uses suggested by the Economic Redevelopment Plan for the MLK corridor are generally consistent with those suggested by the Newtown Redevelopment Plan. The Urban Edge land use classification allows for a mixture of land uses that includes all of the uses envisioned by the Newtown Redevelopment Plan and Economic Redevelopment Plan for MLK.

In conjunction with these Future Land Uses, the City has adopted a Transportation Concurrency Management Area (TCMA) for Newtown. This TCMA, which is discussed at length in the

Transportation Chapter, provides for improved mobility and transportation circulation as redevelopment occurs in Newtown.

## **Future Land Use Classifications**

The 1989 Sarasota City Plan reflected seven different land use classifications entitled:

- Commercial/Office,
- Commercial/Residential,
- Industrial,
- Community Facilities,
- Residential,
- Recreation, and
- Conservation.

None of these classifications were defined by the 1989 plan in terms of anticipated uses that were desirable in the future. For example, there is no definition in the 1989 plan as to what types of commercial and residential uses were expected to develop within the Commercial/Residential land use classification. Whether this classification included heavy equipment repair and single family dwellings on adjacent parcels was not stated on the map or in the text of the plan. In the “Residential” land use classification it was not possible to ascertain the dwelling unit type or density. Similar limitations apply to the other classifications as well. However, this lack of definition has not caused difficulties in the past due to the existence of the Impact Management Area (IMA) concept which restricted future rezonings to only a few selective areas of the City.

On June 5, 1996, the City Commission adopted its Evaluation and Appraisal Report which included the recommendation that the IMA concept be revisited. A June 17, 1996, issue paper was released and subsequently discussed by the City Commission. On November 5, 1996, the City Commission directed that a new land use classification strategy be developed and to delete the existing IMA concept when updating the 1989 Sarasota City Plan. With the elimination of the IMAs, definitions of the land use classifications became critical in order to understand their land use objectives. On October 11, 2005, the City Commission adopted an Evaluation and Appraisal Report regarding the 1998 Sarasota City Plan. That report indicated that the City should continue with that land use classification strategy in this version of the comprehensive plan.

In addition to being defined (see Plan section), the new land use classification strategy that is reflected herein also requires a geographical or spatial characteristic. The Future Land Use Map (Illustration LU-6) reflects this spatial distribution. The process leading to the creation of this map included consideration of the other chapters that comprise the Sarasota City Plan (e.g., levels of service, future housing needs, evacuation needs, and protection of resources). Other factors included:

- existing land use characteristics and the spatial distribution of same,
- existing zoning characteristics and the spatial distribution of same,
- the desire to preclude “spot” planning, and
- the desire to ensure that future land uses are compatible.

## **Growth Management**

The City employs two primary growth management tools – an Urban Service Boundary and a Concurrency Management System. Both of these techniques utilize the provision of infrastructure and services to manage development and redevelopment within the City.

### **Urban Service Boundary**

An Urban Service Boundary identifies the geographic locations designated by a local government where urban services currently exist or are planned to be provided during a specific timeframe. The City of Sarasota provides the majority of infrastructure and services within the municipality, however, a number of services are also provided by other government entities. The City provides police protection; potable water, reuse water, and sanitary sewer services; solid waste collection; parks and recreation facilities; and roadway improvements and maintenance within the municipal boundary. Sarasota County provides fire protection and emergency medical services, roadway improvements and maintenance, recreation facilities management, and stormwater management within the City. The School Board of Sarasota County provides public education.

The City also provides potable water and sanitary sewer services outside of the municipal boundary to locations in which a pre-annexation agreement has been approved. Pre-annexation sites are generally adjacent to the municipal boundary or in close proximity. As the City continues with its pre-annexation program, it will make certain that sites to be served are located within the Urban Service Boundary in order to ensure an orderly extension of municipal services and infrastructure.

The Urban Service Boundary (Illustration LU-8 located in the Plan section of this chapter) includes all land within the municipal boundary of the City and to adjacent land within unincorporated Sarasota County that extends from approximately ½ to 1 mile outside of the municipal boundary. This area outside of the municipal boundary represents the locations that the City may provide urban services to over the next 10 to 15 years.

### **Concurrency Management System**

The City employs a Concurrency Management System as a second growth management tool. The purpose of the Concurrency Management System is to ensure that public facilities and services needed to support development are available concurrent with the impacts resulting from the development. The Concurrency Management System includes adopted level of service

standards for roads, potable water, sanitary sewer, stormwater management, parks and recreational facilities, solid waste collection, mass transit, and public schools. The Concurrency Management System and methodology for calculating impacts are adopted in the Zoning Code. Additionally, the City maintains a financially feasible 10-year Capital Improvements Program through which the construction of capital projects needed to maintain levels of service are funded.

## **Regional Activity Center**

Sections 380.06 (2)(e) and 163.3187 (1)(c), Florida Statutes, and Rule 28-24.014 (10), Florida Administrative Code, provide that local governments may designate one or more Regional Activity Centers within their comprehensive plans. A Regional Activity Center is an area where a land use(s) routinely provides services to a significant number of citizens of more than one county, contains adequate existing public facilities, and is proximate and accessible to interstate or major arterial roadways. Further, the area is a compact, high intensity, high density multi-use area designated as appropriate for intensive growth by the local government. Examples of Regional Activity Centers include retail shopping areas; offices; cultural, recreational, and entertainment facilities; hotels and motels; and industrial activities. The primary benefit of the Regional Activity Center designation is that Development of Regional Impact (DRI) thresholds are increased because the local government has determined that infrastructure and services exist to serve the development.

The City has determined that Sarasota Memorial Hospital (SMH) meets the Regional Activity Center criteria and, therefore, has designated the Metropolitan/Regional land use classification (#8) relative to the hospital as a Regional Activity Center (see Illustration LU-13 in the Plan section of this chapter). SMH has 828 licensed beds, which makes it the second largest public hospital in the state. In 2004, 30,265 inpatients and 182,912 outpatients accessed the facilities on the SMH campus. Approximately 27.2% of the inpatients and 23.0% of the outpatients lived outside of Sarasota County. SMH projects that the number of inpatients will remain stable during the short-term, however, the hospital projects that outpatients will increase by approximately 4% per year. The SMH campus has direct access to S. Tamiami Trail (US 41/SR 45) and the full range of urban infrastructure and services (e.g., potable water, sanitary sewer, drainage, solid waste collection, mass transit) are provided to the area.

## **Zoning Enclaves**

A comparison of the Future Land Use Map (Illustration LU-6) and the Existing Land Use Map (Illustration LU-1) reveals the existence of uses that are not currently compatible with the future land use classification descriptions applied to them. For example, the Residential Multiple Family Land Use Classification, as shown on the Future Land Use Plan Map, may embrace a parcel that is currently zoned and/or developed with a warehouse. Another example might be a single family dwelling located within a commercial land use classification. These parcels may have been zoned recently or many years ago. Collectively, and for the purpose of this *Sarasota*

City Plan, these parcels are referred to as “zoning enclaves,” and, as such, are recognized by this plan as “vested” relative to the land use classifications within which they are.

## **Design and Compatibility Guidelines**

Traditionally, the review of requests for “development approval” (see Definitions in the Plan section) has considered a variety of land use factors, but has generally focused upon the compatibility of the proposed use and intensity with nearby developed properties. Once these two compatibility factors have been achieved, the minimum development standards of the appropriate zoning district are then uniformly applied to the development in order to protect the public’s health, safety, and welfare. In order to go beyond these minimum standards, the City has incorporated “Advisory Community Design Guidelines” in the Zoning Code. These guidelines are designed to improve the environment by suggesting methods for (1) reducing or eliminating adverse impacts to neighboring development caused by poor site design and land use transitions, (2) increasing the quality of the streetscape and the pedestrian experience, and (3) improving building frontages and architectural features.

## **Overlay Zoning Districts**

An overlay zone district is a tool for applying specific, tailor-made zoning regulations to a unique area to address particular circumstances and objectives relating to the area. They are useful because of their ability to apply regulations to a specific area rather than the entire jurisdiction.

Overlay zone districts have historically been applied in a variety of ways throughout the United States depending upon the desire of local jurisdictions. Generally, they have been used to provide more stringent regulations, or to provide additional flexibility for development. In some cases overlay zoning districts have put performance type standards in place of more rigid standards of the local zoning code.

The Sarasota City Plan sets forth the long-term vision and policy direction for the City. The Sarasota City Plan is relatively general and more difficult to change. The Land Development Regulations (LDR’s), in which overlay zoning districts are viewed as a useful component, are the primary implementing document of the Sarasota City Plan. The LDR’s are relatively specific and easier to change. Overlay zoning districts must be consistent with the City’s long-term vision as expressed in the Sarasota City Plan.

The City has considerable discretion in how overlay zoning districts are to be used. For example, the LDR’s may propose an overlay zoning district within a particular neighborhood in order to allow for the use of accessory dwelling units. Another example would be an overlay zone district for a portion of the Bayou Oaks neighborhood that allows for limited office, retail, or artisanal uses in conjunction with residential uses on the same lot or parcel. Overlay zoning districts are also a useful tool in implementing neighborhood specific plans.

## **General Planning Areas**

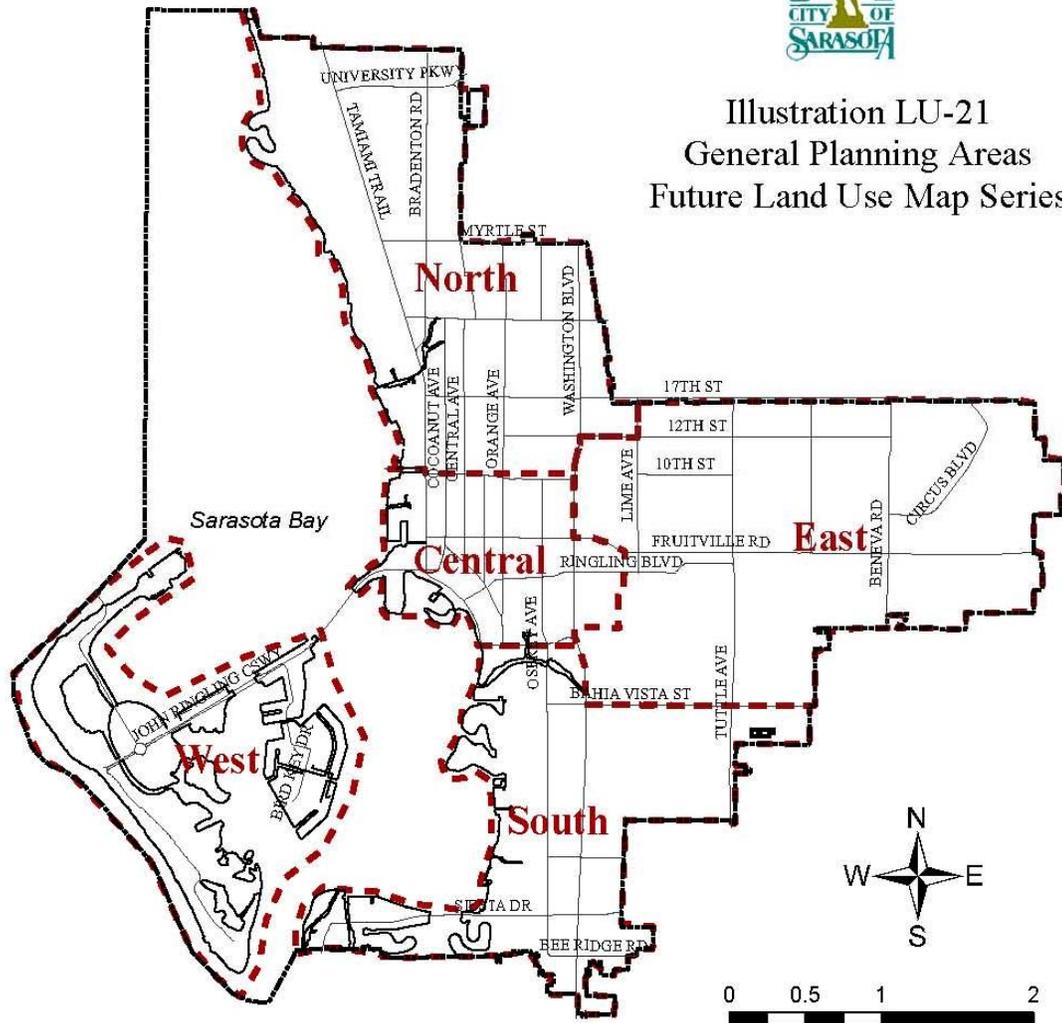
For future planning purposes, the City can be subdivided into five generalized areas as displayed on Illustration LU-21. These five areas are the Central, North, East, South, and West Planning Areas. Each of these locations has opportunities and issues which distinguish them and for which unique remedies may be needed. For each of these areas, the City will eventually over time develop master plans that examine opportunities and issues unique to each area and will propose solutions for making improvements. The City has already developed and adopted a master plan for the Central Area with the Downtown Master Plan 2020.

Each area master plan will encompass many neighborhoods or districts. A master plan is not meant to be an individual neighborhood plan, but could possibly address issues associated with an individual neighborhood that is located within a study area.

The first priority after adoption of this comprehensive plan is for creating a master plan for the North planning area. This area includes the North Tamiami Trail, Sarasota-Bradenton International Airport, public and private universities and colleges, and diverse businesses and residential neighborhoods.



Illustration LU-21  
General Planning Areas  
Future Land Use Map Series



 General Planning Areas

Source: City of Sarasota Planning and  
Redevelopment Department, December 2007

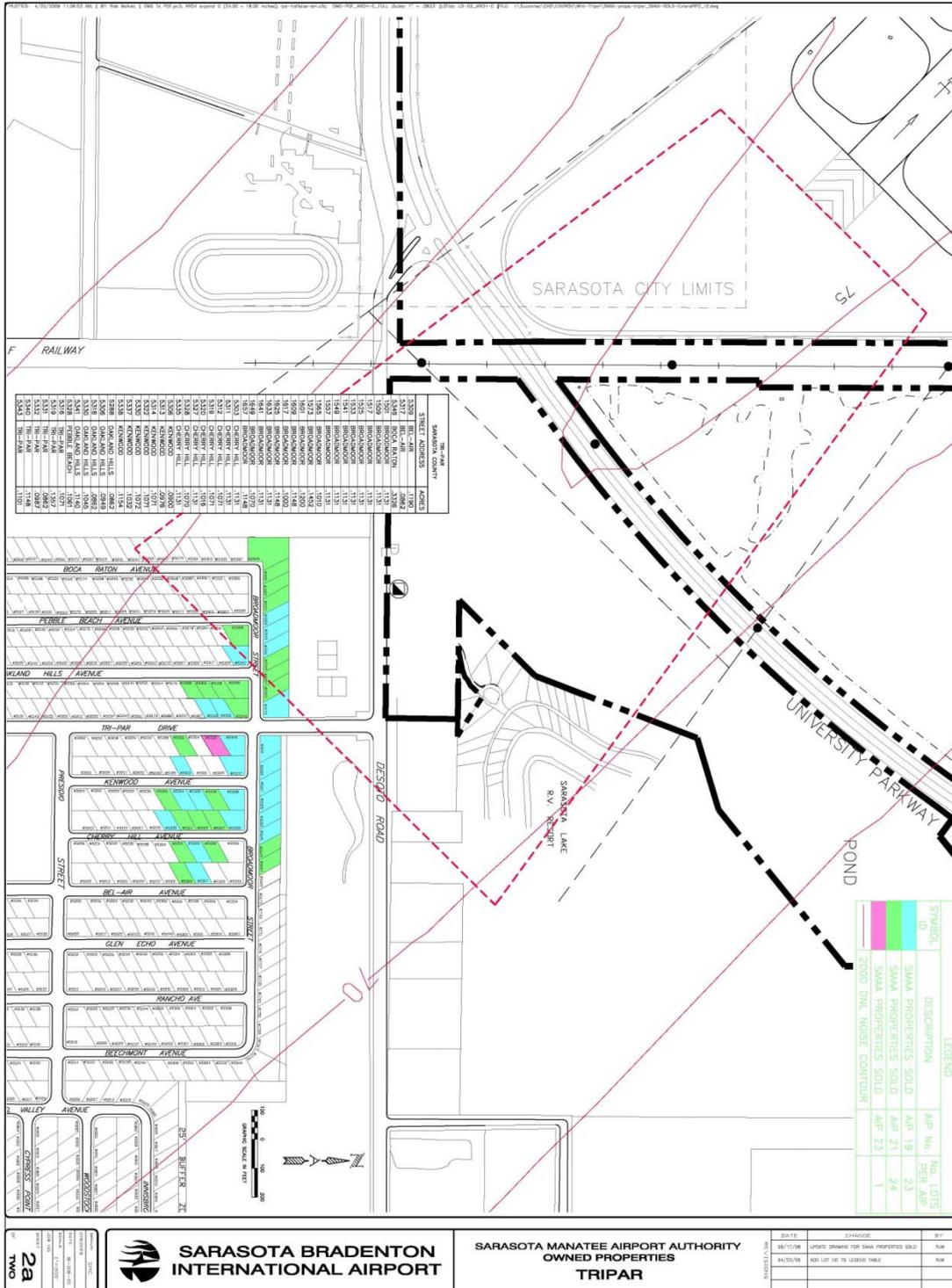
## **Land Uses Surrounding the Sarasota Bradenton International Airport**

In 2009, the Florida Statutes were amended to require that local governments recognize airport master plans and address land use compatibility for lands adjacent to airports. The Sarasota Bradenton International Airport (SRQ) is a general aviation airport located in the northern area of the city that serves over 1 million passengers per year. Addressing the types of land uses and the height of buildings adjacent to the airport will improve the compatibility of land uses in this location. The airport's master plan was updated in May 2009 and it identifies Runway Protection Zones (RPZs) as potential airport hazard areas (see the maps on the following pages). Land uses and structures within these areas should be regulated to ensure public health and safety. Further, land uses within the 65 DNL noise contour line should be also regulated in order to protect public health and safety. Currently, there are no structures or trees or use of land which obstruct the airspace required for the flight of aircraft in taking off, maneuvering, or landing. Objective 10 and associated Action Strategies 10.1 to 10.3 will prevent such an occurrence.

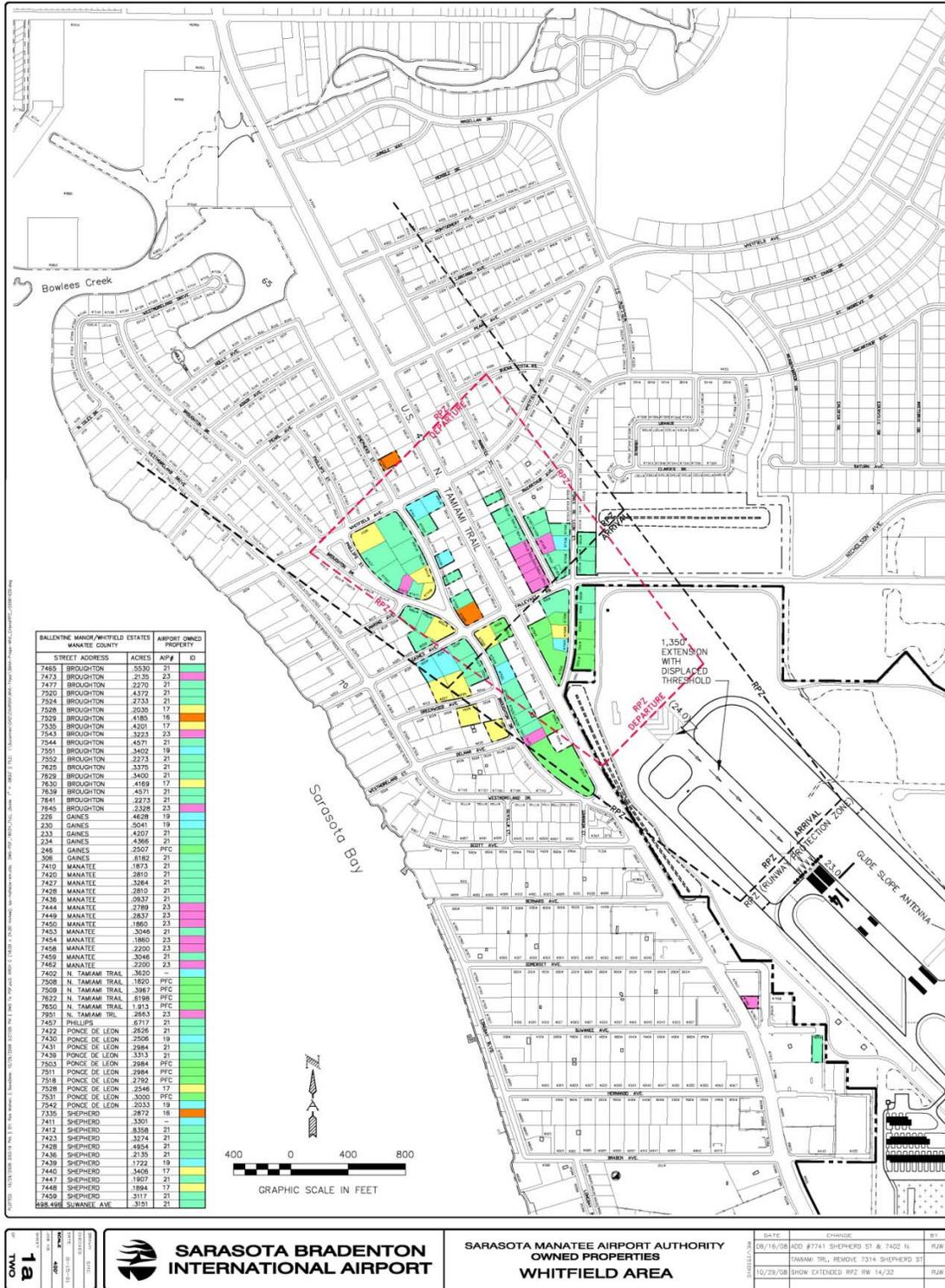
The Code of Federal Regulations (14 CFR - Chapter I - Part 150) contains land use compatibility criteria that can be used by local governments regulating the types of land uses located adjacent to airports in part based upon day-night average sound levels. In this regard, residential dwelling units, transient lodging facilities, schools, hospitals, nursing homes, churches, auditoriums, concert halls, and outdoor amphitheatres are discouraged from being developed within the 65 DNL noise exposure contour area established for the Sarasota Bradenton International Airport (see map on following pages). However, these types of uses could be allowed when soundproofing mitigation is used in building construction. SRQ has expended a large amount of financial resources in implementing a noise abatement program where homes are acquired by the airport or soundproofed. The adoption of a zoning regulation as required by the Florida Statutes will further the airport's noise abatement program and allow for local government coordination on the matter. Further, land owners of new development within the impacted area should execute an aviation easement with the airport granting the right of flight.

Additionally, Section 333.03, Florida Statutes prohibits the development of sanitary landfills within 10,000 feet from the nearest point of any runway used by turbojet or turboprop aircraft because such facilities tend to attract birds that can be hazardous to aircraft flight operations. Further, the Florida Statutes prohibits the development of new public and private schools within an area that is one-half the length of the longest runway extending for a distance of 5 miles from the centerline of an airport runway.

# Illustration LU-22 Sarasota Bradenton International Airport Runway Protection Zones

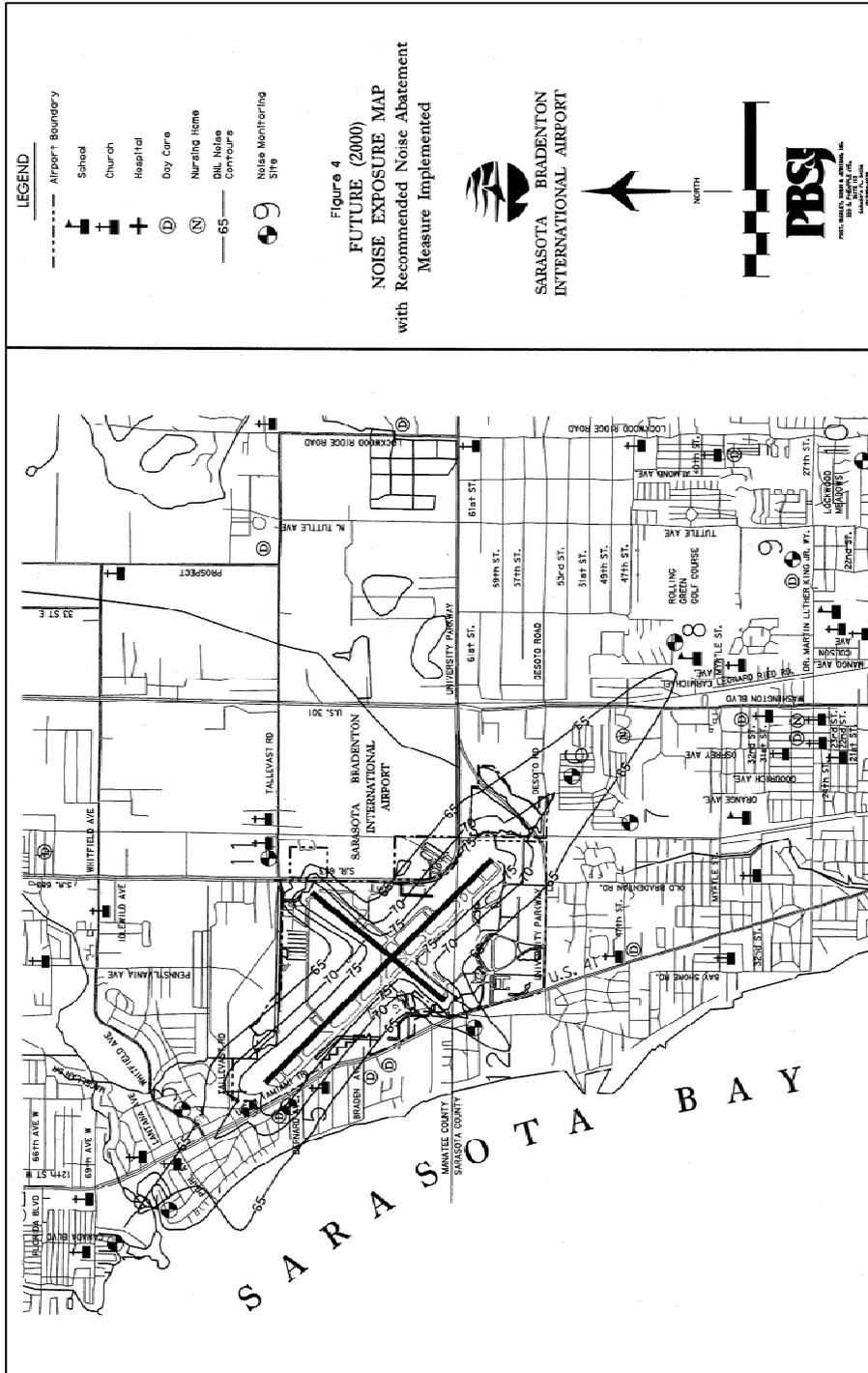


# Illustration LU-22, continued



# Illustration LU-23

## Sarasota Bradenton International Airport Noise Contours





# APPENDIX 1

## 9J-5 Requirements Index

This Chapter was prepared to meet requirements outlined in the Florida Administrative Code, Chapter 9-J5. This appendix references the relevant headings from Chapter 9J-5 to the Future Land Use Chapter, and other Sarasota City Plan Chapters, where the requirement is addressed.

Due to the small amount of vacant land in the City, future uses and activities are generally the same as existing. Hence, many of the features shown on “future land use map series” located in the Future Land Use Plan will be the same for the existing which are listed in the Future Land Use Support Document. An example would be the existing and future locations of public buildings and grounds (Illustration LU-2A - LU-2H). Therefore, these existing maps are shown in the Plan but not duplicated in the Support Document.

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### Existing Land Use

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<b>Rule 9J-5 Requirements</b>	<b>Location in the <u>Sarasota City Plan</u></b>
.006(1)(a)1	Illustration LU-1, Future Land Use Plan
.006(1)(a)2	Illustration LU-1, Future Land Use Plan
.006(1)(a)3	Illustration LU-1, Future Land Use Plan
.006(1)(a)4	Not Applicable
.006(1)(a)5	Illustrations LU-1 and LU-2E, Future Land Use Plan
.006(1)(a)6	Illustration LU-1, Future Land Use Plan and Illustration EP-1, Environmental Protection and Coastal Islands Plan
.006(1)(a)7	Illustration LU-2B, Future Land Use Plan
.006(1)(a)8	Illustrations LU-2A through LU-2G, Future Land Use Plan
.006(1)(a)9	Illustrations LU-2A through LU-2 G, Future Land Use Plan
.006(1)(a)10	Illustrations LU-1, Future Land Use Plan
.006(1)(a)11	Historic Preservation Chapter, Appendices A through F
.006(1)(b)1	Illustration LU-1, Utilities Plan
.006(1)(b)2	Illustrations EP-2, EP-5 and EP-10, Environmental Protection and Coastal Islands Plan
.006(1)(b)3	Illustrations EP-4 and EP-9, Environmental Protection and Coastal Islands Plan
.006(1)(b)4	Illustration EP-2, Environmental Protection and Coastal Islands Plan
.006(1)(b)5	Illustration EP-3, Environmental Protection and Coastal Islands Plan (no minerals in the City)
.006(1)(c)	Illustration LU-4, Future Land Use Plan
.006(1)(d)	Illustrations LU-2A through LU-2G, Future Land Use Plan
.006(1)(e)	Illustrations LU-1, LU-2A through LU-2G, Future Land Use Chapter

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**Land Use Analysis**

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<b>Rule 9J-5 Requirements</b>	<b>Location in the <u>Sarasota City Plan</u></b>
.006(1)(f)1	Illustration LU-1, Future Land Use Plan
.006(1)(f)2	Not Applicable; No Such Areas
.006(1)(f)3	Not Applicable; No Such Areas
.006(1)(g)	Illustration LU-10, Future Land Use Plan
.006(2)(a)	Inventory and Analysis Sections of Transportation, Utilities, and Environmental Protection and Coastal Islands Plans
.006(2)(b)1 - 5	Illustration LU-3 and Inventory and Analysis Reference Guide - Vacant Land Analysis, Future Land Use Plan; Illustration EP-2, EP-3, EP-5, EP-6, EP-7, Environmental Protection and Coastal Islands Plan; Historic Preservation Chapter
.006(2)(c)1 - 3	Illustrations LU-1 and LU-4, Future Land Use Plan; Provision for Housing Sites and Illustrations H-18, H-19, H-24 through H-29, Housing Plan
.006(2)(d)1 - 2	Age of Housing, Housing Condition and Monitoring Housing Conditions, and Maintaining the Housing Stock from Housing Plan; Housing Age and Condition from Neighborhood Plan; Compatibility Guidelines, Development Trends within the City and Zoning Enclaves from the Future Land Use Plan
.006(2)(e)	Flood Plains from Environmental Protection and Coastal Islands Plan; Stormwater Drainage from Utilities Plan
.006(2)(f)	Dredge Disposal Sites from Environmental Protection and Coastal Islands Plan
.006(2)(g)	Not Applicable

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**Future Land Use Goals, Objectives and Policies**

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<b>Rule 9J-5 Requirements</b>	<b>Location in the <u>Sarasota City Plan</u></b>
.006(3)(a)	Goal, Future Land Use Plan
.006(3)(b)	Objectives 1 through 9, Future Land Use Plan
.006(3)(b)1	Objective 1 and Illustration LU-6, Future Land Use Plan
.006(3)(b)2	Objectives 4, 5 and 9, Future Land Use Plan; Objective 2, Housing Plan; Objective 10, Neighborhood Plan
.006(3)(b)3	Objectives 2, 3 and Attachment 3, Future Land Use Plan
.006(3)(b)4	Historic Preservation and Environmental Protection and Coastal Islands Chapters

APPENDIX 1 (Continued)

**Rule 9J-5  
Requirements**

**Location in the Sarasota City Plan**

.006(3)(b)5	Objective 4, Environmental Protection and Coastal Islands Plan; Objectives 2 and 3, Future Land Use Plan; Objective 3, Transportation Plan
.006(3)(b)6	Not Applicable
.006(3)(b)7	Not Applicable
.006(3)(b)8	Objectives 1, 2, 4, 5, 8, and 9 and Illustration LU-6, Future Land Use Plan
.006(3)(b)9	Objective 1, Illustrations LU-8, LU-2C and LU-2F, Future Land Use Plan; Objective 2, Utilities Plan
.006(3)(b)10	Objectives 2 and 4, Future Land Use Plan
.006(3)(b)11	Objective 1, Environmental Protection and Coastal Islands Plan
.006(3)(c)	All “Action Strategies” synonymous with “Policies”
.006(3)(c)1	Action Strategy 2.1, Future Land Use Plan
.006(3)(c)2	Action Strategies 3.2, 3.3, 9.11, and Attachment 1, Future Land Use Plan; Action Strategy 4.2, Neighborhood Plan
.006(3)(c)3	Action Strategy 3.3, Future Land Use Plan; Action Strategies 1.3, 1.5, 3.1, 3.3 and 3.4, Capital Improvements Plan; Action Strategy 1.11, Utilities Plan; Objective 1 and Action Strategies 1.1 through 1.13, and 1.23; Transportation Plan; Action Strategy 1.1, Recreation and Open Space Plan; and Action Strategies 6.1 through 6.7, Public School Facilities Plan
.006(3)(c)4	Action Strategies 2.1 and 4.4, Future Land Use Plan; Action Strategies 1.6, 1.7, 1.8, 1.10 and 1.11, Utilities Plan; Action Strategy 1.7, 2.2, 2.3, 2.4, 8.1 through 8.7, 9.11, and 10.4 Transportation Plan; Action Strategies 2.1 through 2.4, Recreation and Open Space Plan
.006(3)(c)5	Action Strategies 2.1 and Objectives 1 and 4 , Future Land Use Plan
.006(3)(c)6	Action Strategy 3.3, Future Land Use Plan; Action Strategy 1.3, Environmental Protection and Coastal Islands Plan; Action Strategy 2.8, Utilities Plan
.006(3)(c)7	Action Strategies 2.1, 2.3 through 2.11 and Attachment 1, Future Land Use Plan
.006(3)(c)8	Historic Preservation Chapter
.006(3)(c)9	Action Strategy 1.11, Environmental Protection and Coastal Islands Plan

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**Future Land Use Map**


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**Rule 9J-5  
Requirements****Location in the Sarasota City Plan**

.006(4)(a)1	Illustration LU-6, Future Land Use Plan
.006(4)(a)2	Illustration LU-6, Future Land Use Plan
.006(4)(a)3	Illustration LU-6, Future Land Use Plan
.006(4)(a)4	Not Applicable
.006(4)(a)5	Illustration LU-2E, Future Land Use Plan
.006(4)(a)6	Illustration LU-6, Future Land Use Plan
.006(4)(a)7	Illustration LU-2C, Future Land Use Plan
.006(4)(a)8	Illustrations LU-2A through LU-2G, Future Land Use Plan
.006(4)(a)9	Illustrations LU-2A through LU-2G, Future Land Use Plan
.006(4)(a)10	Historic Preservation Chapter, Appendices A through F
.006(4)(a)11	Illustration T-10, Transportation Plan
.006(4)(a)12	Not Applicable
.006(4)(b)1	Illustration U-1, Utilities Plan
.006(4)(b)2	Illustrations EP-2, EP-5 and EP-10, Environmental Protection and Coastal Islands Plan
.006(4)(b)3	Illustration EP-4, Environmental Protection and Coastal Islands Plan
.006(4)(b)4	Illustration EP-2, Environmental Protection and Coastal Islands Plan
.006(4)(b)5	Illustration EP-3, Environmental Protection and Coastal Islands Plan
.006(4)(b)6	Illustration EP-11, Environmental Protection and Coastal Islands Plan
.006(4)(c)	Objective 1, Action Strategy 2.1, and Attachment 1, Future Land Use Plan
.006(4)(d)	Illustration LU-2A through LU-2G, Future Land Use Plan
.006(4)(e)	Illustration LU-2A through LU-2G, Future Land Use Plan
.006(4)(f)	Not Applicable

# APPENDIX 2

## Sarasota's Strategic Goals

In 2004, the City Commission adopted “Sarasota’s Approach to Strategic Planning”, which provides the foundation for the Strategic Plan and six Strategic Goals that are the foundation upon which the *Sarasota City Plan* is based. This appendix references objectives and action strategies in the *Sarasota City Plan* that implement these goals.

### Our Vision

*A City where urban amenities meet small town living.*

### The Goals of the City of Sarasota

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

Applicable Action Strategies: 1.1, 3.1, 3.2, 3.4, 3.5, 4.13, 8.2, 8.3, and 9.9.

2. **Viable, safe and diverse neighborhoods and businesses that work together.**

Applicable Action Strategies: 2.4, 2.7, 2.9, 2.10, 2.11, 3.6, 4.2, 4.5, 4.6, 5.4, 6.1, and 9.1-9.11.

3. **An economically sustainable community.**

Applicable Action Strategy: 9.8.

4. **A workplace that attracts and retains an outstanding workforce.**

Applicable Action Strategies: None.

5. **An attractive, environmentally-friendly community that is safe and livable and provides an array of cultural and aesthetic enjoyments.**

Applicable Action Strategies: 4.3, 4.6, 4.8, 4.9, 9.8, 9.10, and 9.11.

6. **Well maintained and future-oriented infrastructure.**

Applicable Action Strategies: 9.3, 9.4, 9.5, 9.6, and 9.9.

## APPENDIX 3

### Bibliography

The following studies, plans and projects were created subsequent to the adoption of the 1989 *Sarasota City Plan* and are incorporated into the inventory, analysis, and/or emerging issues of this Future Land Use Chapter by reference. Each of the documents cited below are available for review at the Department of Neighborhood and Development Services.

ANNEXATION, Policies and Procedures,  
City of Sarasota Planning Staff/City Manager/City Attorney, 1993

ANNEXATION, Urban Service Boundary,  
City of Sarasota Planning Staff, 1991

AVIATION, DRI Amendment for Sarasota-Bradenton Airport (PDA),  
Sarasota/Bradenton International Airport/Mosby Engineering Associates, 1995

AVIATION, DRI Application for Development Approval for Sarasota Bradenton International Airport, 1992,  
Sarasota/Bradenton International Airport/Mosby Engineering Associates, Inc.

AVIATION, Florida Aviation System Plan 1992 - 2010,  
Southwest Florida Region CFASPP/FDOT/FAA, 1992

AVIATION, Sarasota-Bradenton Airport Master Plan, Update 1992  
Sarasota-Bradenton International Airport/Day & Zimmerman, Inc., 1992

CITY OF SARASOTA DOWNTOWN MASTER PLAN 2020, Duany, Plater-Zyberk &  
Company, January 2001

COASTAL MANAGEMENT, Florida Coastal Management Program (FCMP),  
Waterfronts Florida Partnership, 1997

COASTAL MANAGEMENT, National Estuary Program Sarasota Bay - 1991 Action Plan,  
Sarasota Bay National Estuary Program, 1991

COMPREHENSIVE PLAN, 1996 Moratorium Documents  
City of Sarasota Planning Staff, 1996

COMPREHENSIVE PLAN, Concurrency Management - Miscellaneous,  
City of Sarasota Planning Staff, 1989

### APPENDIX 3 (Continued)

COMPREHENSIVE PLAN, Evaluation and Appraisal Report,  
City of Sarasota Planning Staff, 1995

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# APPENDIX 4

## **Developable Land Uses within the Metropolitan/Regional Land Use Classification at the Sarasota-Bradenton International Airport**

The Metropolitan/Regional land use classification identifies specific uses that have been or may be developed on designated properties. As it applies to the Sarasota-Bradenton International Airport, the list of allowable uses includes the following generalized uses:

1. Airport Activities;
2. Car rental agencies;
3. Hotels/Motels; and
4. Development consisting of Office, Entertainment, Educational Support, Commercial, and Church uses.

Comprehensive plan amendment petition No. 02-PA-01 amended the Metropolitan/Regional land use classification by expanding the list of allowable uses to include development consisting of office, entertainment, educational support, commercial, and church uses (No. 4 above). The following uses would, in general, be allowed in accordance with petition No. 02-PA-01:

- Short term and long term hotel rooms and suites
- Service establishments and restaurants serving airport travelers, employees, hotel occupants, and the community at large
- Offices and professional suites
- Research and development facilities for entrepreneurial and technical development including an “incubator” facility to nurture new enterprise
- Medical offices and facilities
- Health and wellness spa and fitness center
- Beauty salon/day spa
- Internal park and day care center
- Knowledge-based conference and learning center
- Conference center
- Non-profit institutes
- Senior business center
- Executive center
- Technology incubation center
- Theater/entertainment/performing arts facilities
- Night club
- Retail/convenience store
- Food services/juice bar/restaurant/coffee house

**APPENDIX 4 (continued)**

- Postal center
- Civic green
- Public art/modern sculpture
- USF/New College/FSU support facilities
- Asolo State Theater/FSU support facilities
- Ringling Museum/FSU support facilities
- Churches

# Appendix 5

## City of Sarasota Population Projections

The comprehensive plan is required to be based upon resident and seasonal population estimates and projections that are provided by the Bureau of Economic and Business Research (BEBR) at the University of Florida, the Executive Office of the Governor, or generated by the local government. Staff from the Neighborhood and Development Services Department generated the population projections described in this appendix since neither BEBR nor the Executive Office of the Governor has provided projections for the City.

Staff employed the cohort component projection model to generate future populations for the years 2005, 2010, 2015, 2020, 2025, and 2030. The cohort component technique utilized by the City projects future population totals by dividing the population into uniform age and sex groups, or cohorts, and applying three components of population change – mortality, fertility, and migration – to each cohort in successive five-year increments. As the population of a cohort ages during the five-year interval, it is reclassified to the next successive cohort after mortality and migration are factored in. For example, the male population for the age 0 to 4 cohort is reclassified to the age 5 to 9 cohort after applying a survival rate to it and subtracting net migration. A new population that is derived from male births and net migration fills the subsequent age 0 to 4 cohort.

The cohort component model is represented by the following mathematical calculation:

Population in Subsequent Age Cohort ( $P_{t+1}$ ) = (Population x Survival Rate) + (Female Population in Child Bearing Years x Birth Rate x Percentage of Male/Female Births) + (Net Migration for the Age Cohort). The components of population change are further explained below.

### Age Cohorts

The City's year 2000 US Census male and female populations were divided into 18 five-year age cohorts (0-4, 5-9, etc.). The 2000 US Census serves as the base for this model since it is the most recent and accurate data for the existing population.

### Mortality

During each five-year interval, a portion of the population will die. Therefore, the population of each cohort will be reduced by a certain number of individuals as the population is projected forward into the next age cohort. In other words, the surviving population of age cohort 5-9 at time  $t$  becomes the new population of age cohort 10-14 at time  $t + 1$ . Life tables that identify the probability of dying between age groups are published nationally by the US Department of Health and Human Services and were used to determine survival rates for males and females in each age cohort.

## Appendix 5 (continued)

Survival rates were calculated for each of the male and female cohorts using the year 2000 United States life tables for males and females (National Vital Statistics Reports, Vol. 51, No. 3, December 19, 2002). The survival rates used in the analysis are:

Age Cohort	Male Survival Rate for Cohort	Female Survival Rate for Cohort
0-4	0.9986	0.9989
5-9	0.9991	0.9993
10-14	0.9971	0.9986
15-19	0.9939	0.9977
20-24	0.9928	0.9974
25-29	0.9927	0.9968
30-34	0.9910	0.9953
35-39	0.9875	0.9929
40-44	0.9812	0.9895
45-49	0.9725	0.9843
50-54	0.9597	0.9757
55-59	0.9382	0.9613
60-64	0.9069	0.9400
65-69	0.8603	0.9086
70-74	0.7952	0.8592
75-79	0.6999	0.7789
80-84	0.5620	0.6504
85+	0.2855	0.3603

### Fertility

During each five-year time interval, children that populate the 0-4 age cohort at  $t + 1$  will be born. The number of births at  $t + 1$  can be projected by using historic birth rates for females in the child bearing years between the ages of 15 and 44.

Birth rates were determined using the Sarasota County three-year average births for years 1999, 2000, and 2001 provided by the Florida Department of Health, Office of Vital Statistics. The average birth rate for female age cohorts 15-19, 20-24, 25-29, 30-34, 35-39, and 40-44 were multiplied by the female population in each cohort to project the number of births in each subsequent five-year interval. The birth rates used in the analysis are:

## Appendix 5 (continued)

Age Cohort	Birth Rate
15-19	0.0432
20-24	0.1077
25-29	0.1127
30-34	0.0856
35-39	0.0358
40-44	0.0066

The proportion of male to female births in the United States has historically (1915 to 1964) been 51.3% male and 48.7% female. A Census 2000 Brief (Gender: 2000) released in September 2001 confirms that the number of newborn males still outnumbers newborn females, and that the percentage of males to females was approximate to that identified above up until age 24. The number of new births were multiplied by these percentages in order to determine the number of projected male and females in age cohort 0-4 at time  $t + 1$ .

### Migration

Migration is the most important and, yet, the most volatile and difficult factor to consider when preparing small area population projections. In many cases, migration is caused by economic factors associated with one or more geographic areas. As with the mortality and fertility factors, migration rates are based upon historic data. However, current and expected future trends should be accounted for when projecting net migration. During the past decade, the City has generally experienced annual population increases of approximately 1.1% based upon population estimates provided by BEBR. This trend is expected to continue into the foreseeable future based upon recent development activity in the City.

Average net migration for five-year periods (1990 to 1995 and 1995 to 2000) for each male and female cohort during the decade between the 1990 and 2000 US Census was determined and projected into future years. New births and mortality of the migratory population were accounted for during each 5-year projection interval. Net migration projections require that estimates be adjusted to correspond to the projected number of total net migrants. This is accomplished by applying a plus-minus adjustment factor for positive and negative net migration. The plus-minus adjustment factor was calculated into the migration numbers since it is reasonable to assume that total positive net migration as experienced by the City will increase by enlarging net migration gains and reducing negative net migration losses. The following displays five-year migration numbers used for cohorts:

**Appendix 5 (continued)**

<b>Age Cohort</b>	<b>Male</b>	<b>Female</b>
0-4	-188	-137
5-9	-75	-63
10-14	20	-20
15-19	275	361
20-24	648	359
25-29	172	47
30-34	-70	-107
35-39	-36	-74
40-44	-7	126
45-49	122	80
50-54	99	124
55-59	146	246
60-64	107	116
65-69	175	136
70-74	128	-11
75-79	101	113
80-84	-2	-17
85+	54	93
Total	1,671	1,374

**Population Projections, 2005 - 2030**

The population projections delineated in the following table are those upon which the Sarasota City Plan is based using the cohort-component methodology described above. The table also includes calculations for seasonal and functional populations as described below. In addition to use in the comprehensive plan, the City will employ these projections when coordinating with plans of other agencies.

Appendix 5 (continued)

Illustration LU-19 City of Sarasota Resident Population Projections, 2010 - 2030										
Age Cohort	2010 Population		2015 Population		2020 Population		2025 Population		2030 Population	
	Male	Female								
0-4	1,808	1,718	1,866	1,774	1,842	1,751	1,777	1,689	1,775	1,688
5-9	1,337	1,314	1,617	1,580	1,675	1,636	1,651	1,613	1,586	1,551
10-14	1,061	1,174	1,261	1,250	1,540	1,517	1,599	1,572	1,574	1,549
15-19	1,325	1,250	1,078	1,153	1,277	1,229	1,556	1,495	1,614	1,550
20-24	1,646	1,580	1,591	1,608	1,345	1,511	1,543	1,587	1,820	1,852
25-29	2,472	2,303	2,277	1,934	2,222	1,961	1,979	1,865	2,175	1,940
30-34	2,943	2,138	2,625	2,342	2,432	1,975	2,377	2,002	2,136	1,906
35-39	2,049	1,603	2,848	2,021	2,533	2,224	2,341	1,859	2,287	1,886
40-44	1,692	1,400	1,989	1,518	2,777	1,934	2,466	2,135	2,277	1,772
45-49	1,885	1,771	1,654	1,510	1,945	1,627	2,719	2,038	2,413	2,238
50-54	1,980	2,142	1,952	1,822	1,736	1,565	2,010	1,680	2,763	2,085
55-59	1,991	1,952	1,995	2,211	1,968	1,898	1,761	1,648	2,024	1,760
60-64	1,644	1,889	2,005	2,112	2,008	2,361	1,983	2,061	1,788	1,820
65-69	1,346	1,743	1,588	1,885	1,915	2,095	1,918	2,329	1,896	2,047
70-74	1,109	1,362	1,308	1,707	1,516	1,836	1,798	2,027	1,800	2,240
75-79	1,010	1,170	984	1,161	1,150	1,457	1,315	1,568	1,539	1,732
80-84	815	1,080	777	999	759	992	875	1,223	991	1,309
85+	676	1,369	681	1,246	661	1,150	645	1,110	706	1,246
Subtotal	28,790	28,959	30,095	29,835	31,302	30,719	32,312	31,500	33,164	32,170
<b>Total</b>	<b>57,748</b>		<b>59,930</b>		<b>62,021</b>		<b>63,812</b>		<b>65,334</b>	

Source: City of Sarasota Neighborhood and Development Services Department, January 2004.