



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

December 1, 2015



Environmental Protection &
Coastal Islands

Sarasota City Plan

MEMORANDUM

To: City Commission & Planning Board

From: Karin Murphy, Director of Urban Design Studio

Re: Environmental Chapter Comprehensive Plan Amendments

Date: November 17, 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 and enhancement 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. The natural environment and a supporting and interconnected green network is essential to these placemaking principles.

The current chapter includes Sarasota's Defining Principles, Statutory Requirements, Organization of the Chapter, Goals, Objectives & Action Strategies, and a Support Document of illustrations and data.

The Environmental Protection and Coastal Islands Chapter is intended to meet the requirements as outlined in Chapter 9J-5 of the State of Florida Administrative Code. This chapter addresses the issues and recommendations contained in the Evaluation and Appraisal Report (EAR), in accordance with State requirements, which was adopted by the City Commission on October 11, 2005.

This Chapter is in need of updating to reflect new best management approaches and practices, existing conditions and implementation strategies. Working with the community and staff we have analyzed existing documents, studies, the strategic plan and the natural environment in order to recommend new language and code changes consistent with the long range vision of the City's stakeholders and the principles of sustainability and New Urbanism. We will make these recommendations in a phased approach to ensure consistency with ongoing initiatives, and the creation of the Form-based Code.

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.

INTENT & PURPOSE

The City of Sarasota has an abundance of natural resources, including Sarasota Bay, and a diversity of associated habitats and species. In response to national and local interests to preserve and protect the environment, the intent and goals of this chapter are to:

- Maintain and enhance the natural environment in the City of Sarasota.
- **Seek a balance between development and natural systems.**
- Provide adequate measures to protect life and property from natural disasters.
- **Promote sustainability.**



Note: Red Font indicates revision or addition.



The Environmental Protection and Coastal Islands Plan is organized the following Goals & Objectives:

Goal 1

It shall be the goal of the City of Sarasota to protect, maintain, enhance, and, where appropriate, restore its natural environment.

Objective 1. Compliance with Existing Regulations;

Objective 2. Historic and Archeological Resources in the Coastal Area;

Objective 3. Land Uses Compatible with Coastal Resources;

Goal 2

It shall be the goal of the City of Sarasota to protect life and property in the coastal area from destruction by natural disasters.

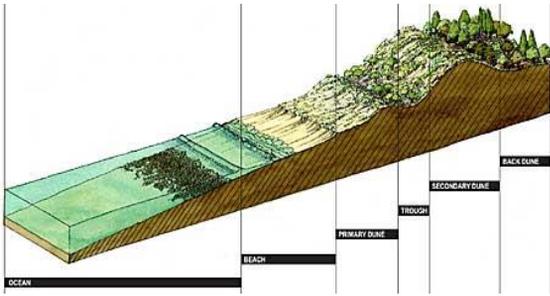
Objective 4. Reduction of Exposure to Natural Disasters; and,

Objective 5. Safe Evacuation and Adequate Shelter during Natural Disasters.

Goal 3

It shall be the goal of the City of Sarasota to reduce greenhouse gas emissions by implementing more sustainable practices, including green building technologies.

Objective 6. Sustainability. The City shall implement policies and programs that further sustainable development practices.



The Natural Transect

IT SHALL BE THE GOAL OF THE CITY OF SARASOTA TO PROTECT, MAINTAIN, ENHANCE, AND, WHERE APPROPRIATE, RESTORE ITS NATURAL ENVIRONMENT.

Balancing the Urban Ecosystem

- The City shall recognize that the urban ecosystem is a community of plants, animals, and humans that inhabit the urban environment. It is an area that contains built structures such as roads, sewers, powerlines and buildings. It also contains green spaces, parks, yards, street plantings, greenways, water bodies, commercial landscaping and vacant lots.
- The City shall acknowledge that Urban Ecosystems are impacted by rapid changes in soil, plant cover, and water flow and that the introduction of non-native grasses, plants and trees impacts healthy soil, habitat and wildlife food sources.
- The City shall recognize that human elements of the city are its development, infrastructure and economy. These elements provide goods and services, commerce and industry and are centers of employment, housing, transportation and a range of social services including health care and education.
- The City shall recognize that well planned density and compact development provide opportunities for efficiencies in transportation, and energy and water use through compact mixed use development that reduces land consumption patterns.
- It is therefore the intent of the City to provide balance in the Urban Ecosystem to protect and enhance the quality of life for residents and visitors by preserving, enhancing and protecting its natural resources.

Objective 1- Compliance with Existing Regulations

The City shall continue the administration, enforcement, and compliance with existing regulations and policies.





Form-based code Action Strategy

Requests for Development Approval: During the review of requests for both public and private development approval, the City shall ensure that applications are consistent with the relevant environmental components of this comprehensive plan, and the most recently adopted and applicable local, regional, state, and federal plans and regulations. These shall include, but are not limited to, the City's Land Development Regulations.

UDS current work relevant to the Environmental Chapter includes:

- Updates to Tree Protection, Sustainability policies and regulations in Form-based Code.
- Updates to Engineering Design Criteria Manual (EDCM) including Light Imprint Design Strategies
- Updates to the references of Plans, Policies and Programs of other Jurisdictions such as SWFTMD, Sarasota County, and DEP during the upcoming EAR amendment to the comprehensive plan with NDS Staff.

Action Strategy: The City shall update its Land Development Regulations and other documents to reflect current adopted and applicable plans and regulations and incorporate Best Management Practices and Sustainable Environmental Policies.

Expanded Upland Preservation Language

Trees – Remove pollutants, battle heat island effect, provide resting spots for migratory species and food for native species. Parks and green spaces provide people with valuable recreational opportunities and health benefits. The City recognizes that these green areas are an important component of the City's infrastructure and its role within the interconnected citywide and regional system.



Street Trees in Amenity Zone



Potential Canopy Road



The City will work to support programs that build bird friendly habitats in backyards, city businesses, city parks and utilities, schools, and private offices.

- The city will work with the County and the Park, Recreation, and Environmental Protection Advisory Board to promote and develop habitat suitable for migratory and native birds. Habitat refers to those areas that birds require for feeding, nesting, roosting, resting, and protection from predators.
- The city shall work with organizations such as the Audubon Society and the School Board to establish schoolyard habitats for City schools.
- The city shall work to educate citizens about creating backyard/office habitats for birds.
- The city shall work to develop educational materials and interpretive signs in areas designated as places for viewing as well as for providing habitat for resident or migratory birds.
- The city shall work with other agencies such as, Sarasota School Board, Sarasota County, the University of Florida Agriculture Extension, the Florida House Institute, and Sarasota Audubon Society to provide information on bird-friendly plantings and/or develop demonstration areas where such plantings can be seen.
- The City shall coordinate with Florida Power and Light to ensure best management practices are utilized in the placement and maintenance of electrical equipment so as to provide for the health and needs of migratory and native bird populations. Through the use of “Bird Boxes”, and a long range undergrounding program.



Image courtesy of
americanforests.org

Urban Forest Benefits:

Trees capture, absorb, and slow down rainfall and stormwater runoff, thereby reducing the total amount of runoff and spreading the flow of water from storm events over a longer period of time (delaying peak flow). Without trees, cities would be more vulnerable to flooding and would need to spend more on heavily engineered stormwater drainage and sewage systems to cope with increased runoff.

Trees prevent soil erosion caused by wind, rainfall and stormwater runoff. Tree roots hold soil in place and increase the ability of the soil to accept water. Tree leaves reduce the wind and decrease the force of the rain as it hits the ground. By providing these benefits the cost for cities to process and clean sediment from stormwater is greatly reduced.

Action Strategies:

- The City shall protect, preserve, restore and expand its Urban Forest resources by exploring the creation of an Urban Forestry Master Plan.
- The City shall recognize that a healthy urban forest helps to enhance the City's quality of life, protect public health, encourage economic vitality and promote environmental sustainability.
- Resources shall be allocated equitably and appropriately so that all residents of Sarasota can realize the benefits of a thriving urban canopy.

Objective 2 - Historical and Archeological Resources in the Coastal Area

The City's Historic Preservation program shall continue to identify historic and archeological resources in the coastal area and to promote the conservation and restoration of said resources through site plan review.

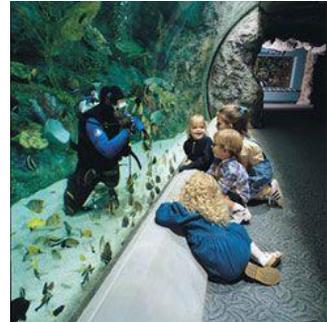
UDS is not proposing changes to this section. The Form-Based Code will incorporate Historic Preservation and Archeological polices from existing code.



OBJECTIVE 3



Land Uses Compatible with Coastal Resources - The City shall continue to provide for land uses that are compatible with coastal resources.



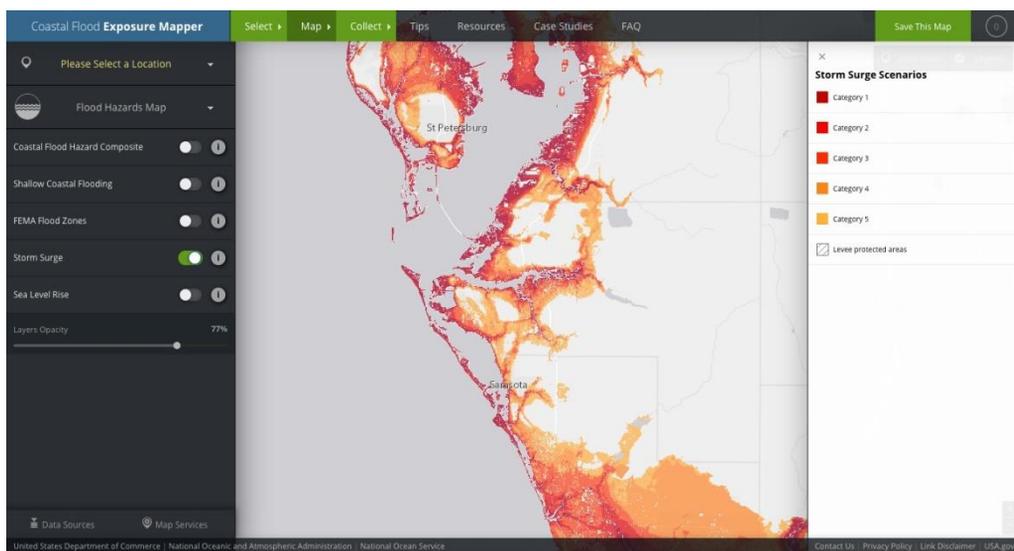
GOAL 2

IT SHALL BE THE GOAL OF THE CITY OF SARASOTA TO PROTECT LIFE AND PROPERTY IN THE COASTAL AREA FROM DESTRUCTION BY NATURAL DISASTERS.

Objective 4 - Reduction of Exposure to Natural Disasters

The City, working in cooperation with the Sarasota County Department of Emergency Management, shall continue to reduce the exposure of life and property to natural disasters and discourage population concentrations in the coastal high hazard area.

Note: The Form-Based Code and implementing Transect Zones will not increase density within coastal high hazard and other flood prone areas.



Objective 5 - Safe Evacuation and Adequate Shelter during Natural Disasters

The City shall continue to provide for safe evacuation and adequate shelter during natural disasters.

These updates will include revisions to reference changes since the last Evaluation and Appraisal adoption.

New Action Strategy Recommendation:

The City shall work to maintain rail access within the City and Region to enable a means of evacuation and provision of supplies in the event of Natural Disaster.

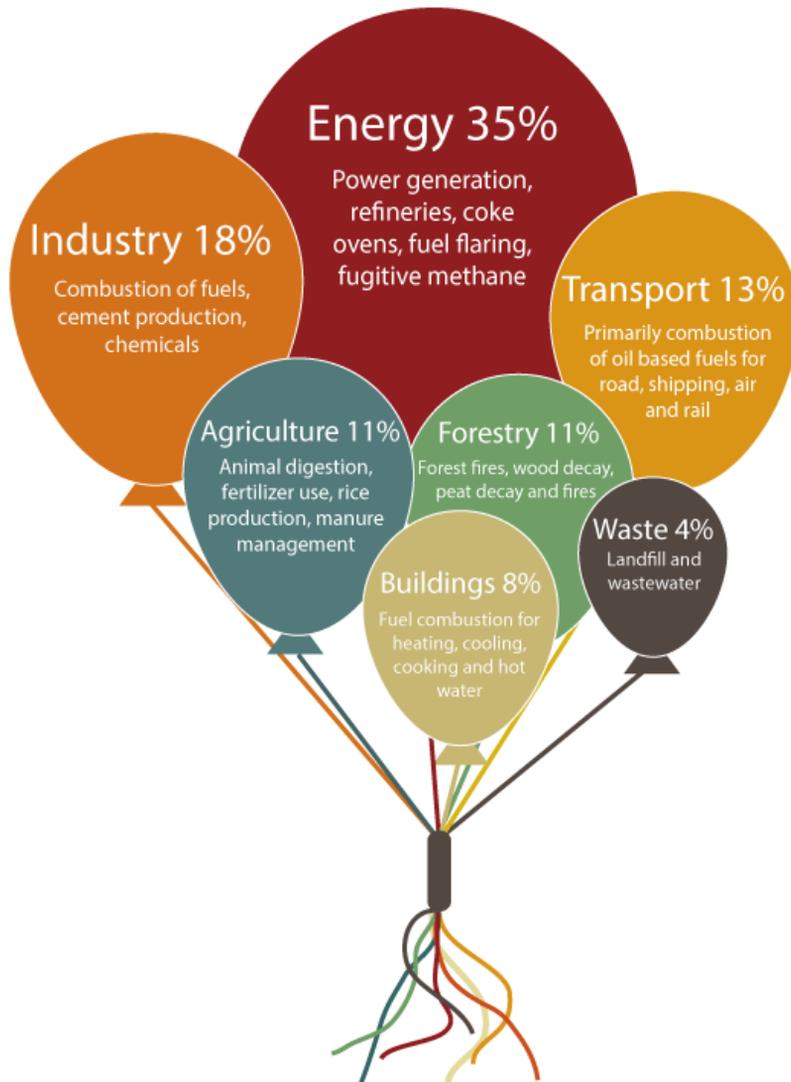


People can be stranded on the Interstate & Bridges may be damaged. Alternative choice is beneficial.



New Orleans Amtrak Train of Hope – Delivering Supplies

IT SHALL BE THE GOAL OF THE CITY OF SARASOTA TO REDUCE GREENHOUSE GAS EMISSIONS BY IMPLEMENTING MORE SUSTAINABLE PRACTICES, INCLUDING GREEN BUILDING TECHNOLOGIES.



What Causes Greenhouse Gas Emissions?

Sector shares of 50 Gt CO₂e of global emissions in 2010

Data: UNEP, EDGAR

shrinkthatfootprint.com



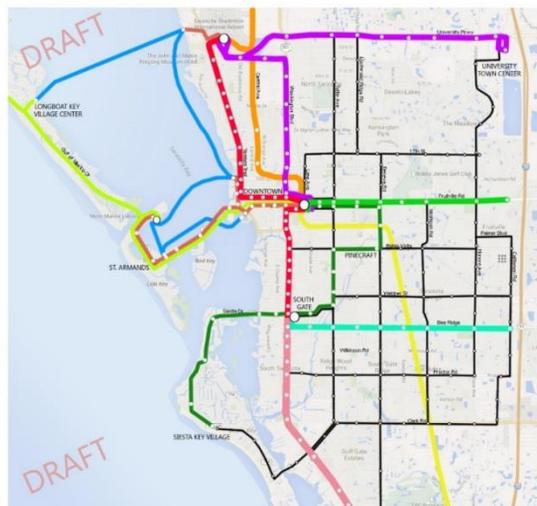
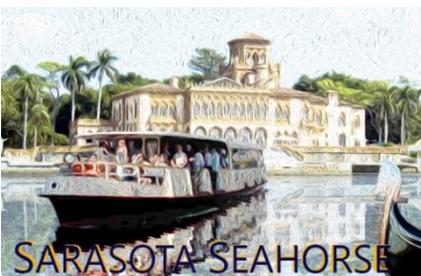
The carbon footprint shows how much carbon dioxide and other **greenhouse gases** a person produces in everyday life. It measures the amount of fossil fuels and electricity someone uses up as well as the carbon footprint of the products they buy. In America for example, every citizen produces about 28 tons of carbon dioxide and other dangerous gases a year,

When we use our cars or heat our homes with oil or natural gas, carbon dioxide and various other gases are set free. These emissions lead to a denser atmosphere and heat island effect. The carbon footprint usually measured in tons of CO₂ per year.

The way we travel, for example, has a major impact on our environment. Use your bike or walk for short distances.

Action Strategy:

- The city shall reduce Vehicle Miles Travelled.
- The city shall promote public transportation, connectivity, and multi-modal options to reduce vehicle miles travelled.



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

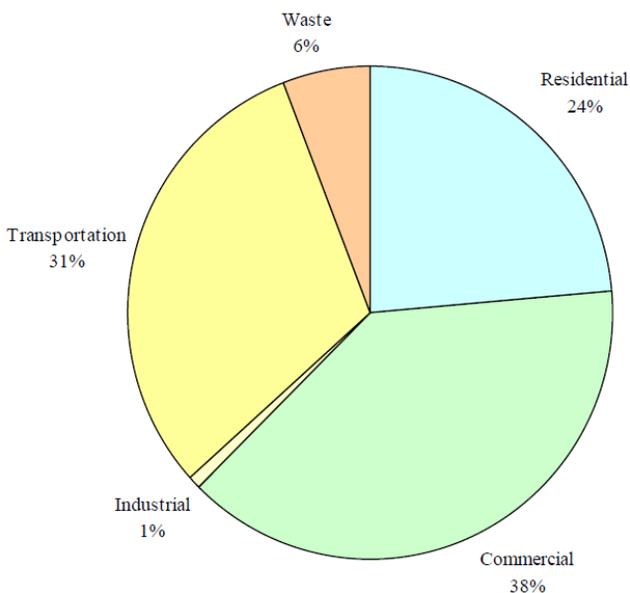
Sarasota
FUTURE TRANSIT MAP

URBAN DESIGN STUDIO
CITY OF SARASOTA

Current Goal 3: It shall be the goal of the City of Sarasota to reduce greenhouse gas emission by implementing more sustainable practices, including green building technologies.

Recommendations:

- Establish concrete operational and community-wide greenhouse gas reduction goals based on an existing 2003 greenhouse inventory (GHGI) baseline.
- Align greenhouse gas reduction goals with state and federal levels.
- Commit to performing GHGI every 3-5 years for both community and city operations.
- Commit to developing action strategies for operational GHG reduction across departments, and for community emissions by 2017.
- Identify linkages between energy production, transportation, food sourcing, city planning, and the built environments ties to greenhouse gas emissions.

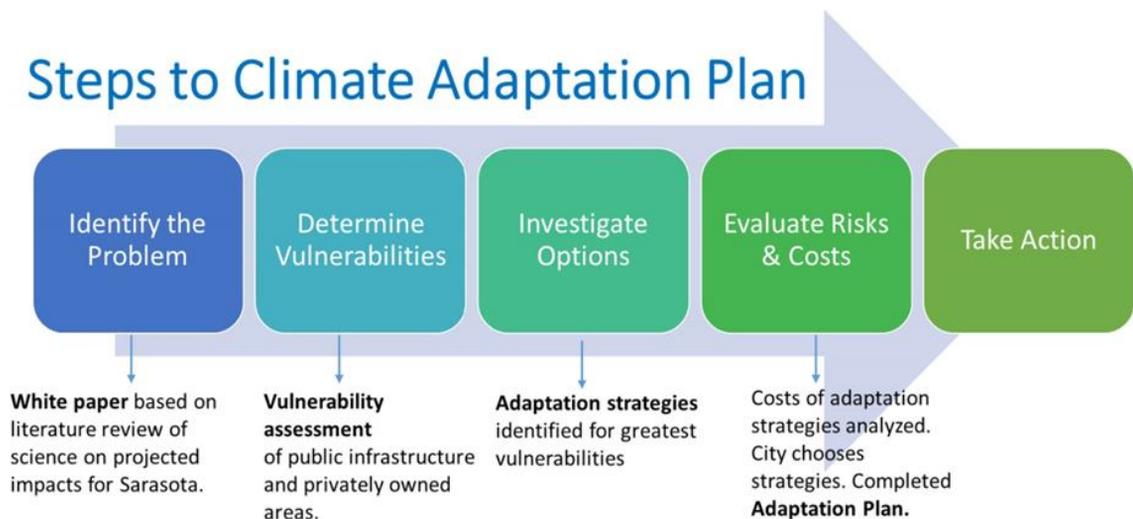


Community Analysis of Greenhouse Gas Emissions by Sector (2003)

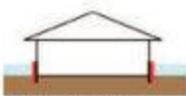
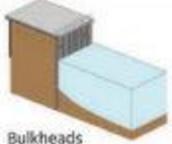
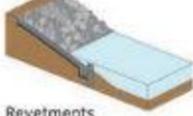
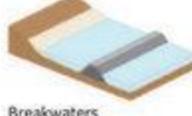
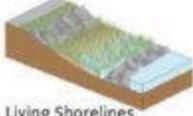
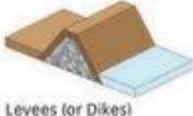
Climate Adaptation Plan Steps

The City of Sarasota is requesting the use of Deepwater Horizon local claim funds to be used for a Climate Adaptation Planning process. This process would include documenting and relaying projected climate impacts based on a scientific literature review, performing a vulnerability assessment, presenting floodzone adaptation options, analyzing risks and costs of adaptation scenarios, and creating a strategic adaptation plan. This process will go in front of City Commission on December 7, 2015 for approval and with more details.

Steps to Climate Adaptation Plan



Typical Coastal Resiliency Measures

SITE	REACH		
	SITE	COASTLINE	IN-WATER
 Dry Floodproofing	 Elevation of Land and Streets	 Bulkheads	 Groins
 Wet Floodproofing	 Deployable Floodwalls	 Revetments	 Breakwaters
 Elevate on Fill or Mound	 Permanent Floodwalls	 Living Shorelines	 Constructed Wetlands
 Elevate on Piles	 Waterfront Parks	 Beaches and Dunes	 Artificial Reefs
 Site Protection	 Strategic Retreat	 Levees (or Dikes)	 Floating Islands / Breakwaters
 Floating Structures	 Multi-purpose Levees	 Constructed Barrier Islands	
 Amphibious Structures			 Surge Barriers
			 Coastal Morphology Restoration
			 Polders

Action Strategy: The City shall study, plan and implement Coastal Resiliency Measures.

Objective 6 - Sustainability

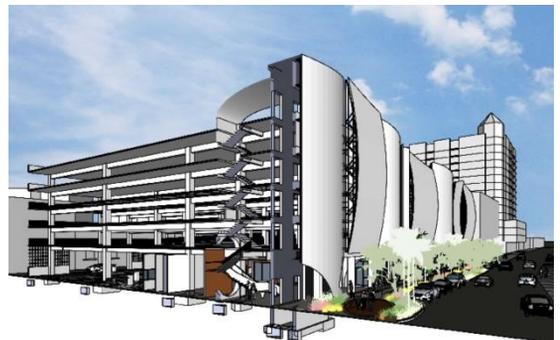
The City shall implement policies and programs that further sustainable development practices.



“Buildings too are children of the earth and sky.” – Frank Lloyd Wright.



Robert L. Taylor Center – LEED Certified



Palm Avenue Parking Garage – Gold LEED Certification



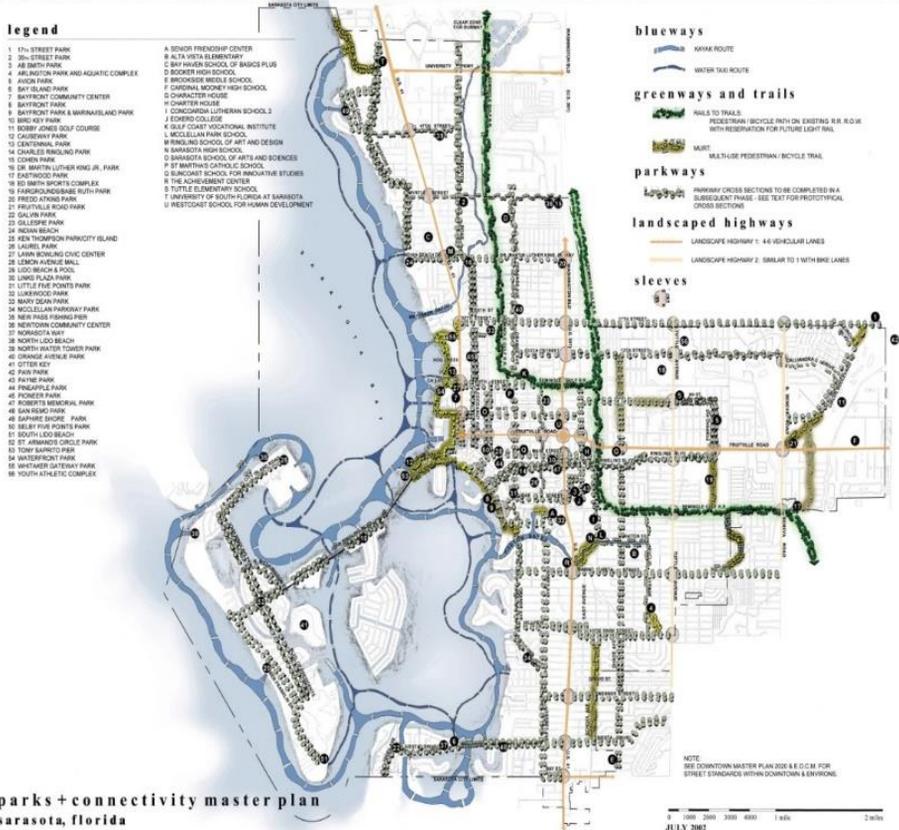
Intent: Eliminate litter throughout the City.

Action Strategies:

- Sustain a clean and maintained appearance of public land and transform vacant lots from liabilities to assets that provide social and environmental benefits.
- Continue to coordinate and participate with Sarasota Bay Estuary in Environmental Clean up and planting initiatives.

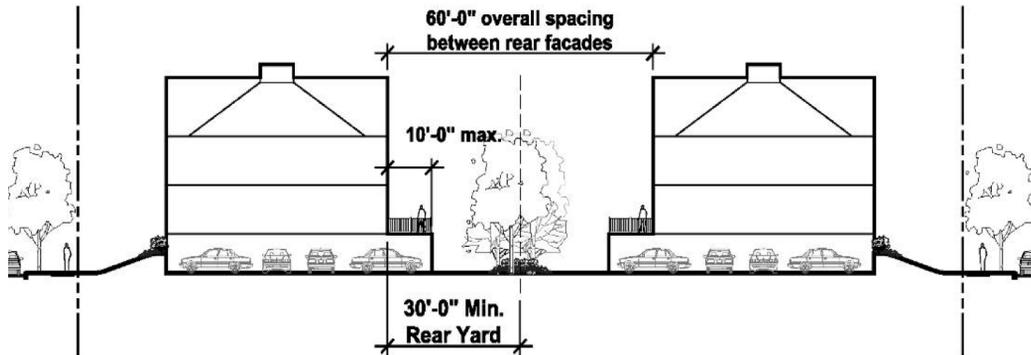


Action Strategy: The City shall continue to update and implement it's Parks & Connectivity Plan and preserve environmentally sensitive lands.



parks + connectivity master plan
sarasota, florida

Action Strategies: The City shall provide adaptation strategies across the transect zones and in its infrastructure planning.



Transbay Transit Cross Section
Example of Moving Significant Infrastructure
out of Flood Zone

Action Strategy:

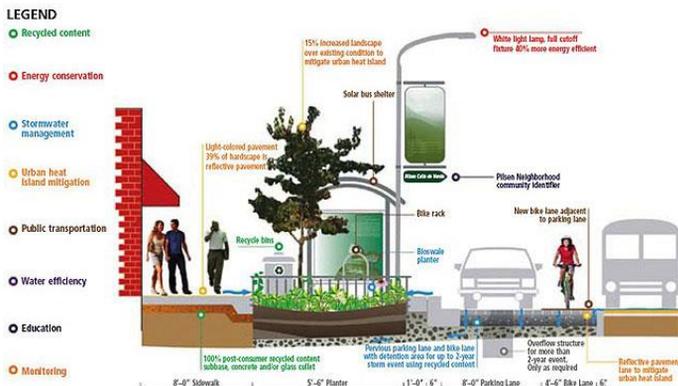
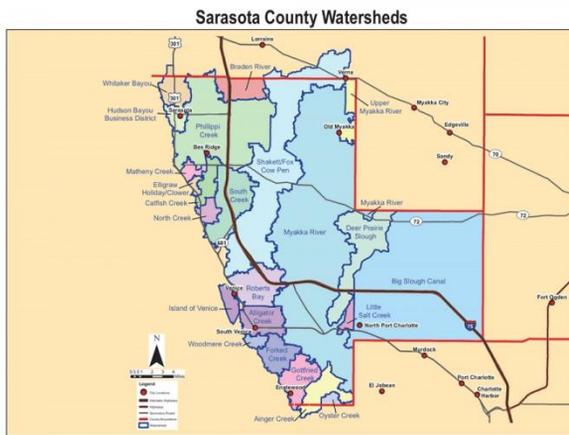
- The City shall plan its transit routes as green infrastructure that is coordinated with its parks and connectivity plans.



Garden Street Car Providence

Action Strategies:

- The City shall incorporate Light Imprint Design into its Land Development Regulations and infrastructure projects where appropriate.
- The City shall continue to hold multidisciplinary coordination meetings with Sarasota Bay Estuary and Sarasota County Stormwater staff.



Source: CDOT



Measure and Provide 'Credit' for Stormwater Runoff Reduction by Trees

A stormwater credit system reduces the stormwater management requirements that a developer has to meet in exchange for conserving trees or using site design techniques that reduce the amount of paved surfaces created.

In most municipalities around the country with stormwater management regulations, site designers are required to capture and remove pollutants from a specified runoff volume and control the maximum (or peak) rate of runoff from the site for certain size storm events.

Under this scenario, water quality 'treatment' is defined solely by the pollutant removal functions of the stormwater management practices used, and does not account for their ability to reduce the overall volume of runoff.

A number of states and communities are beginning to recognize that there are benefits of shifting from this peak-based stormwater control to an approach that focuses on reducing the volume of runoff (through re-use, evapotranspiration, or infiltration) leaving a site. A volume reduction approach is most appropriate for the relatively small, frequent storms, which matches up well with the stormwater benefits provided by trees.

Reducing runoff volume using green infrastructure has benefits beyond just removing pollutants.

It also recharges groundwater, provides better protection of sensitive aquatic resources, and reduces the size and cost of hard infrastructure that would otherwise need to be constructed. One challenge with this approach has been how to account for the runoff reduction provided by green infrastructure in rainfall/runoff models commonly used by engineers.

Action Strategy:

The City shall explore the provision of a Tree Credit for Stormwater Runoff Reduction.

Action Strategies:

- The city shall promote fresh produce growth, cultivation and education with community garden opportunities and coordination with local schools.
- The city shall create opportunities in civic spaces for local fresh food markets. The City shall support temporary or permanent reuse of some of the city's vacant, abandoned, underutilized, and open space lands for functional, environmental, and productive uses such as community gardens, urban orchards, energy generation, and neighborhood parks and open space, through tasks such as inventorying available properties to find ways to promote these beneficial uses.
- The City shall work with Sarasota County Transit to ensure routes are planned with access to fresh food sources.





**City Commission
&
Planning Board
Comprehensive Plan
Workshop-Future Land Use**

December 1, 2015



FUTURE LAND USE
SARASOTA CITY PLAN

Organization of the Future Land Use Plan

The Current Future Land Use Plan is organized around objectives addressing the following topics:

Objective 1. Land Use Classifications

Objective 2. Land Development Regulations

Objective 3. Development Review and Approval Process

Objective 4. Downtown Master Plan

Objective 5. Preserving & Enhancing the Built Environment

Objective 6. Studies and Research

Objective 7. Other Jurisdictions and Special Authorities,

Objective 8. Annexation, and

Objective 9. Implementation of the Newtown Community Redevelopment Area Plan.

The Future Land Use Plan also includes:

- Land Use Classification Descriptions
- Future Land Use Map Series
- Process for Eliminating Land Use and Zoning Inconsistencies
- Definitions, and
- Concurrency Management Systems

INTENT AND PURPOSE

The purpose of the Future Land Use Plan is to achieve a high quality living environment through:

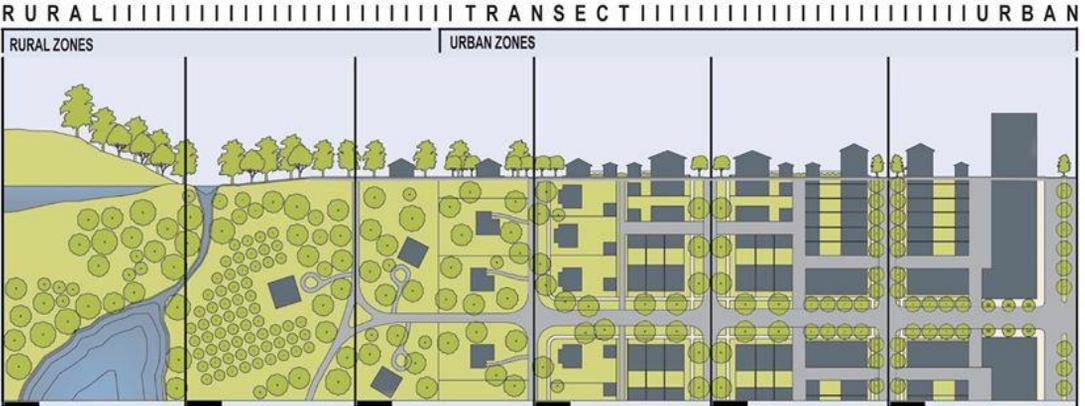
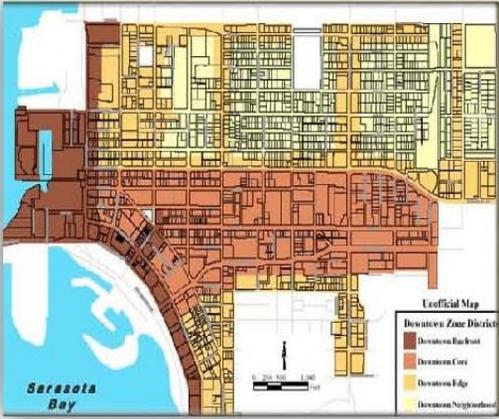
- encouraging compatible land uses,
- restoring and protecting the natural environment, and
- providing facilities and services which meet the social and economic needs of the community.

Note:

The Form-based code is being crafted consistent with this intent and the City's Comprehensive Plan as a whole. As the code chapters are created, UDS is coordinating with Staff and noting items that will need to be updated or amended in the document. We will return in the Spring of 2016 with recommendations in strike-through and underline format consistent with the City's established process.

Current Transect Zones

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.



GOAL

IT SHALL BE THE GOAL OF THE CITY OF SARASOTA TO ACHIEVE A HIGH QUALITY LIVING ENVIRONMENT THROUGH:

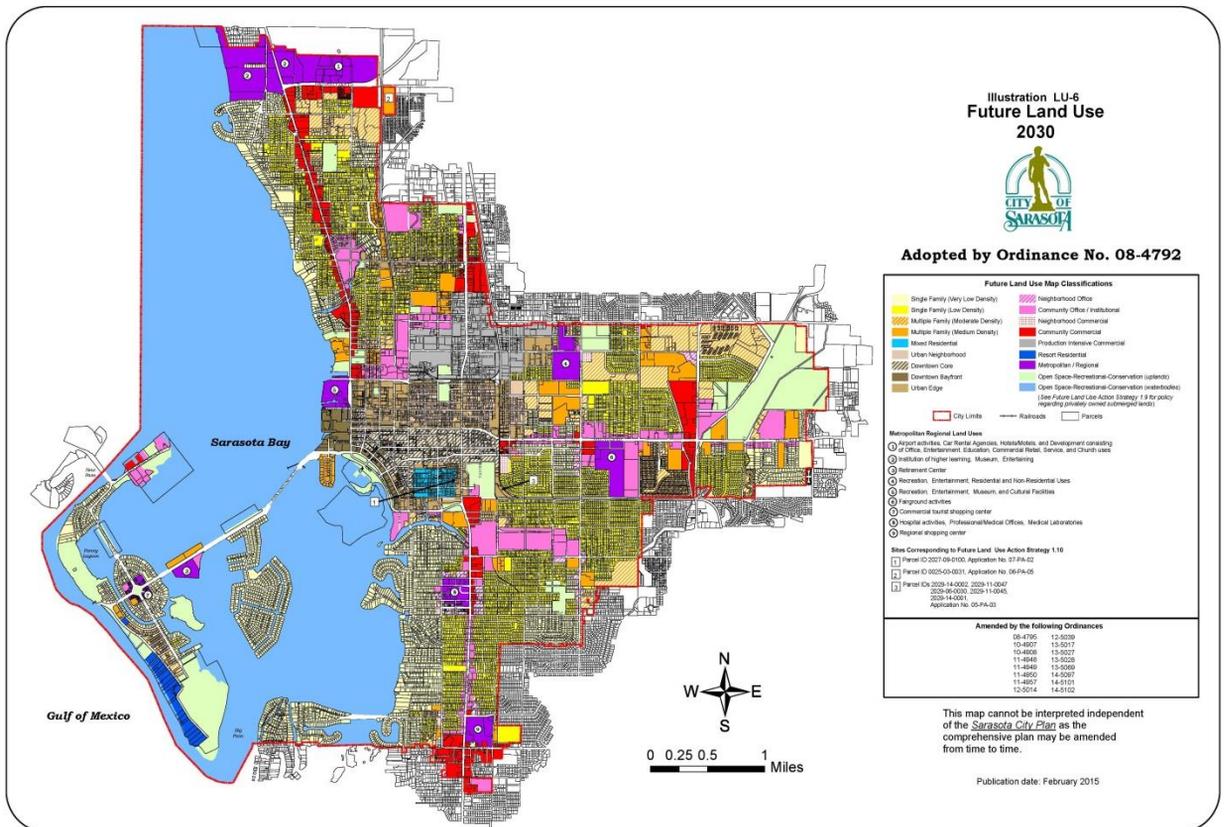
- **ENCOURAGING COMPATIBLE LAND USES,**
- **RESTORING AND PROTECTING THE NATURAL ENVIRONMENT, AND**
- **PROVIDING FACILITIES AND SERVICES WHICH MEET THE SOCIAL AND ECONOMIC NEEDS OF THE COMMUNITY.**

Land Use Classifications

Objective 1-Land Use Classifications,

To create and map land use classifications that:

- reflect the grouping of compatible types of land uses;
- provide sufficient acreage to meet projected growth;
- consider the suitability of land for development and redevelopment;
- recognize existing land uses;
- reflect the availability of public utility and facility capacities at adopted levels- of-service; and
- provide guidance in preparing and reviewing future requests for rezoning.



The land use classifications currently are:

RESIDENTIAL CLASSIFICATIONS
SINGLE FAMILY - VERY LOW DENSITY
SINGLE FAMILY - LOW DENSITY
MULTIPLE FAMILY - MODERATE DENSITY
MULTIPLE FAMILY - MEDIUM DENSITY
MULTIPLE FAMILY - HIGH DENSITY
MIXED RESIDENTIAL
NON-RESIDENTIAL CLASSIFICATIONS
NEIGHBORHOOD OFFICE
COMMUNITY OFFICE / INSTITUTIONAL
NEIGHBORHOOD COMMERCIAL
COMMUNITY COMMERCIAL
PRODUCTION INTENSIVE COMMERCIAL
MIXED USE CLASSIFICATIONS
URBAN NEIGHBORHOOD
URBAN EDGE
DOWNTOWN CORE
DOWNTOWN BAYFRONT
SPECIAL PURPOSE CLASSIFICATIONS
RESORT RESIDENTIAL
METROPOLITAN / REGIONAL
RESTRICTED USE CLASSIFICATIONS
OPEN SPACE-RECREATION-CONSERVATION

- **Urban Village**
- **Urban Center**

Note: Red Denotes new Future Land Use Classifications

FLU Density Chart

DRAFT

Existing FLU	Implementing Zone Districts	Current Max. Density	Proposed Max. Density	Dif. in Density	Transect
Single Family Very Low Density	RSF-E, RSF-1, RSF-2	4.5	4.5	0	T3-R, T3.1-O
Single Family - Low Density	RSF-3, RSF-4, RTD-9	9	13	4	T3.2-O, T4.1-O
Multiple Family - Moderate Density	RMF-1, RMF-2, RMF-3	13	13	0	T4-R
Multiple Family - Medium Density	RMF-4, RMF-5,	25	25	0	T5-R
Multiple Family - High Density	RMF-6, RMF-7	50	50	0	T6-10, T6-18
Mixed Residential	RSM-9	9	9	0	T3.2-O, T4.1-O
Neighborhood Office	OND	9	13	4	T4.1-O
Community Office/ Institutional	OND, OCD, ORD,	25	35	10	T4.1-O, T4.2-O
Neighborhood Commercial	CND	13	13	0	T5.1-O
Community Commercial	CND, CSD, CRD, CGD, CSC, NT	25	35	10	T4.2-O, T5.1-O
Production Intensive Commercial	ICD, IGD, IHD	NA	NA	NA	NA
Urban Neighborhood	DTN	12	13	1	4.1
Urban Edge	DTE, DTNE, CBN	25	25	0	T5-1.O, T5.2-O,
Downtown Core	DTC	50	50	0	T6-10
Downtown Bayfront	DTB	50	50	0	T6-18
Resort Residential	RMF-3, RMF-4, WFR	18	25	7	T4-R, T5-R

Note: The Neighborhood Commercial Future Land Use has a density of 18 units per acre however the only implementing District is Commercial Neighborhood District which is capped at 13. Therefore 13 units per acre was used for consistency and density for the new 4.1 Transect Zone.

Proposed Transect Density	
T3-R	2.0
T3.1-O	4.5
T3.2-O	9.0
T4-R	13.0
T4.1-O	13.0
T4.2-O	35.0
T5-R	25.0
T5.1-O	25.0
T5.2-O	25.0
T6-10	50.0
T6-18	50.0

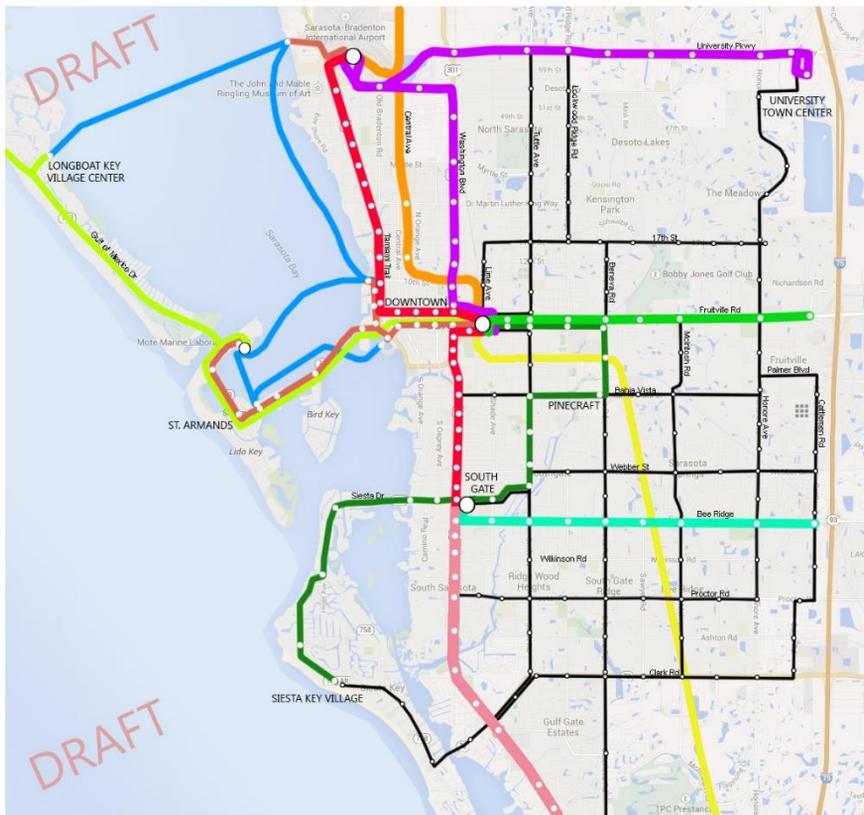
The base densities for the Form-based Code have been created to be consistent with the densities in the Comprehensive Plan.

Potential Density Bonus:

The City is experiencing a shortage of affordable and workforce housing. UDS is working with staff on a potential density bonus that would be tied to areas within the Mobility Districts and Transects Zones in the T4, T5, and T6 Districts. Additional density within these areas could earn density through payment into a premium transit fund, provision of various housing types and green building standards.

Transportation Plan

A Transportation System Coordinated with Land Use;



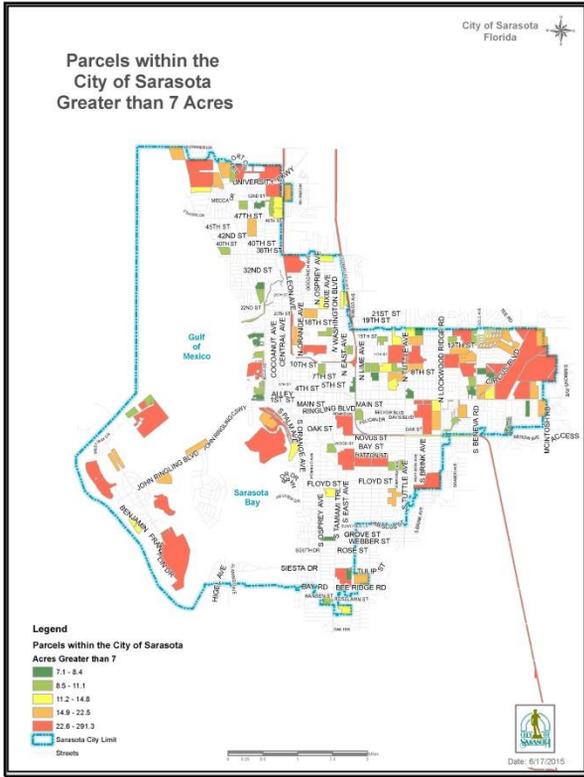
Legend

- Commuter Rail
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- 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

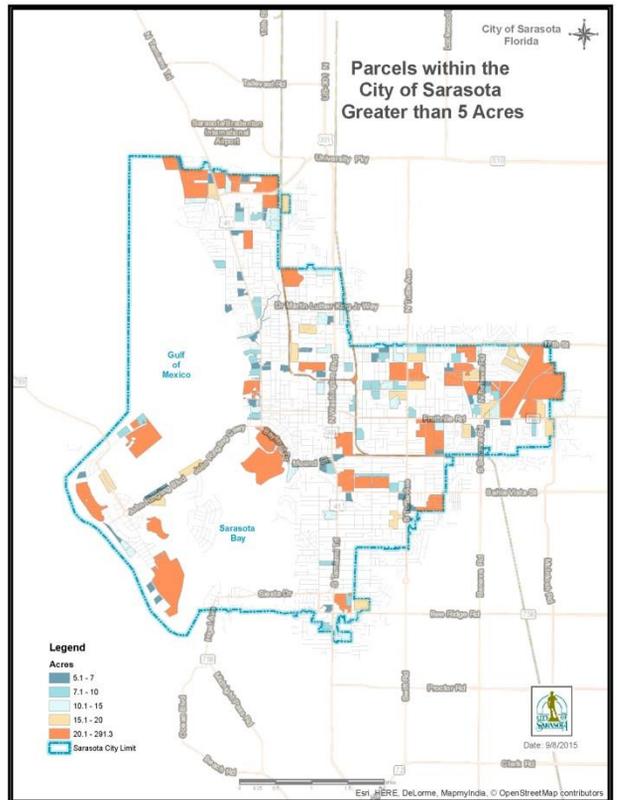

Sarasota
 FUTURE TRANSIT MAP

URBAN DESIGN STUDIO
 CITY OF SARASOTA

Large Parcels



Urban Village,
Center, and Node
Opportunities



RESIDENTIAL CLASSIFICATION: SINGLE FAMILY - VERY LOW DENSITY



a. PURPOSE & INTENT

To identify areas of the City that have developed primarily with traditional, detached, very low density single family dwelling units on individual lots; to identify uses associated with very low density single family character; and to identify implementing transect zone districts for this land use classification.

b. GENERAL CHARACTERISTICS

Implementing Transect Zones	T3-R, T3.1-O
Max. Residential Density	4.5 units per acre
Min. Residential Density	N/A

c. EXISTING AND PLANNED COMPATIBLE USES

Compatible	TBD
Not Compatible	All uses that are not planned for future development, such as more intensive commercial (e.g., vehicle/ equipment sales and repair), manufacturing, and wholesaling uses. (Other uses may be added)

SINGLE FAMILY-VERY LOW DENSITY



SINGLE FAMILY-VERY LOW DENSITY



COMPATIBLE USE- NEIGHBORHOOD PARK



DRAFT

The Urban Village
Transect Zone will be
limited to large parcels
within the City. It will
have a connectivity
ratio and standards to
determine the
appropriate Transect
Zones to ensure
compatibility with
surrounding properties



Payne Park Village



Sample Language

URBAN VILLAGE LAND USE CLASSIFICATION

Purpose and Intent

- The purpose and intent of the Urban Village land use classification is to identify:
- Areas outside of the Downtown Master Plan 2020 Study Area greater than or equal to 7 acres applicable to this classification;
- Inclusion of a methodology for assigning appropriate Transect Zones within this classification;
- Associated uses within which the planning concepts of “New Urbanism” will be applied to create functional, mixed-use urbanized areas comprised of a variety of land uses; and
- Uses that are not compatible with the concepts of “New Urbanism” as applied to these areas.

General Characteristics

The Urban Village land use classification is meant for properties within the City that are 7 acres or larger that are suitable for mixed-use pedestrian and transit-oriented development. with a mix of uses including housing, retail sales and services, public facilities, offices and other commercial uses. These developments should contain compatible transect zones, and building types to establish appropriate transitions between the development and the surrounding neighborhood.

Intent

- a. Provide compact development in a pedestrian-friendly environment with Open Space and shade for outdoor activity. It may include housing, retail, office and service uses.
- b. Create attractive and active Urban Village developments; an individual building’s type, size, position, use and design plays an important role in achieving that goal, as well as how it is configured with adjacent buildings within the development.
- c. Design and construct commercial spaces in a manner that allows flexibility to accommodate a range of uses over time in order to avoid the need to demolish and rebuild for successive uses.
 1. Buildings should contribute directly to the attractiveness, safety and activity of the street and public areas.
 2. Buildings that include retail at-grade should feature the retail activity prominently.
 3. Buildings should be constructed in a manner, and with materials, that are highly durable and will continue to endure and be attractive over a long time, especially adjacent to public and pedestrian areas.

Objective 2 - Land Development Regulations (LDRs)

The City shall make appropriate changes to the City's existing Land Development Regulations, (LDRs) including the zoning code, in order to ensure continued consistency between those regulations and this Sarasota City Plan. In addition, the City may consider other regulatory factors for possible incorporation into the Land Development Regulations that are not issues of "consistency," but which warrant consideration due, in part, to the developed character of the City.



Note: Updates to the Comprehensive Plan, Zoning Code (Form-Based Code Initiative), and Engineering Design Criteria Manual (EDCM) are in progress.

DRAFT

T3.1-0



T3.2-0



T4-R Mostly Detached



T4-R Mostly Attached



T4.1-0



T4.2-0



T5.1-0

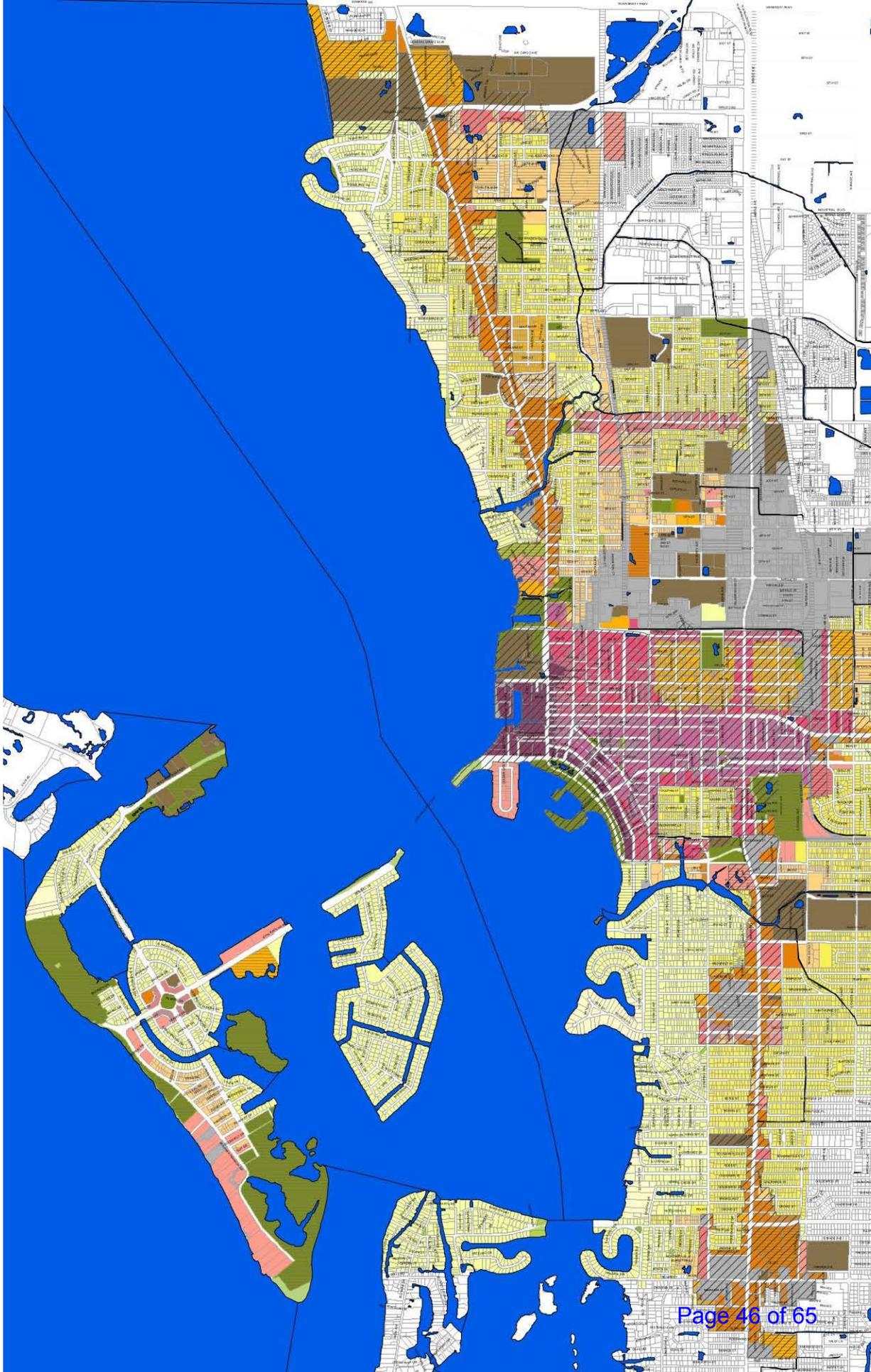


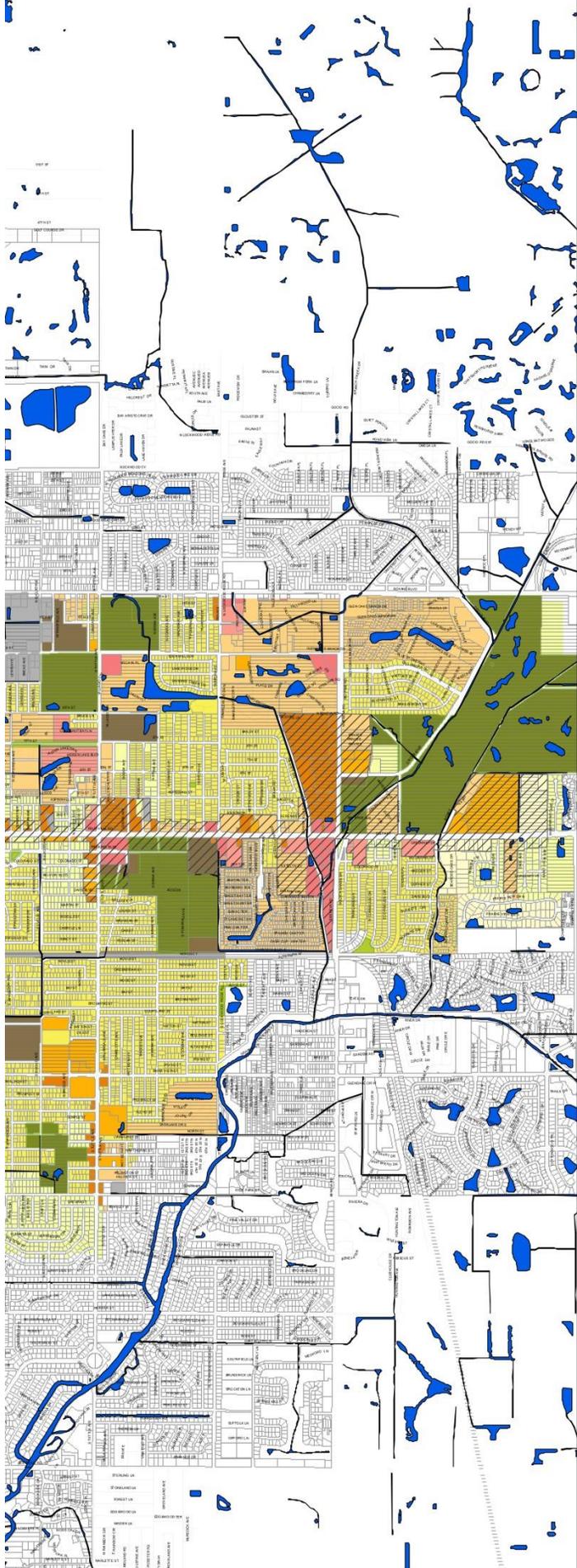
T5.2-0



T6-10







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

DRAFT

Calibration Methodology

Calibration Checklist

Analysis	Yes/No	Was existing transition under current zoning compliant? Yes/No	Notes:
Does change occur at rear or side property lines not at center of street?			
Does pattern currently follow the sequential transitioning (3, 4,5,6)?			If not then correction should be explored (i.e. 4 between 3 and 5).
Is the property(s) within a 5 minute walking radius of a potential/existing transit hub (1350 radius) or 850 feet?			If yes then should be examined for transit supportive transect zone.
Is the property(s) at a deflection/termination point?			
Are there significant trees on the site(s)?			If yes site should be analyzed as potential for civic space designation, future parkland acquisition, or eligible for incentives to design around trees.
Does the property contain a civic use that is either public or privately owned?			If yes mark property for additional analysis prior to calibration.
Does the site currently contain an unlined parking garage?			If it is feasible or could enhance public realm to provide liner/more than one transect may be needed on lot(s).
Is the property zoned industrial or heavy commercial?			If it is feasible or could enhance public realm to provide liner/more than one transect may be needed on lot(s).
Does the site contain a surface parking lot over ½ acres?			If it is feasible or could enhance public realm to provide liner/more than one transect may be needed on lot(s).

Objective 3 - Development Review and Approval Process

To continue ensuring that future requests for “development approval” are consistent with the Sarasota City Plan.



Note:

Upon adoption of the Form-Based Code, the Development Review Committee (DRC), and most of the processes will remain in place. UDS is currently working with staff on Article 1, which contains an updated Development Approval Matrix. This Chapter also contains sections regulating applicability, and non-conformities. Although transect zones may be allowed for mixed-use within certain contexts the uses will be calibrated for neighborhood compatibility and may continue to be subject to Conditional Use Approval.

Overview and Organization

Form-Based Codes are an alternative approach to zoning that reinforces walkable, sustainable, mixed-use environments and development and builds upon the character of a place.

Form-Based Codes foster predictable built results and a high-quality public realm by using physical form (rather than the separation of uses) as the organizing principle for the code. These codes are adopted into city law as regulations, not mere guidelines.

Form-Based Code Components

The Building Form Standards Chapter provides regulatory standards, governing land use and building form within the transect zones.

The Building Type Standards promote compatibility by detailing the allowed building types for each Transect Zone.

The Private Frontage Standards Chapter provides the appropriate transition and interface between the public realm (street and sidewalk) and the private realm.

The Thoroughfare Standards Chapter provides the components of a thoroughfare and thoroughfare assemblies that can be used to create walkable streets that balance the needs of vehicles, pedestrians and bicyclists.

The Civic Space Standards Chapter provides a set of civic space types and their associated types to use within the transect zones.

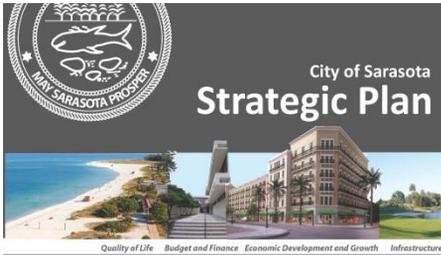
The Sustainability Chapter provides standards for the application of Form-Based Code standards to reinforce walkable urban neighborhoods or create new walkable urban neighborhoods within the City of Sarasota.

The Definitions Chapter provides definitions for land uses and specialized terms and phrases used in the Form-Based Code.

Downtown Master Plan

Objective 4 - Downtown Master Plan

To implement components of the Downtown Master Plan consistent with the Urban Neighborhood, Urban Edge, Downtown Core, and Downtown Bayfront Land Use Classifications.



Note: The Neighborhood & Development Services is assigned an audit of the Master Plan in the City's Strategic Plan.

FY 2014-2015-2016

FY 14, FY 15, FY 16 Strategic Plan with FY 2014 Progress and FY 2015 Workplans
Accepted by the City Commission September 15, 2014

The City Commission considered and approved (Nov 4, 2013) extending funding for the Street Teams program through September 30, 2014, and also extended the contract between the City and the Salvation Army to allow for the option to participate in two more one-year renewals of the program. Funding for the FY 2015 Street Teams has been included in the FY 2015 proposed budget.

Unless otherwise directed, this Objective will be considered COMPLETE as of September 30, 2014. Staff and the Salvation Army will continue to provide annual updates to the Commission that includes statistical measures of the program's success in transitioning participants into steady employment and permanent housing.

GOAL: Economic Development and Growth

STRATEGY: DOWNTOWN MASTER PLAN 2020

Continue progress towards meeting the City's adopted 2020 goal of establishing Downtown (10th St to the north, railroad tracks to the east, Mound St to the south, and Sarasota Bay to the west) as a "lively, diverse center of the Community" including successful "walk-to-town neighborhoods".

Objective 1: Audit the Downtown Master Plan 2020

Present an audit of the Downtown Master Plan 2020 to the Community and Commission, indicating progress made on the objectives, projects, and initiatives.

UPDATE

An audit of the Master Plan will be presented at a January 2015 Commission Workshop.

Objective 2: State Street Mixed Use Parking Garage

Complete construction of the State Street public parking structure and mixed-use facility in 2015.

FY 14 Accomplishments:

Staff has completed all the necessary planning, procurement, and procedural processes needed to allow the garage to be fully constructed by the March of 2015.

Unless otherwise directed, this Objective will be considered COMPLETE as of September 30, 2014. Certificate of Occupancy for the garage is expected by April 1, 2015. Through the design development process the Commission directed that a portion of the original site be retained for re-sale. Re-sale of the "PAD" site (adjacent to the garage), and sale of the commercial condominium space (underneath the garage) are expected to be authorized in Fall of 2014, with closing taking place 30 days after issuance(s) of Certificate of Occupancy(s), or sooner as agreed upon by parties.



Objective 3: Rosemary Catalyst Project

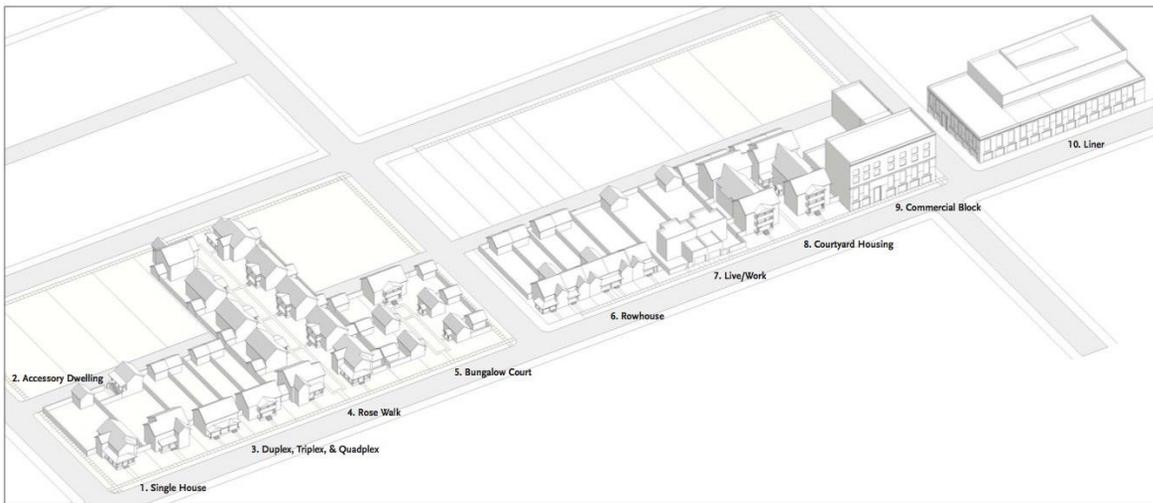
Develop a plan to create a 'catalyst project' on the City-owned 1440 Boulevard of the Arts 0.8 acre parcel, and commence construction in 2016.

FY 14 Accomplishments:

The City has identified a mixed-use 'Catalyst Project' for the site that will have 40 residential units, a town-square courtyard, commercial/office space, and structured parking. Staff authored and released an Invitation to

Objective 5 - Preserving and Enhancing the Built Environment

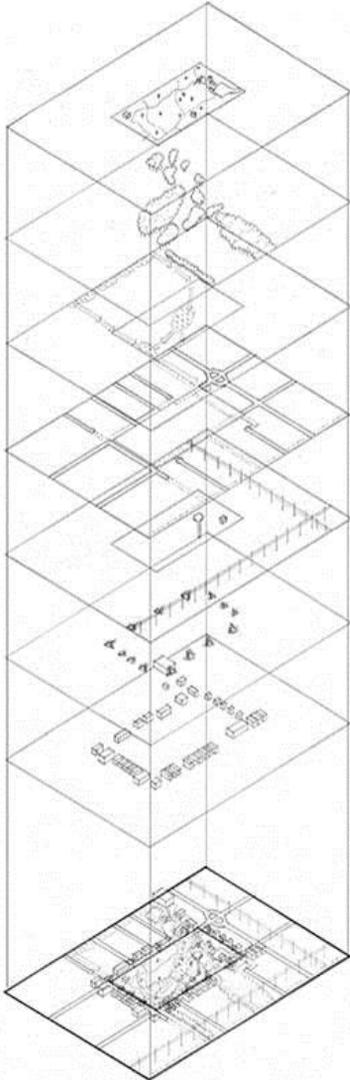
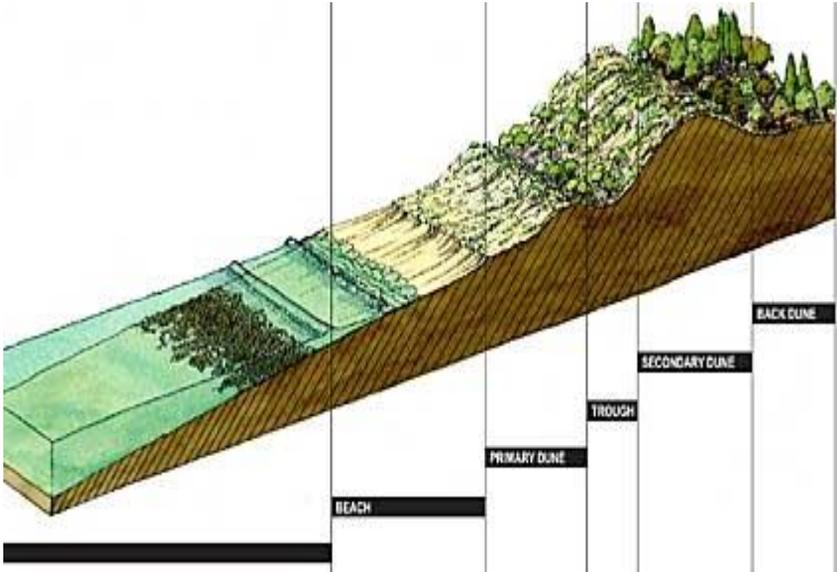
To continue to preserve and enhance the physical environment by reducing blight, discouraging urban sprawl, encouraging aesthetic amenities and developing design standards that enhance compatibility.



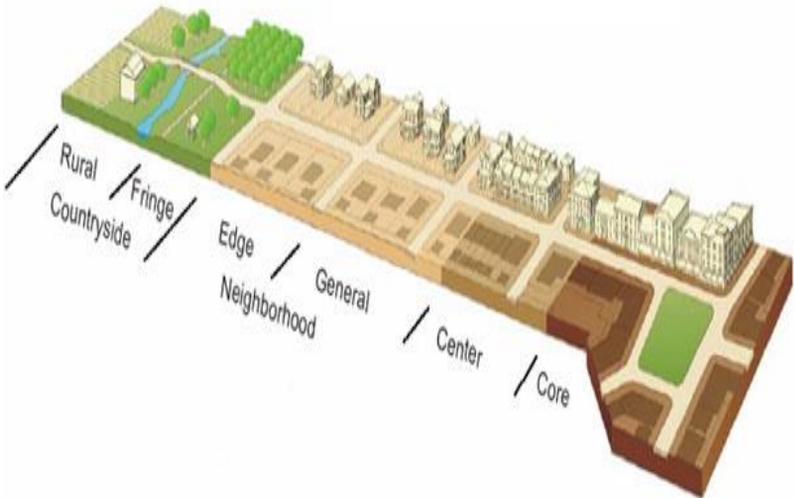
Three-dimensional conceptual diagram of building types and adjacencies for use in Uptown Whittier.

The Form-Based Code will help the City to preserve and enhance the physical environment through the use of Building & Configuration Standards, Sustainability Modules, and Transects that promote compact mixed-use development.

The Natural Transect



The Rural to Urban Transect



McHarg Technique Approach used to create Geographic Information Data Layers (GIS Layers)

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 connectivity plan was analyzed prior to individual neighborhood walking audits for creation of the form-based code base maps.

Objective 6 - Studies and Research

Prepare studies and conduct research to implement objectives and action strategies of the existing Sarasota City Plan and to serve as a foundation for updates to the Plan. Studies may be prepared by the City or by the private sector under the supervision of the City.

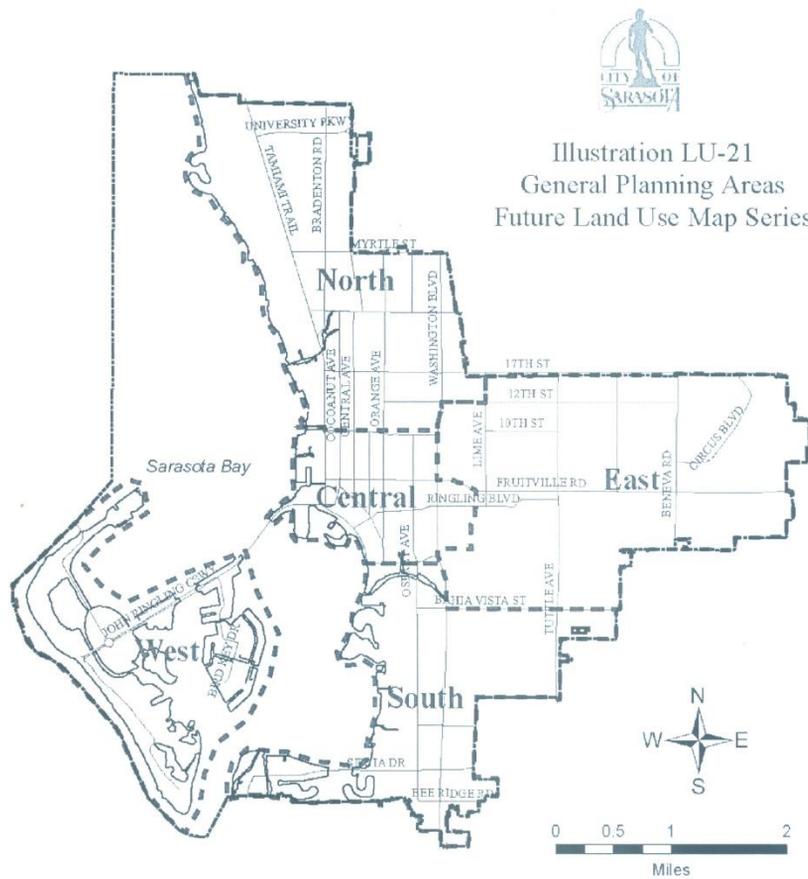


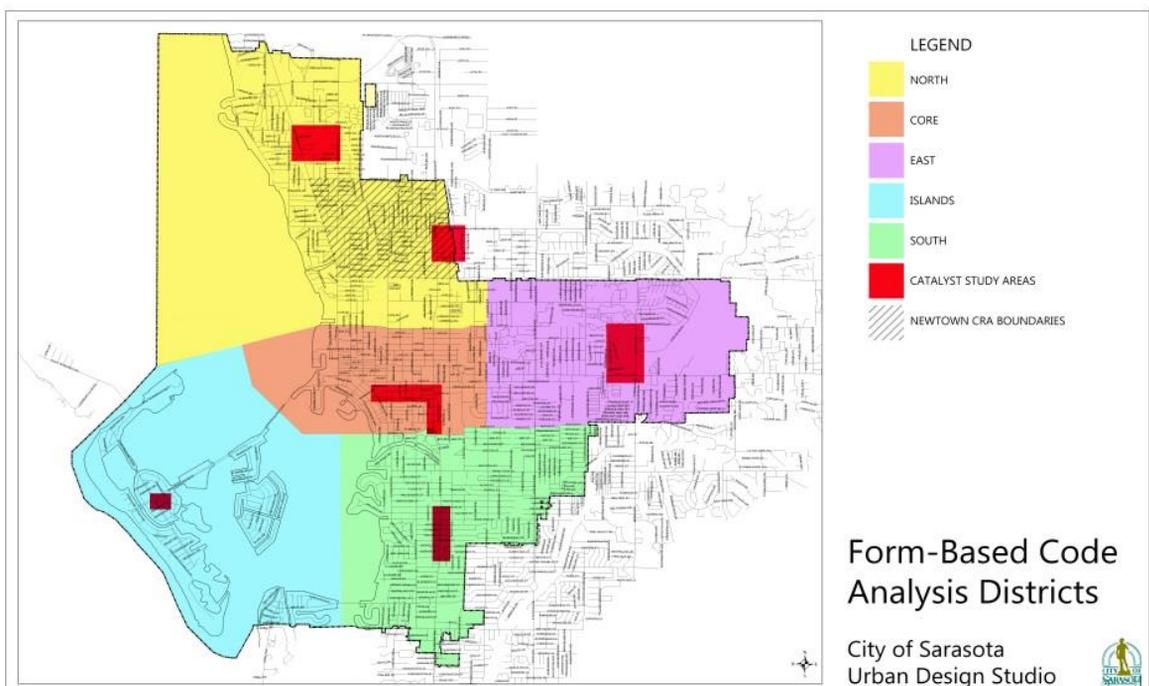
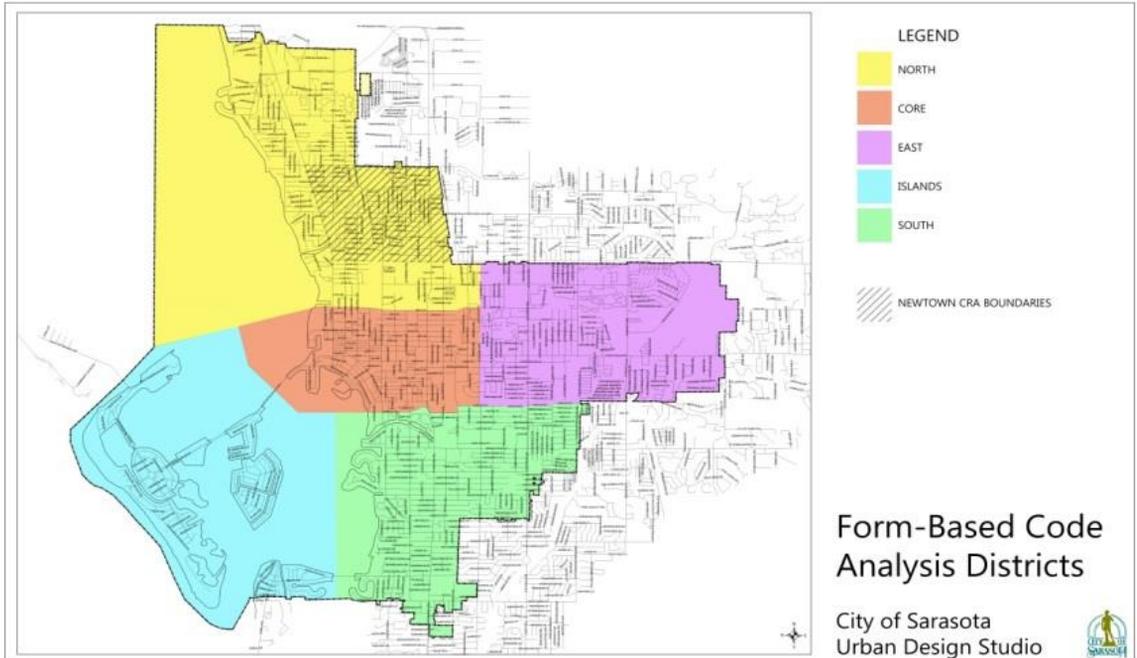
Illustration LU-21
General Planning Areas
Future Land Use Map Series

 General Planning Areas

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

Subareas

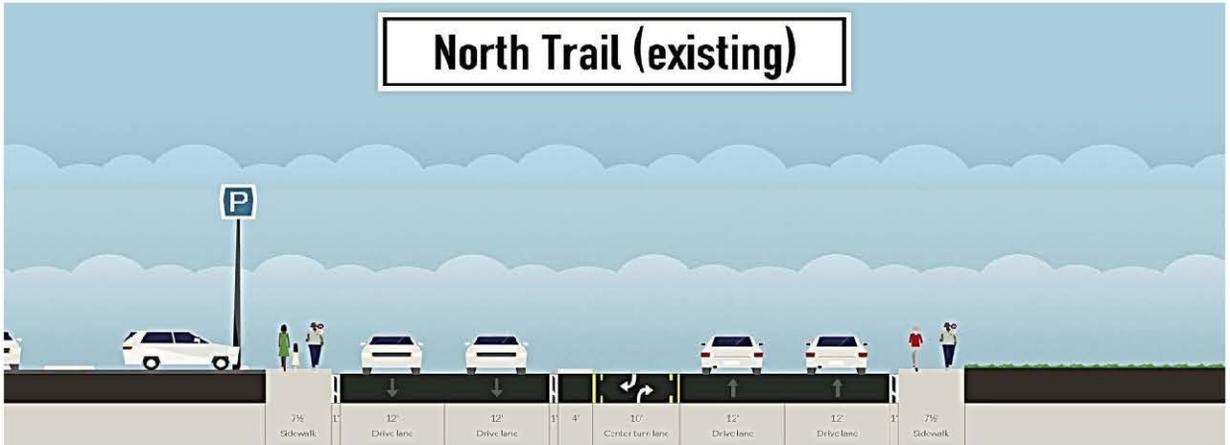
The first phase of analysis was to examine the documents and existing conditions of each subarea. Catalyst planning was initiated in each district to begin the Community Engagement Process. Standards for each of these areas will be included in Article 2 of the Code to ensure the character of each district is preserved or enhanced.



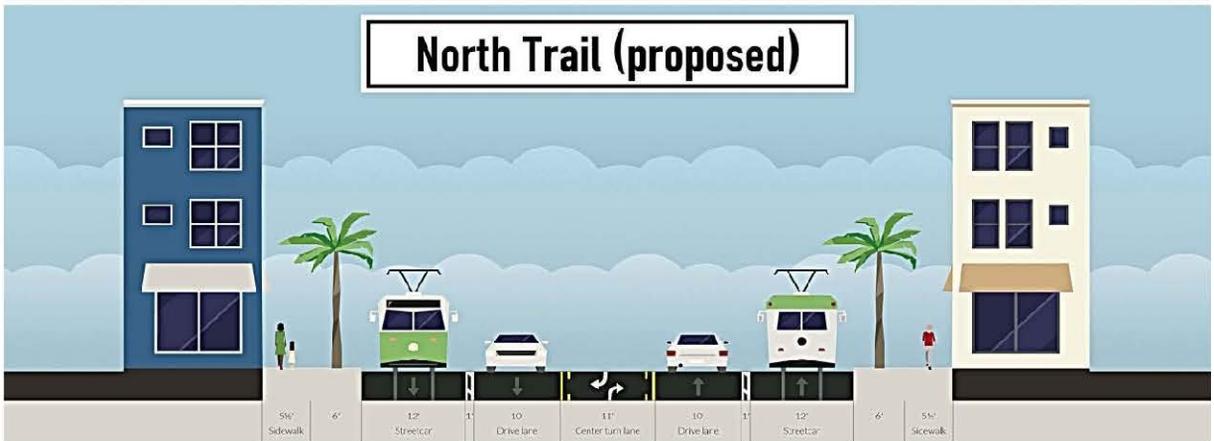
South Tamiami Trail Multimodal Concept



North Trail (existing)



North Trail (proposed)



Objective 7 - Other Jurisdictions and Special Authorities

To continue to promote the development of compatible land use patterns between those governed by the City Commission and those governed by other jurisdictions or special authorities.

Action Strategy: The City shall promote joint planning initiatives for land use adjacent to its boundaries.

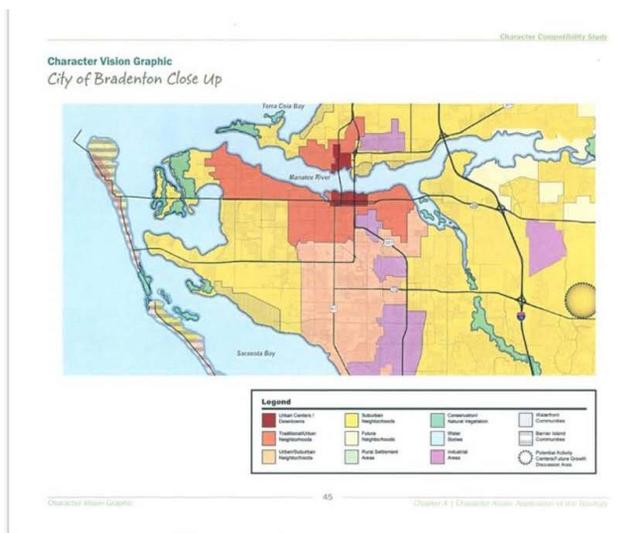
The Study below was a joint effort between the City of Bradenton and Manatee County to address these areas within their jurisdictions.

Character Compatibility Study

The Manatee Council of Governments completed a character compatibility study in late 2005. Elected officials representing all of the local governments in Manatee County worked together to create a methodology for coordinating their land use decisions through fostering intergovernmental coordination. The study was meant to act as a starting point to create a set of Guiding Principles that allows for County wide Smart Growth that incorporates an understanding of transitional form.

This study, completed by Glatting Jackson, recognizes that communities must continue to revise their strategies and goals and be adaptive to change however harmony in the built environment may act as a stabilizing factor amongst jurisdictions.

This cooperative effort should be continued and expanded to include function as it relates to individual and shared capital expenditures.



Objective 8 – Annexation

The City shall pursue a program of municipal annexation that ensures sound development and accommodation to urban growth.

Action Strategy: After adoption of the Form-based Code the City shall review its Transect Zones, nodes and corridors to determine if there are lands that should logically be annexed. This analysis should include transportation and land use in addition to municipal utility capacity.



Objective 9 - Implementation of the Newtown Community Redevelopment Area Plan

The City shall implement the Newtown Community Redevelopment Area Plan in order to improve the economic, physical, and social environments for residents, landowners, and business owners, of the redevelopment area.



Previous work included Catalyst Planning for Fredd “Glossie” Atkins Park, participation in the Martin Luther King Jr. Way corridor planning, and coordination with the small business community on sign types. The work with Newtown is ongoing and UDS recently completed Calibrating the Transect Zones for this area. Next steps will include creating appropriate building types, civic space mapping and other items consistent with the Community’s Redevelopment Plan.

Objective 10 – Land Use Compatibility for Lands Adjacent to the Sarasota Bradenton International Airport

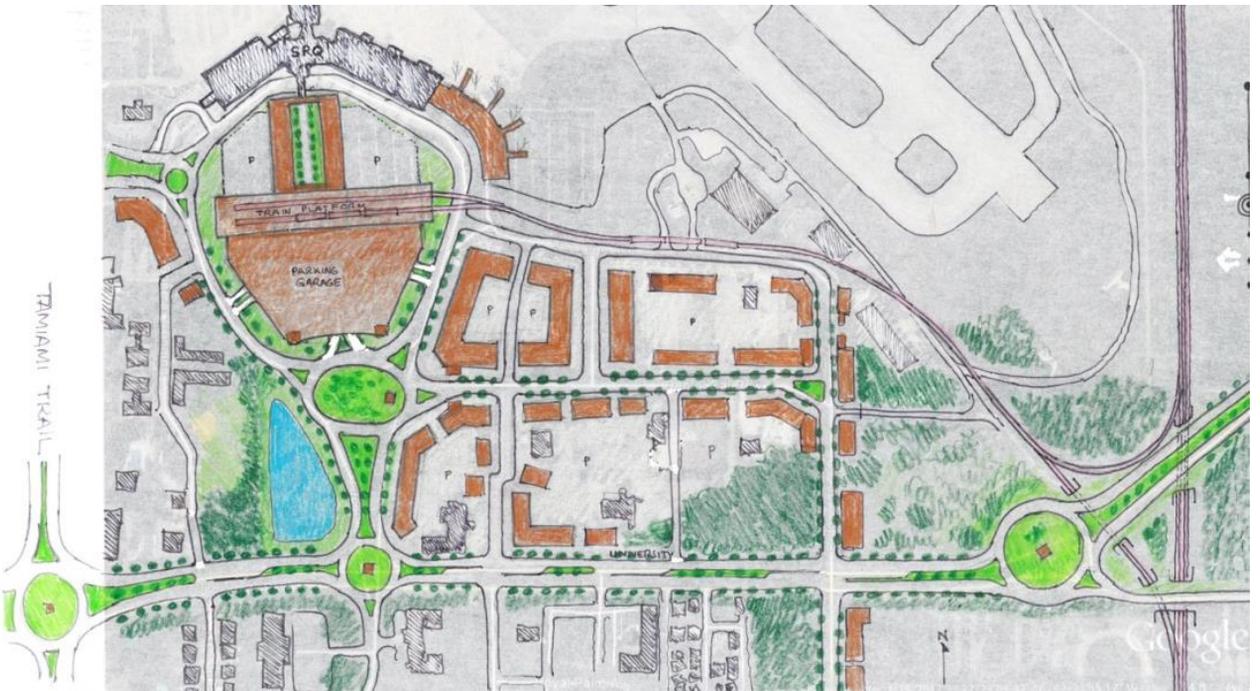
The City shall regulate the use of land adjacent to the Sarasota Bradenton International Airport in order to ensure that future uses are compatible with airport operations.

Current Requirements:

- 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;
- 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.

- 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.

Sample Conceptual Plan showing layout for mixed-use Sarasota/Bradenton Airport Hub.



Action Strategy:

The City Shall work with the Airport & the MPO to explore reactivation of passenger rail and integrated transit scale uses consistent with the adopted Noise Overlay and other Airport policies and requirements..

Action Strategies in the Transportation Chapter call for coordination with the Airport for Long Range Multi-modal planning.

Legacy Railroad and Trail

