



Transportation & The Form- Based Code

**City of Sarasota
Commission
Workshop
June 10, 2015**

City of Sarasota Contract Employees

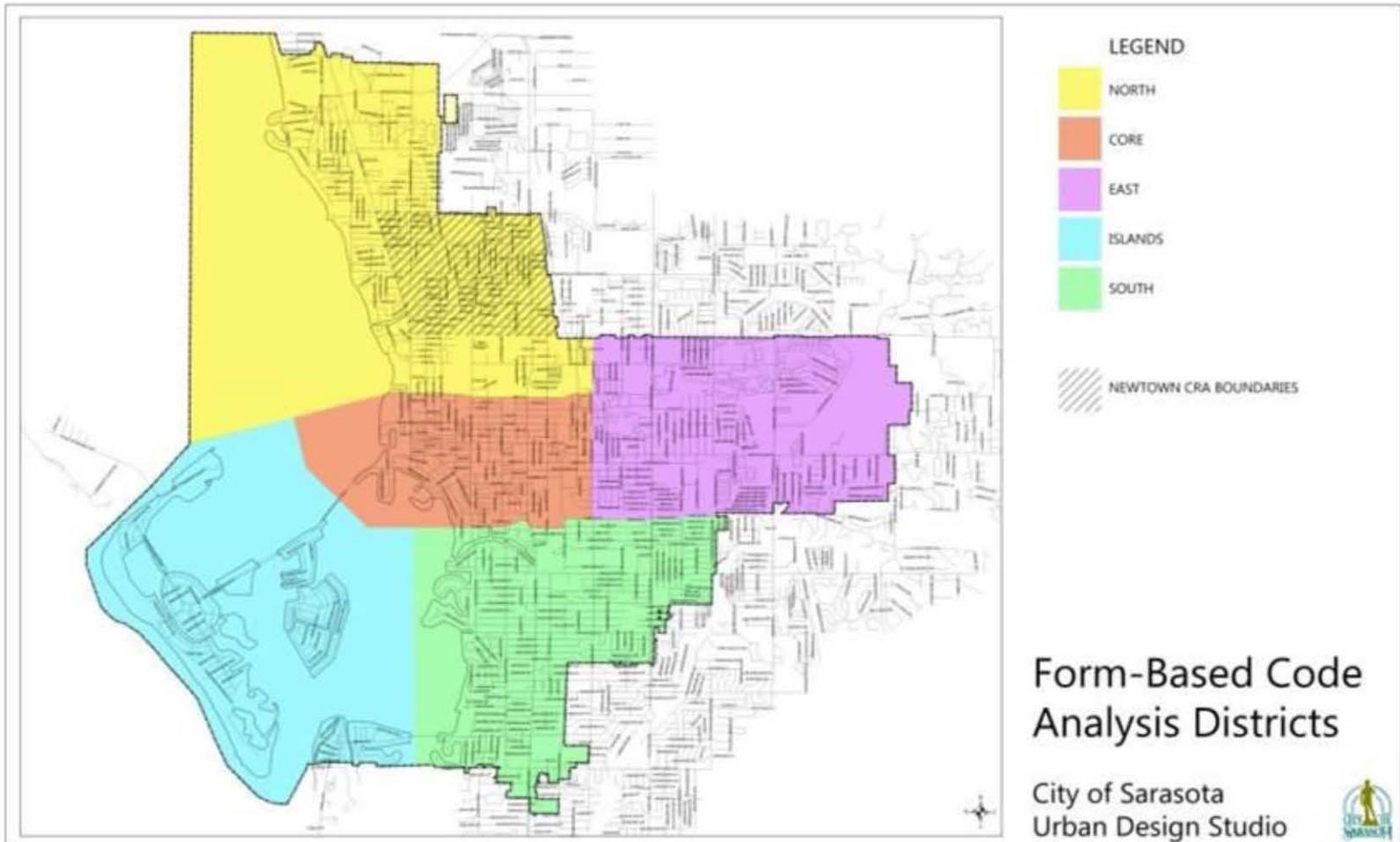


- **Revise Zoning Code**
- **Work with staff to revise and incorporate Engineering & Design Criteria Manual (EDCM) Sections.**
- **Make recommendations for revisions to the Comprehensive Plan for Implementation.**

Early Outreach



Catalysts



Sample Block Illustrations

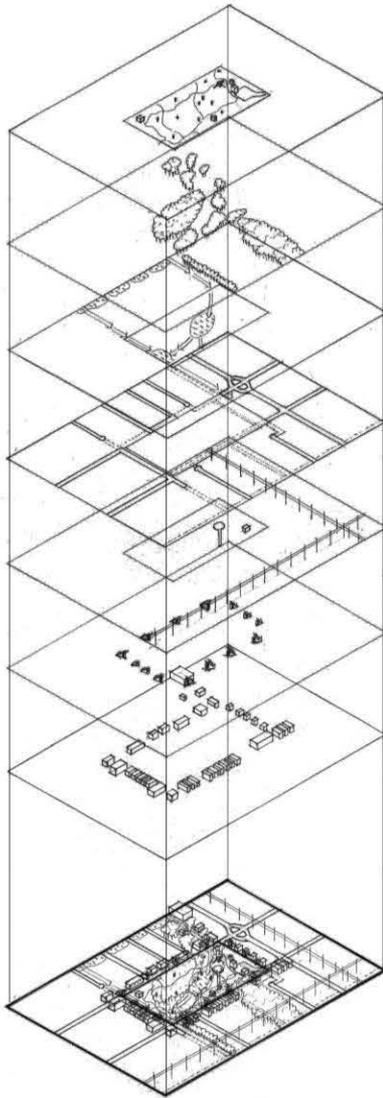


Water Tower Park Master Plan Concept

Events



McHarg Technique



Park Program and Recreational Facilities

Habitats

Stormwater Infrastructure

Access and Interconnectivity

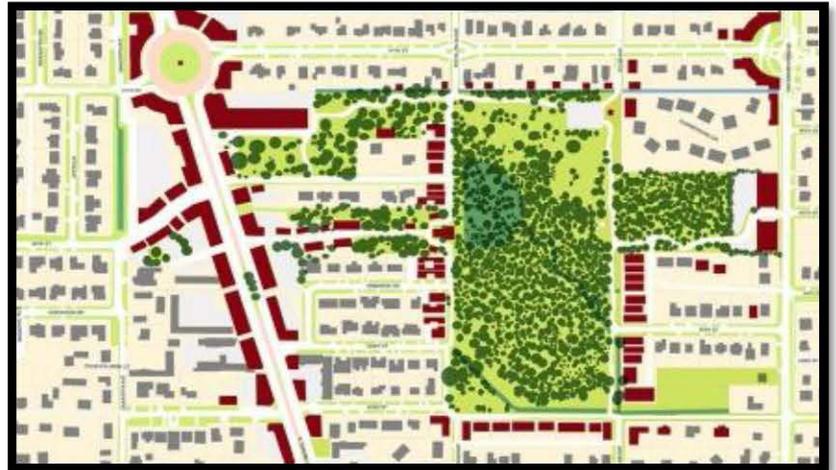
Utilities

C.P.T.E.D.

Real Estate and Redevelopment Opportunities

Combined Analysis Layers

Water Tower Park



Newtown Catalyst



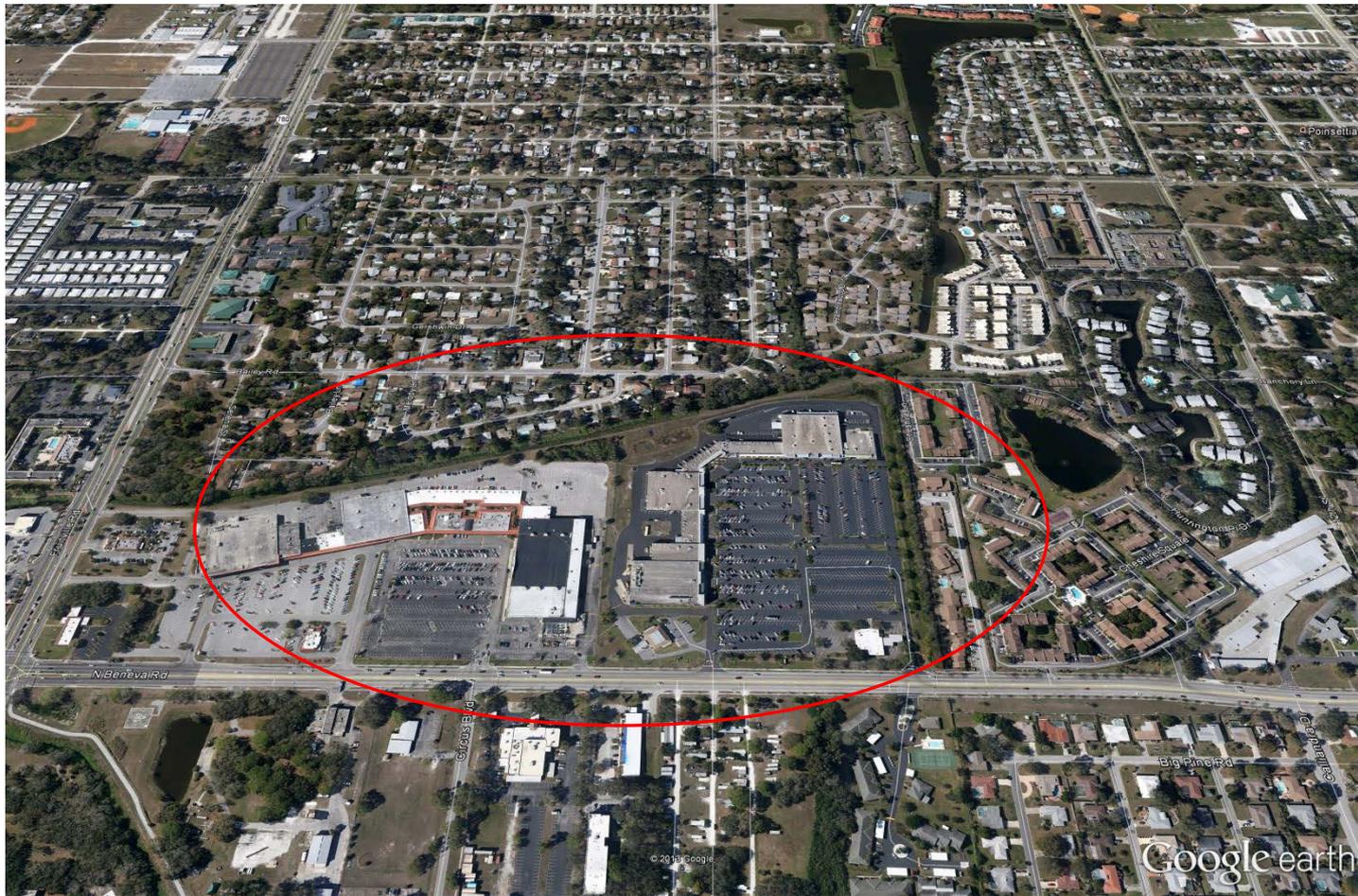
Southside



Island Catalyst



Eastside Catalyst



Sprawl Repair

**beneva &
fruitville-
sprawl
repair**



Sprawl Repair



Downtown Catalyst



Early Map Testing



- **Native Plant Restoration**
- **Sign Reduction**
- **Modification to existing plans to enhance & respond to public feedback (MLK Parking).**
- **Stormwater/Estuary EPA Grant**

- Postcards
- Brochure
- Newsletters
- Website
- Open Studio
- Presentations
- Stakeholder Liaisons

What is the Urban Design Studio & What is a Form Based Code?

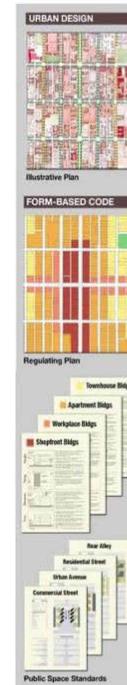
The Urban Design Studio (UDS) is a newly created department in the City of Sarasota. The City Commission established this Department to work with Citizens and stakeholders to create a city-wide form-based code to replace the City's current zoning code. A form-based code (FBC) and its districts are different than conventional zoning.

Conventional zoning designates permitted uses of land based on mapped zones which separate one set of land uses from another, and while it separates uses it is difficult to determine what the built environment or community will look like upon build out.

A Form-based code fosters predictable buildings and high-quality public spaces by using physical form (rather than separation of uses) as the organizing principle for the code.

The zone districts or Transects are regulations, not mere guidelines, adopted into city or county law.

Form-based codes address the relationship between building facades and public spaces such as parks, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in form-based codes are presented in words and clearly drawn diagrams, metrics and other graphics.



FBC & Mobility Fee Relationship

City of Sarasota Urban Design Studio Conceptual Approach to Density

City of Sarasota
Urban Design Studio

June 2014

Density & the Form Based Code

Inside this issue:

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

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



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

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

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

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

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



Multi-Modal Transportation & the Mobility Fee

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



Sprawl Gridlock

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



Auto Oriented Tamiami Trail

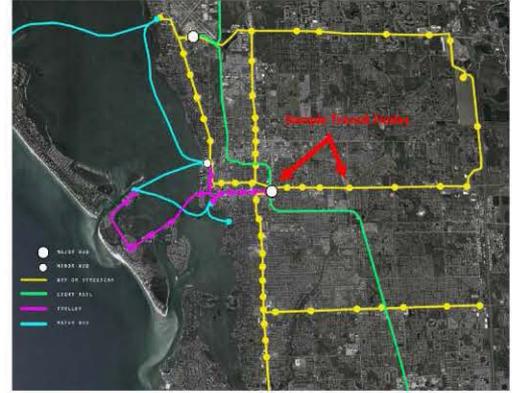
In an effort to halt this trend the City is moving to a Multi-Modal Fee in lieu of the traditional Impact Fee. These fees are still collected, however, they may be spent on a wider range of mobility options such as bicycle plan improvements, widening or providing new sidewalks, and transit. UDS has created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



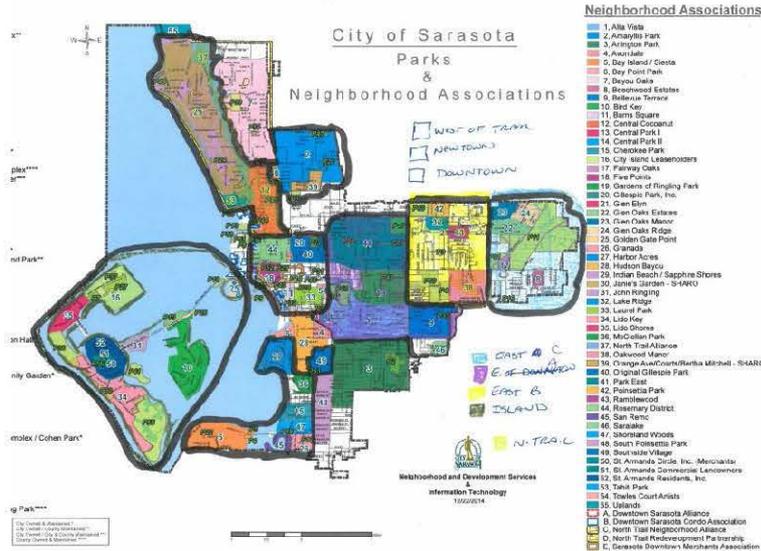
Tamiami Trail with Transit & Infill



CONCEPTUAL MOBILITY PLAN TRANSIT ROUTES



Audit Process



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



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



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

Walking Audits

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

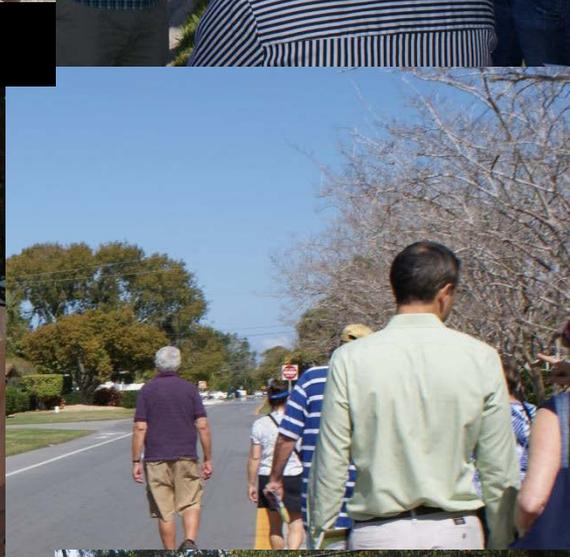


January Walking Audits & Event





MARCH WALKING AUDITS



April Walking Audits





May Walking Audits





June Walking Audits



Included in every walking audit/group event is an explanation of the benefits of the City's New Mobility Fee

Residents & Stakeholders have been able to provide feedback, get additional information, and show us infrastructure needs.



- **Traffic**
- Stormwater
- Connectivity
- Taxes/Flood Zone Impacts
- Property Rights
- Compatibility/Infill
- Neighborhood Infrastructure Reinvestment

Group Events

Harbor Acres Aerial



McClellan Park Aerial



Cherokee Park



Shoreland Woods Aerial



Bay Island / Siesta Aerial



San Remo Aerial



Granada Aerial



Group Sessions



Mapping Exercise

- Packets Provided to residents with:
 - Current Land Use & Zoning Maps
 - Draft Maps to look at potential new zone
 - Cards of the New Zones & Metrics
 - Feedback Cards & Staff to assist

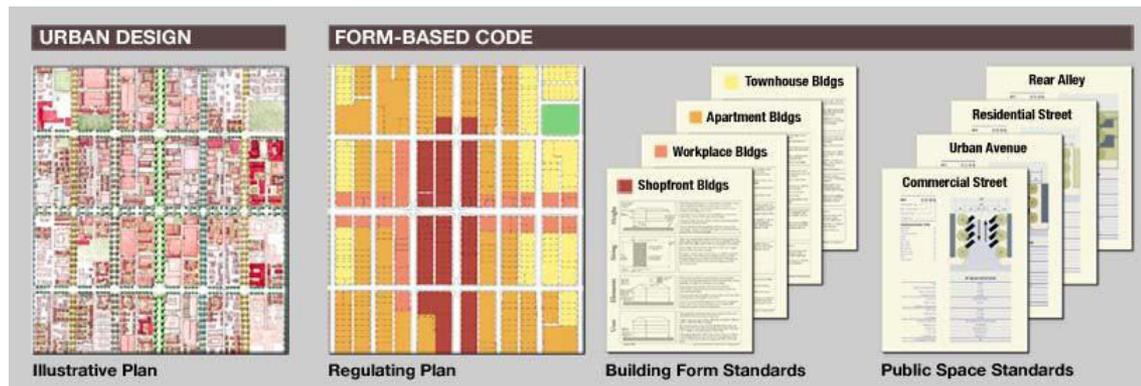
T-Cards



The importance of the public realm.

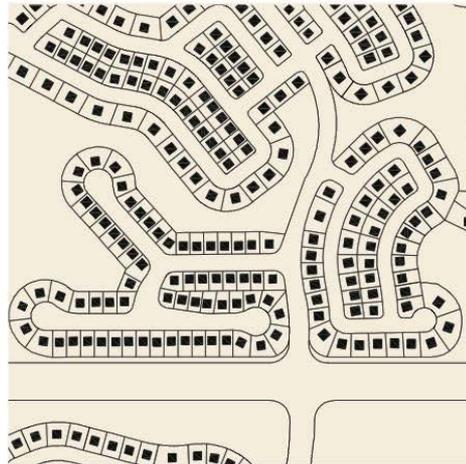


The organizing principle is the interface (form) of buildings and how they shape streets and public spaces.

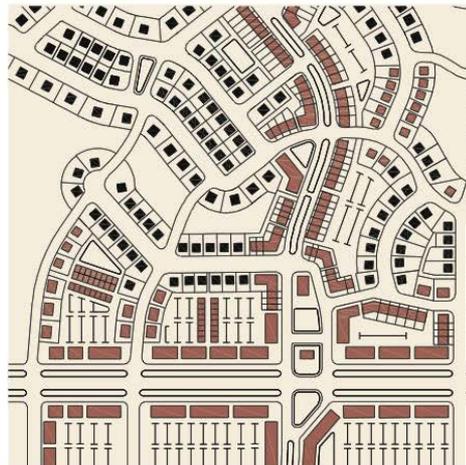


Reducing Vehicle Miles Travelled (VMT)

TRANSFORMATION INTO A NEIGHBORHOOD CENTER



4-22. Existing single-family subdivision enclave



4-23. Subdivision repaired into a neighborhood center

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

Existing buildings

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

Proposed buildings

Existing buildings

Siesta Drive

Siesta Drive existing

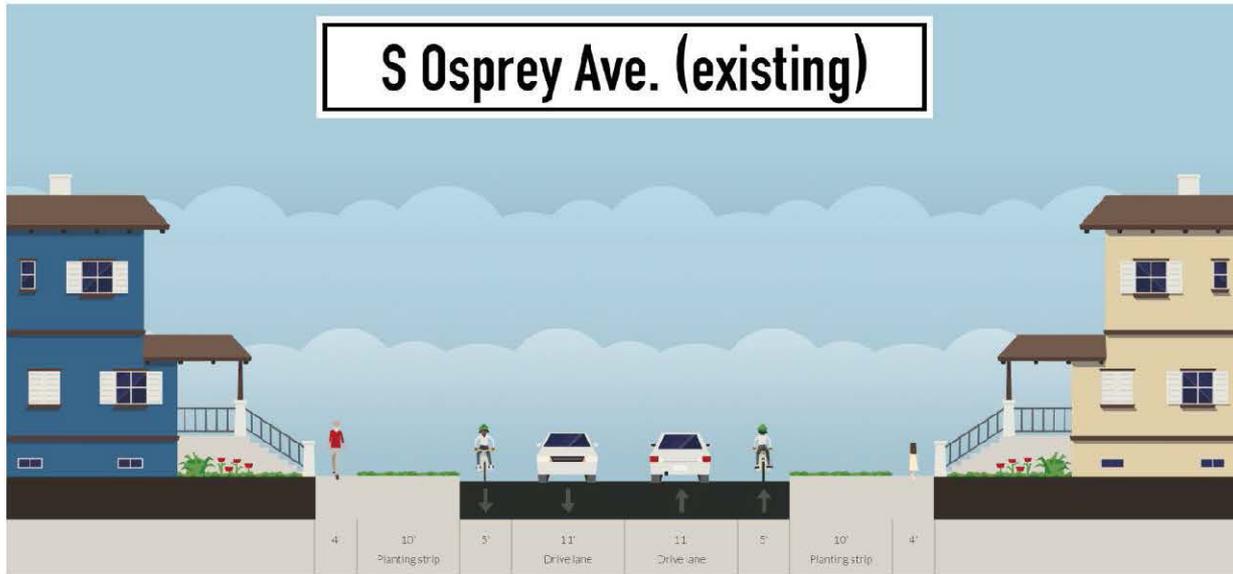


Siesta Drive proposed (keep curb)



Osprey Avenue

S Osprey Ave. (existing)



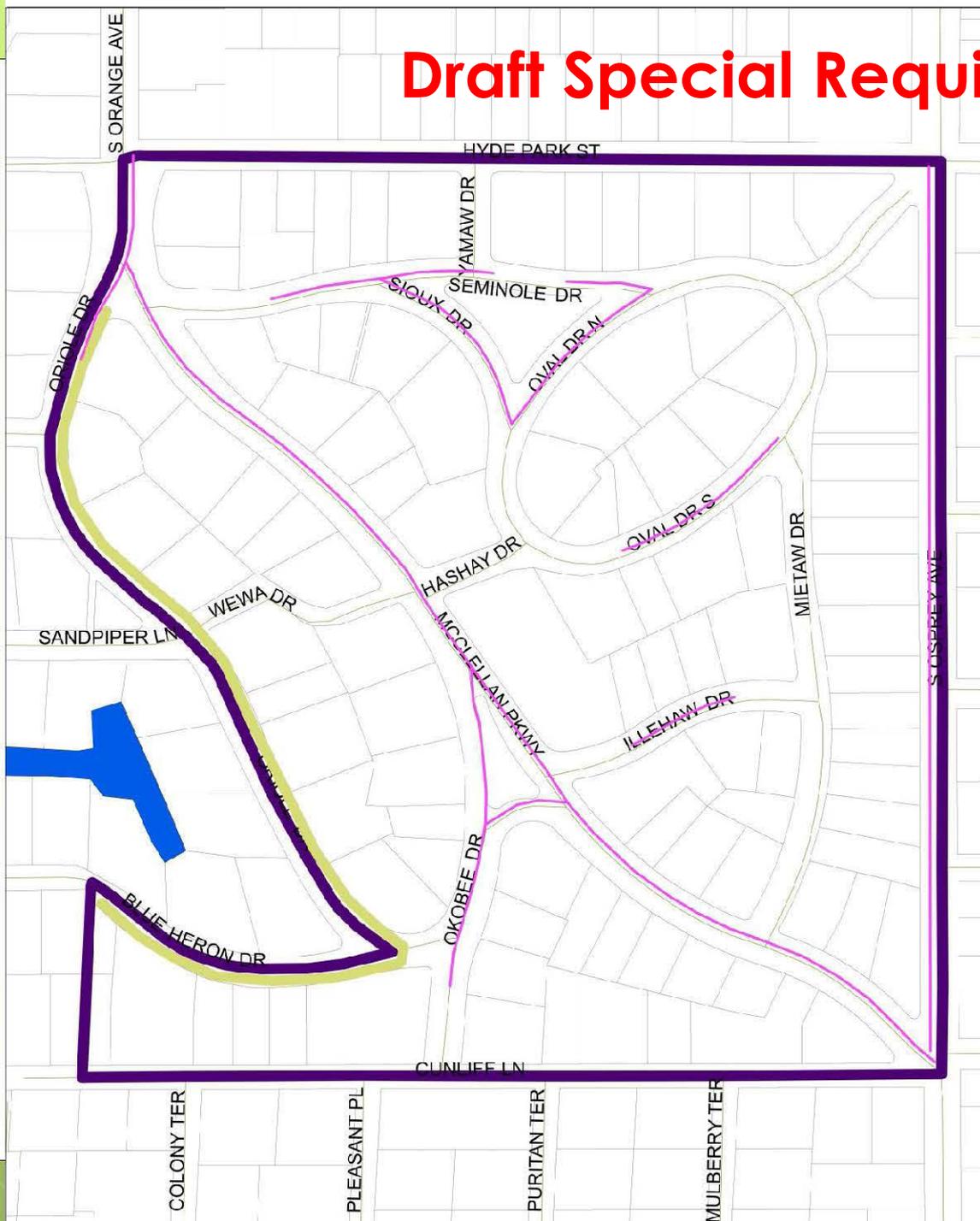
S Osprey Ave. (proposed)



Sample Vision



Draft Special Requirements Plan



McClellan Park

 McClellan Park

 Existing Streets to be Designated Primary

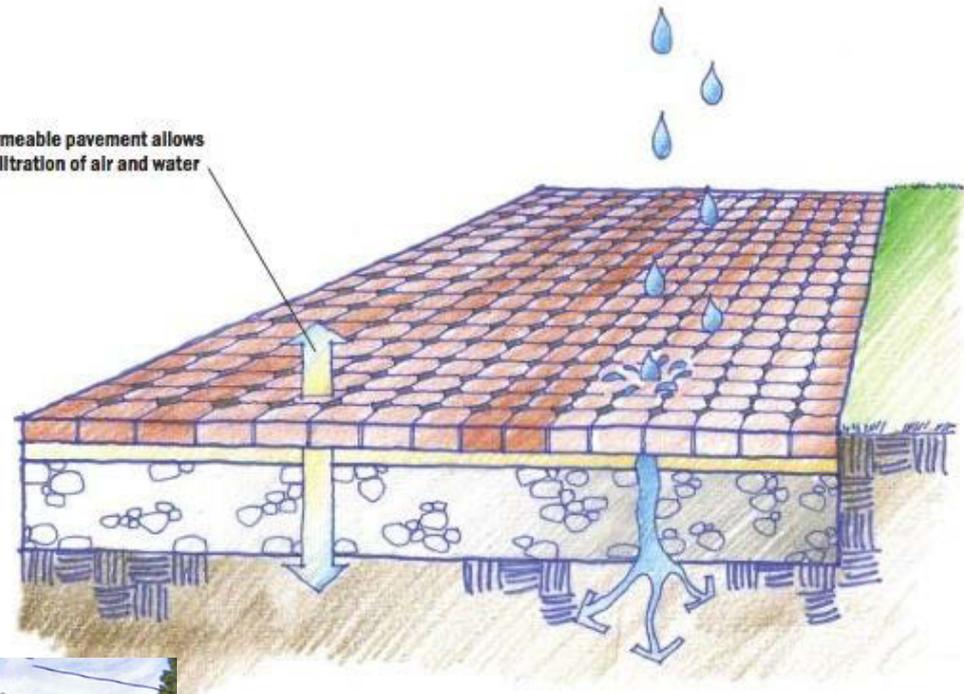
 Light Imprint Design (L.I.D)

Stormwater & Infrastructure



Stormwater & Traffic Calming

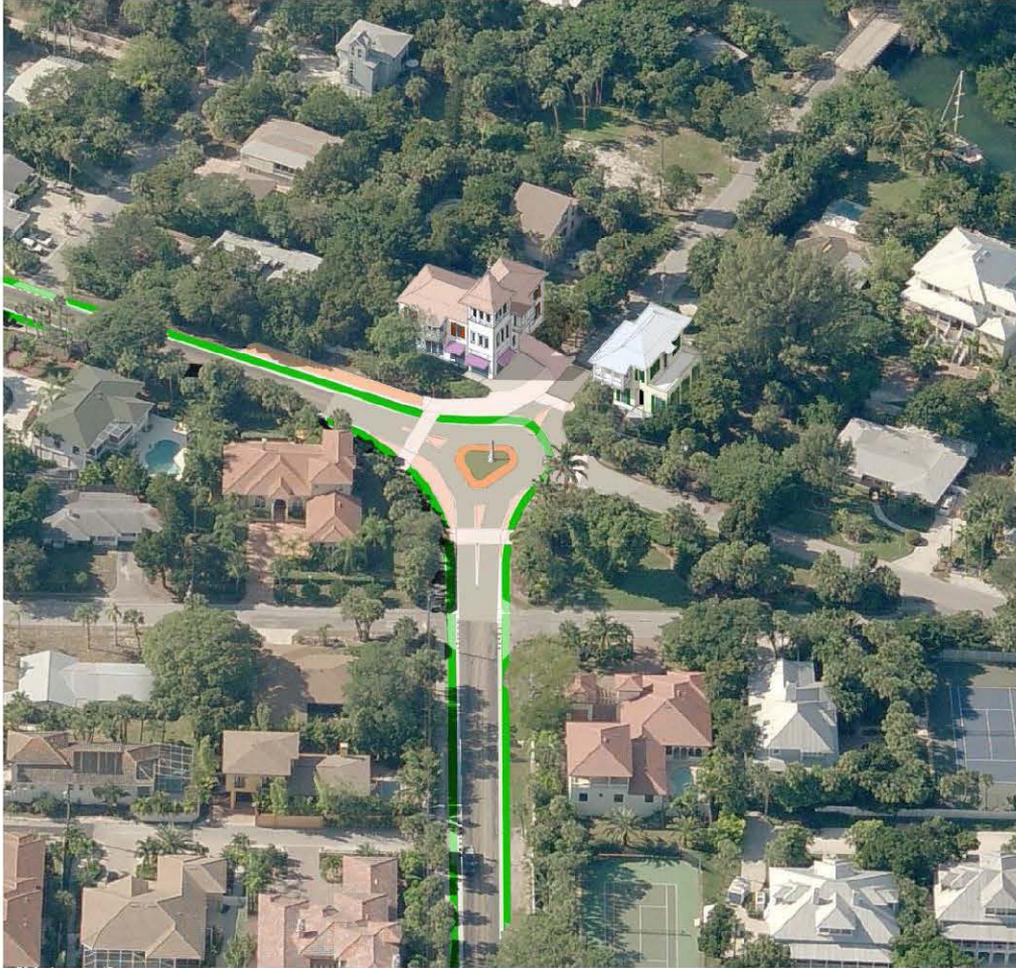
Permeable pavement allows
infiltration of air and water



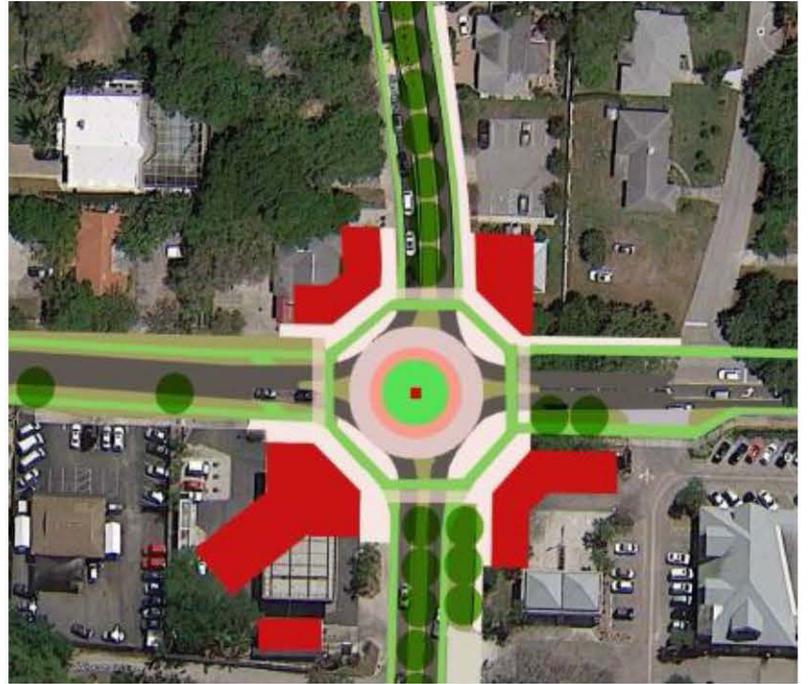
Light Imprint Design Stormwater & Traffic Calming Treatment



Intersections



Intersections



Intersections



Deliverables

- **Straight Translation Maps**
- **Calibrated Maps**
- **Street Hierarchy**
- **Special Requirements Plans**
- **Article 1 of FBC**

- Street Atlas
- Special Requirements Plan
- Comprehensive Plan
- Complete Street & Context Sensitive Comprehensive Plan Revisions

Street Designations

PROJECT: Thoroughfare Definitions (T 3)

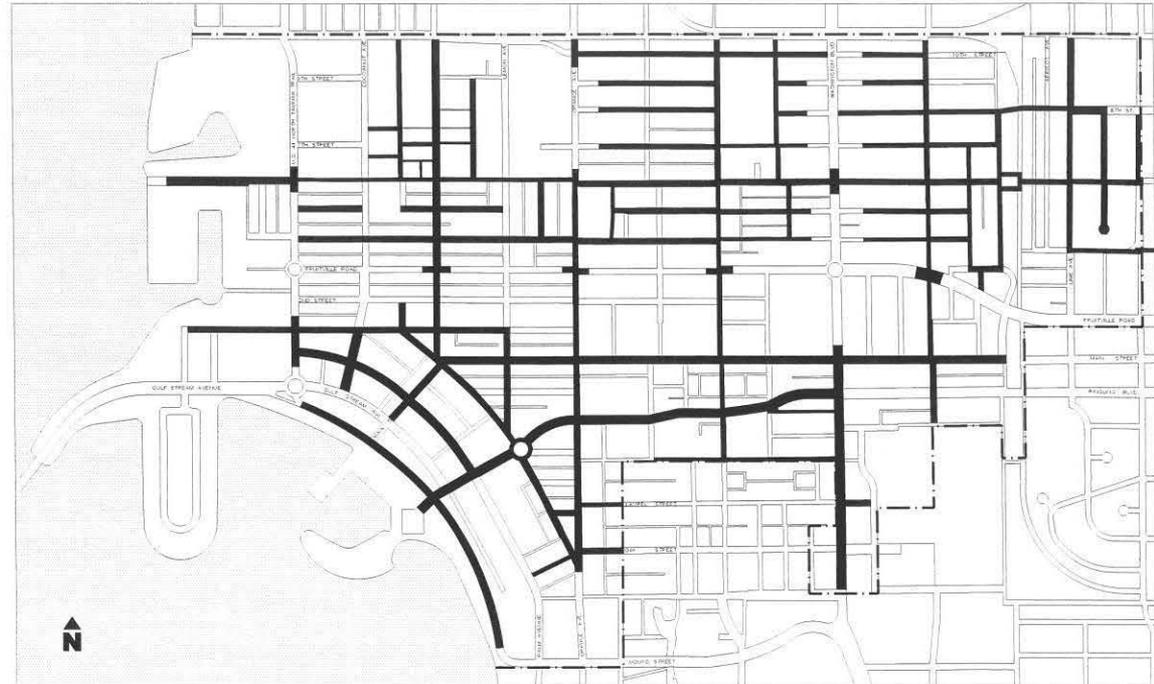
OBSERVATION: Sarasota's street network is designed primarily for automobile use. Although pedestrian facilities exist, the fundamental design of most streets conforms to speed, comfort, and capacity needs of the drivers. Design guidance is not available to insure pedestrian travel as a foundation of the urban transportation system. Pedestrians are most active in Sarasota when accompanied by other travel modes in ways that do not compromise the walking mode.

DISCUSSION: Today's street design policy documents define the function of streets in relation to automobile driver needs only. This severely limits the consideration of pedestrian movement as a major purpose for urban streets. The American Association of State Highway and Transportation Officials (AASHTO) "Green Book," *A Policy on Geometric Design of Highways and Streets* Chapter 1, Page 1, states the following:

Functional Classification, the grouping of highways by the character of service they provide, was developed for transportation planning purposes. Comprehensive transportation planning, an integral part of total economic and social development, uses functional classification as an important planning tool.

All of the functional classifications described in Chapter 1 discuss vehicular traffic. While pedestrians are treated later as a roadway element and an issue to be considered, this secondary consideration makes it difficult to achieve an effective pedestrian scale street. Auto mobility is the dominant purpose and its impact on the suburban structure is firmly established.

Led by national standards, state and local roadway designers have created a street network for Sarasota that primarily facilitates automobile travel. The network consists of a street hierarchy in which each street or road is designed to serve a specific purpose, ranging from high-speed travel across the region to shorter, slower trips near destinations. The underlying principles of the street hierarchy are functionally defined: large, theoretically fast roads deliver their traffic onto moderately large roads, which distribute their traffic onto still-smaller streets, which ultimately lead to parcels of land. Unfortunately, many parcels have direct access to arterial roads, defined as streets for high auto mobility and low land access. This conflict between



definition and reality is a major cause of suburban roadway congestion. Other travel modes are unable to help resolve this congestion because they are not properly included in the original streetscape design.

New functional definitions are needed for urban streets that clearly specify the critical role of pedestrians as the foundation of the urban

travel system. Traditional Neighborhood Design corrects for the singular emphasis on the automobile by more adequately describing the combinations of speed, capacity, and character necessary to create a walkable, more livable community. Each of these factors is individually controlled during design to yield a finely crafted network of transportation elements that better serve the diverse needs of each segment of the community.

— PRIMARY STREETS "A"
— SECONDARY STREET "B"

Proposed

Special Requirements Plan Regulating Plan A

Existing Street to be
Designated Primary

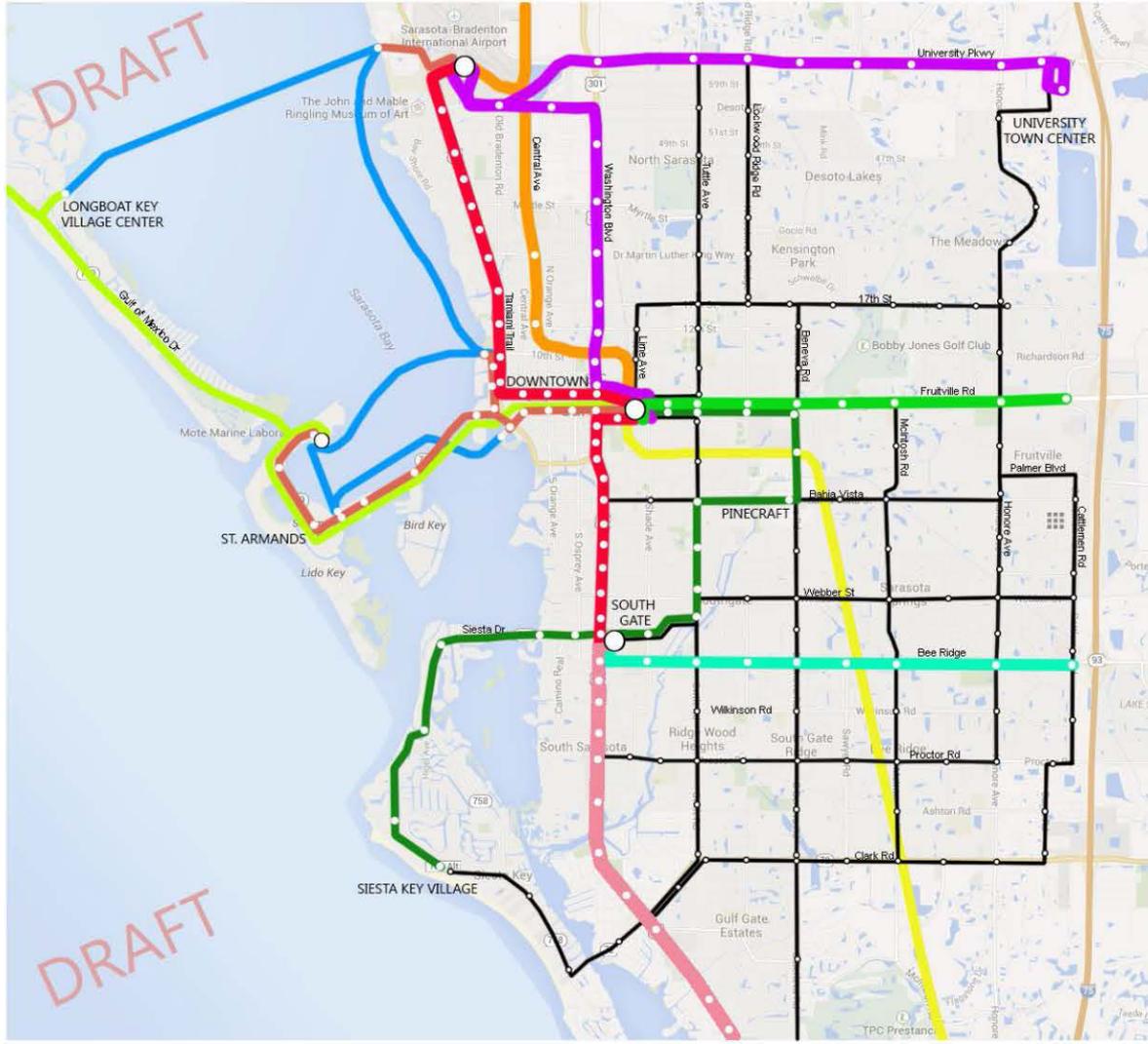


DRAFT

Include multi-modal transportation



Transit



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

DRAFT

Sarasota
FUTURE TRANSIT MAP

URBAN DESIGN STUDIO
CITY OF SARASOTA

City Rail Corridor

Legend

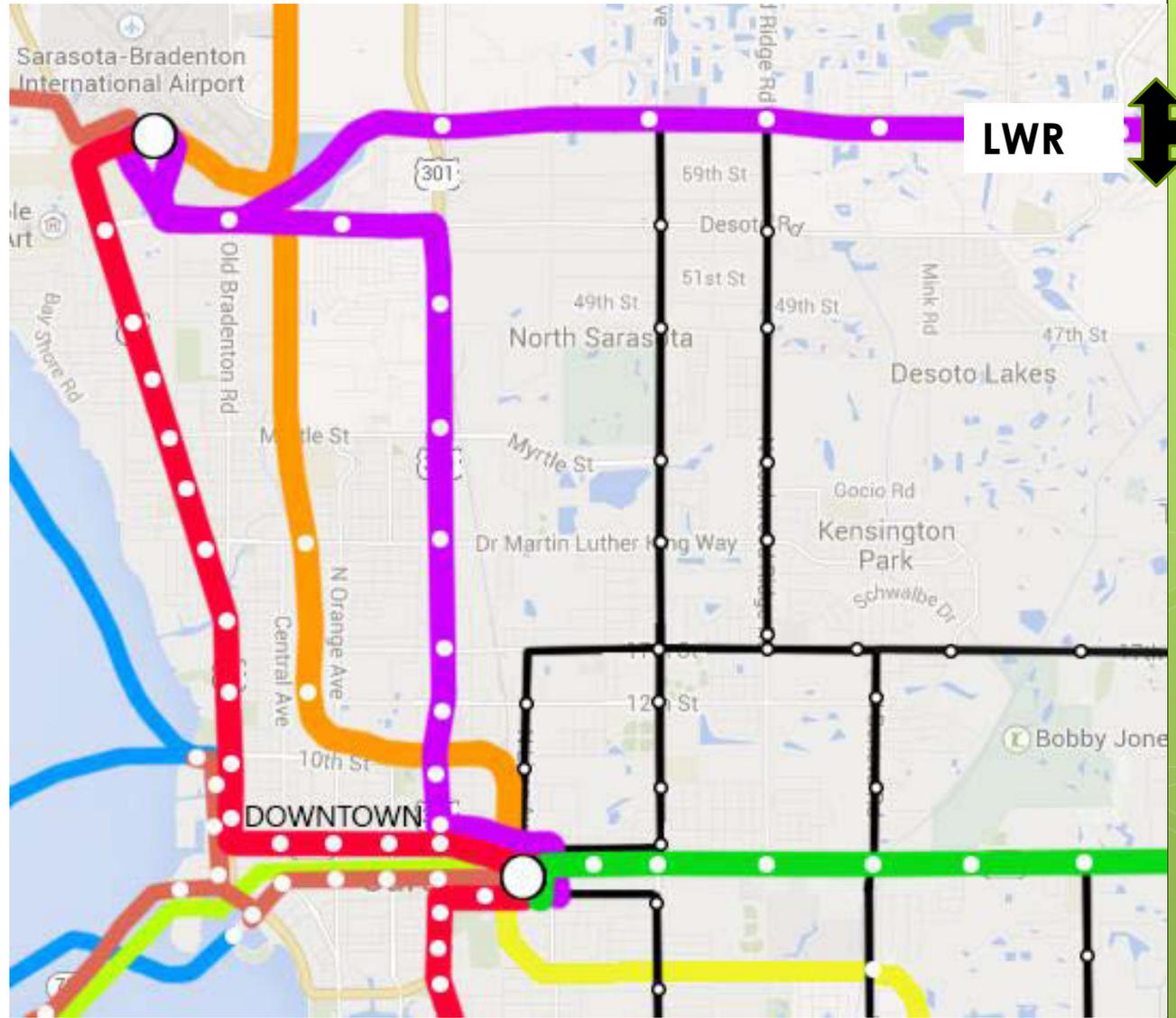
- Commuter Rail
- Fruitville Line
- Tamiami Tram Line
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- BRT from South
- Bee Ridge BRT
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- Downtown and Island Trolley
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DRAFT

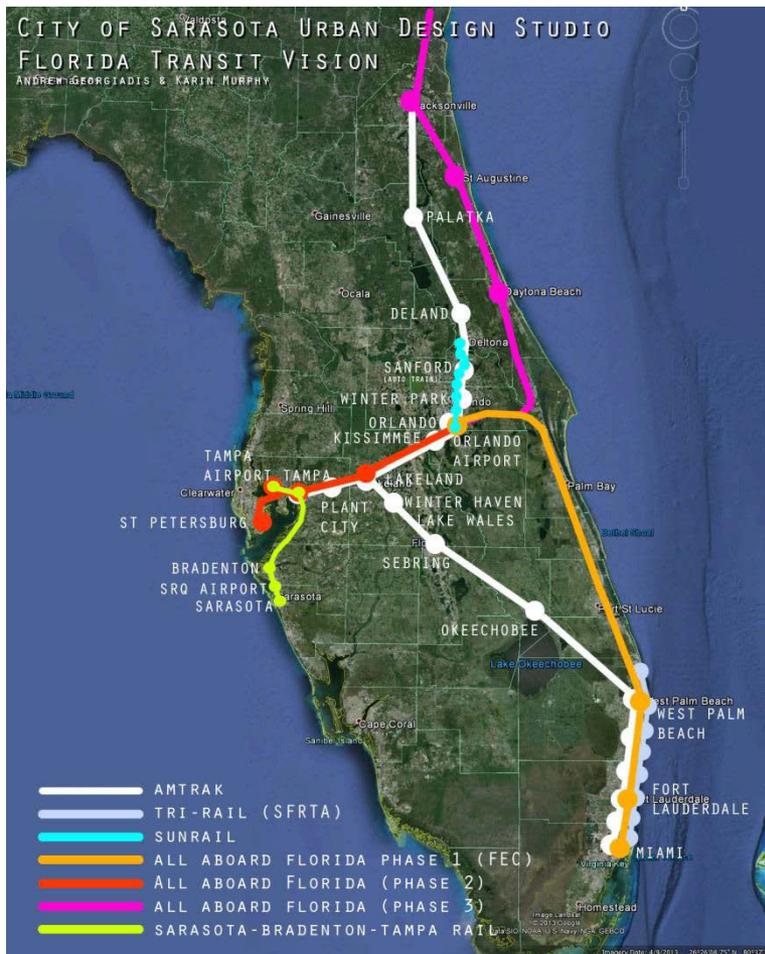
Sarasota

FUTURE TRANSIT MAP

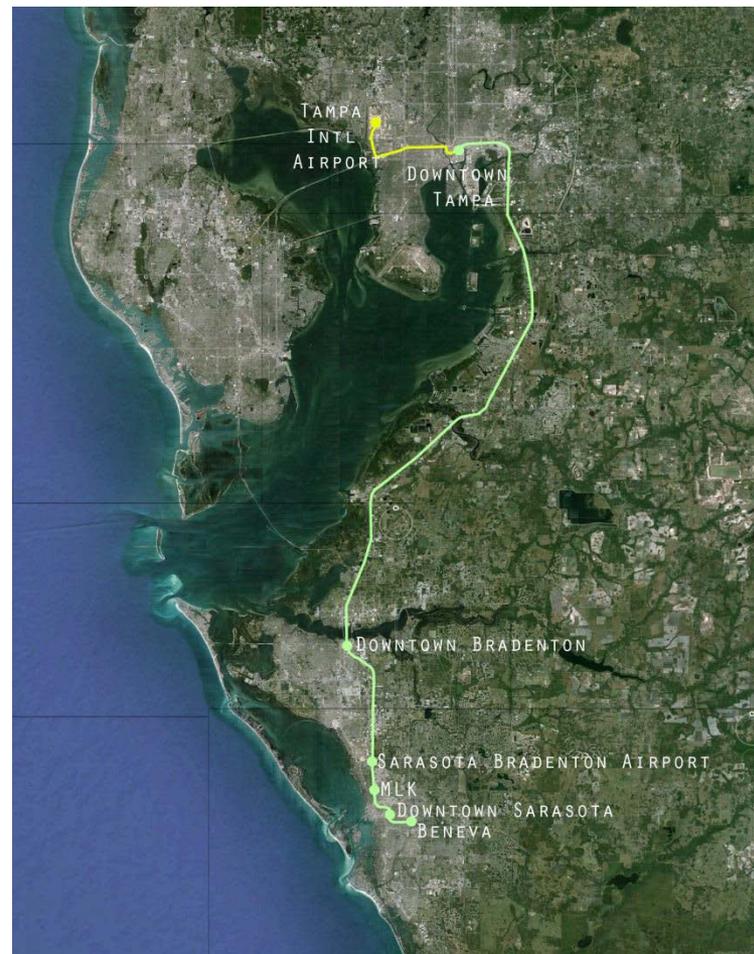
URBAN DESIGN STUDIO
CITY OF SARASOTA



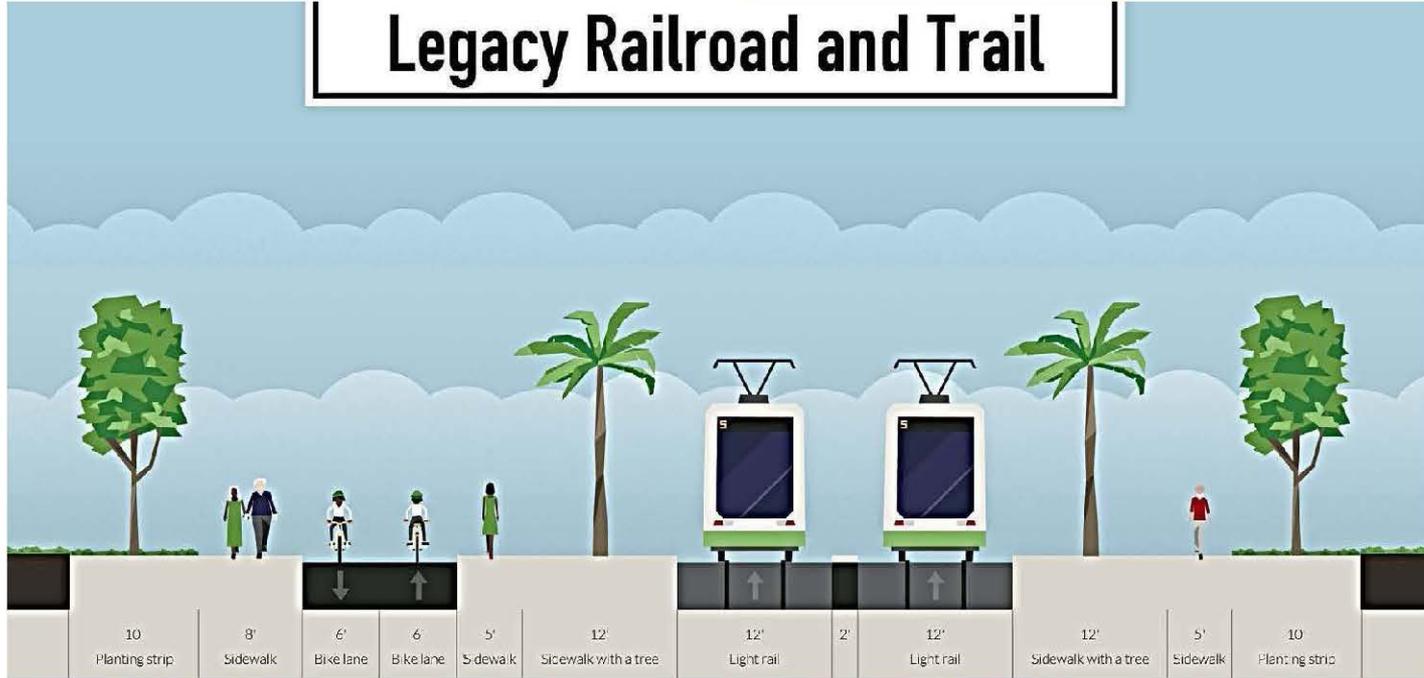
Statewide



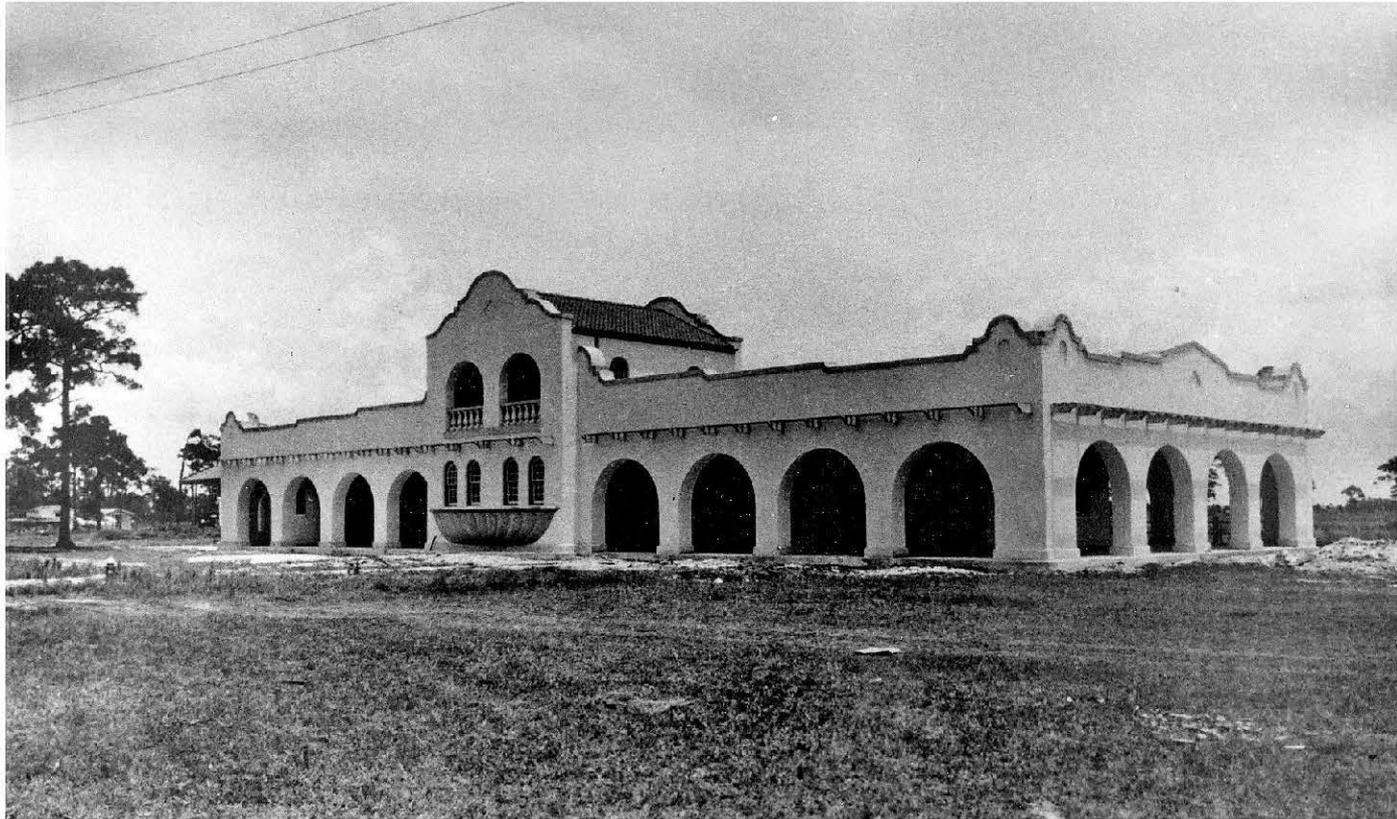
Region



Legacy Railroad and Trail



Rail History



Rail Future



PH - Tom Collier and Partners, Inc. | Spring Street, 1000 Silver Spring, Maryland, 20910 | PH-014

April 14, 2009

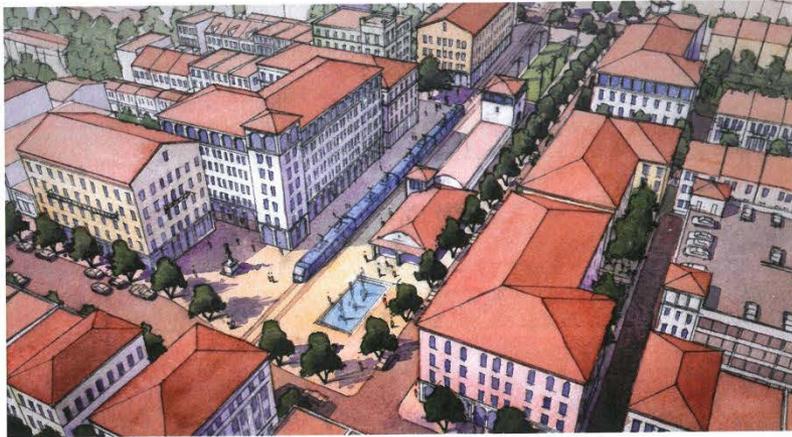
 SARASOTA HOUSING AUTHORITY
 MICHAELS DEVELOPMENT COMPANY
 TORTL GALLAS AND PARTNERS

JANIE POE NEIGHBORHOOD REDEVELOPMENT VISION

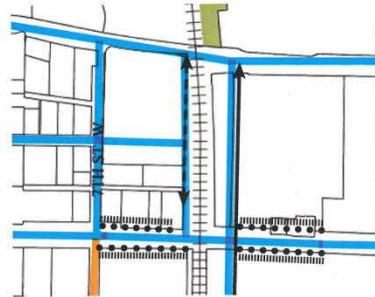
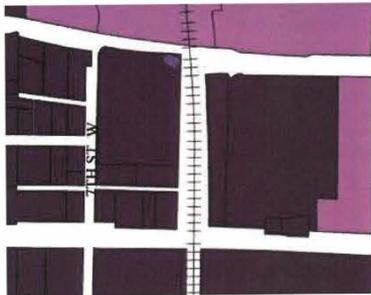
Explore Intermodal Transportation Options



APPENDIX D. ILLUSTRATIVE RENDERINGS



Transit Oriented Development (TOD)

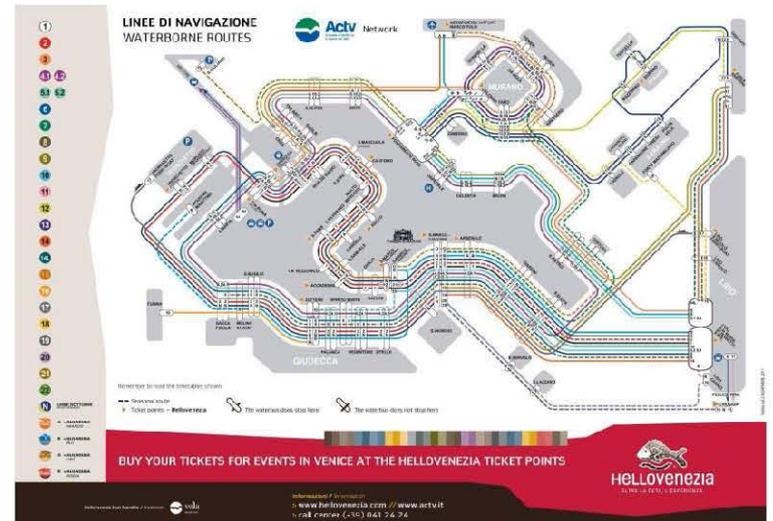
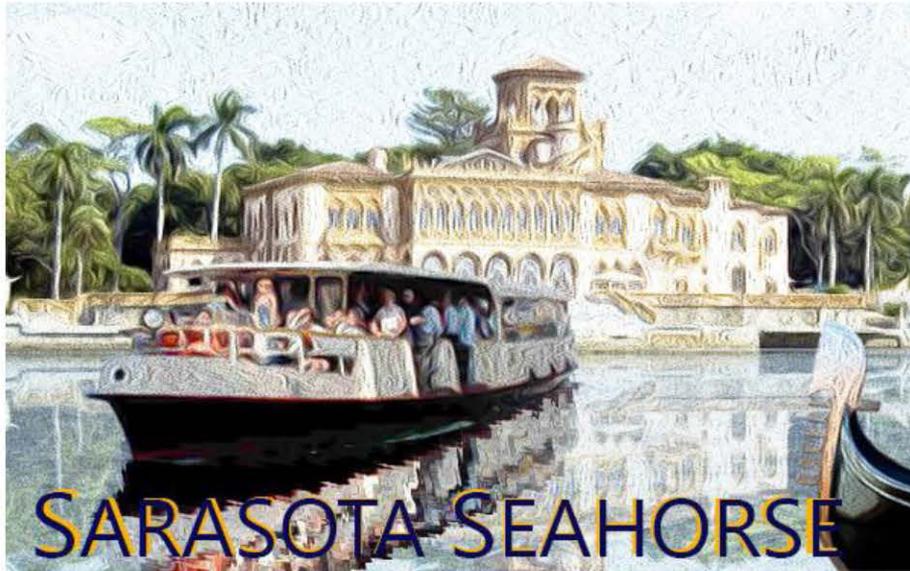


Bradenton's early history was shaped by infrastructure investments such as its passenger railway station. Frequent passenger service between Bradenton and other cities in the Tampa Bay area and beyond helped Bradenton plug into a regional and statewide economy. As concerns of climate change and peak oil once again highlight the importance of alternatives to automobile use, Bradenton finds itself in the enviable position of already possessing much of the costly infrastructure needed to revive its passenger rail service in the future. This includes miles of track, bridges, and even the historic railway station, which is currently privately owned. If passenger railway service is revived, this code anticipates the creation of Transit Oriented Development (TOD) around the rail station. Higher transect zone designations (T5 and T6), reduced parking requirements, a finer network of blocks and streets, retail frontage, and higher density will create urban fabric that supports transit use.

Recommendations

- Rails with Trails Option
- Continued Meetings with the Airport
- Inclusion in the City's Feedback to the MPO & County for their ongoing long range plan updates.

Water Bus



John Ringling Stop



Sample Hub



Water Taxi Feasibility Study FINAL REPORT



PREPARED FOR:

Sarasota/Manatee Metropolitan
Planning Organizaion

PREPARED BY:

RENAISSANCE PLANNING GROUP



IN ASSOCIATION WITH:
ART ANDERSON ASSOCIATES

April 2005

- **Reinitiate MPO Action**
- **Follow St. Petersburg funding requests**
- **Dock Feasibility Study**

Trolley



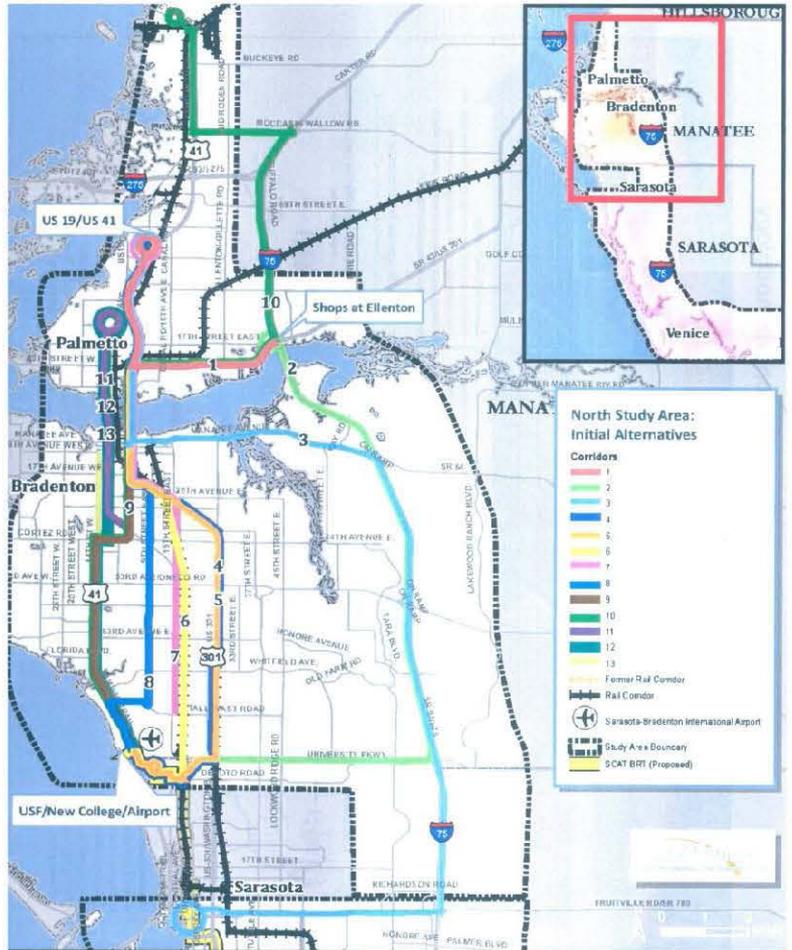
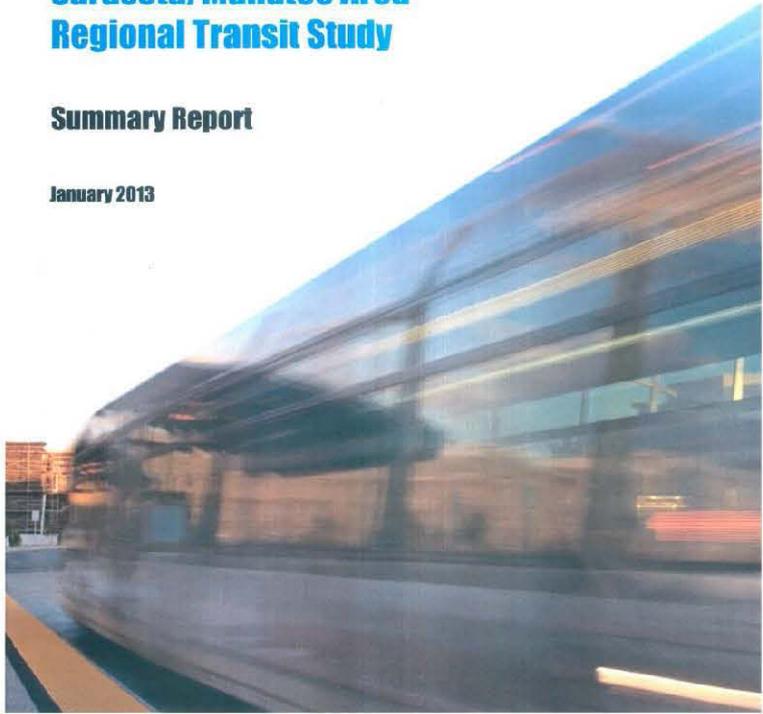
Smart Bus

SMART Connect: Sarasota/Manatee Area Regional Transit Study



Summary Report

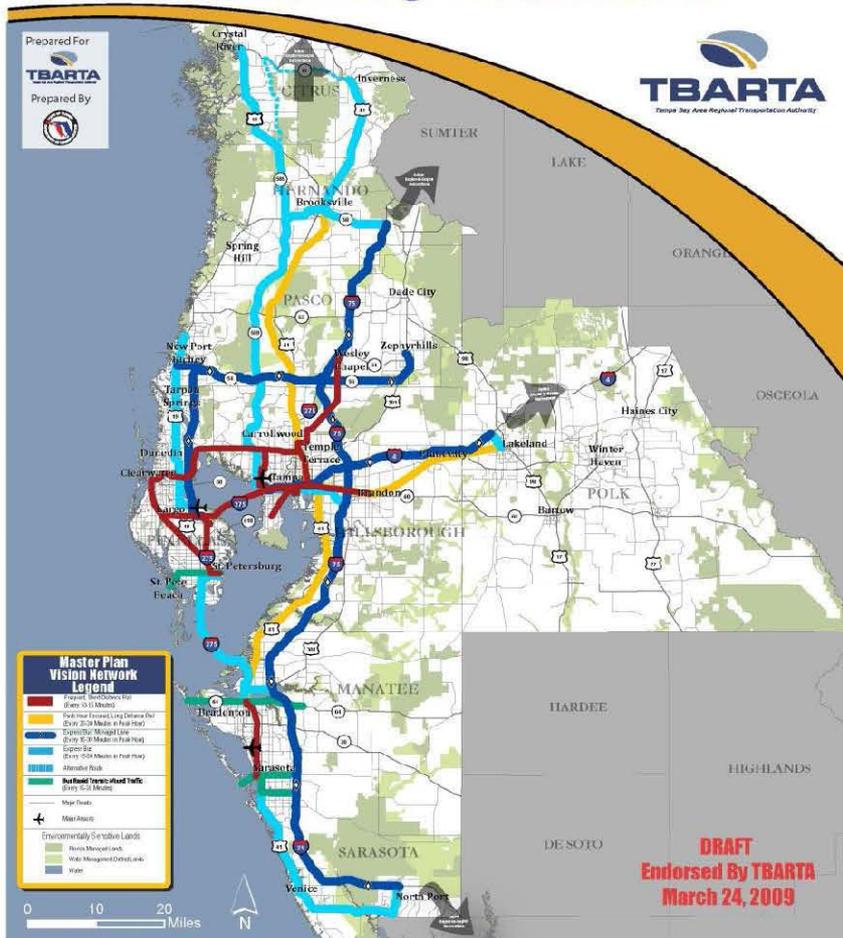
January 2013



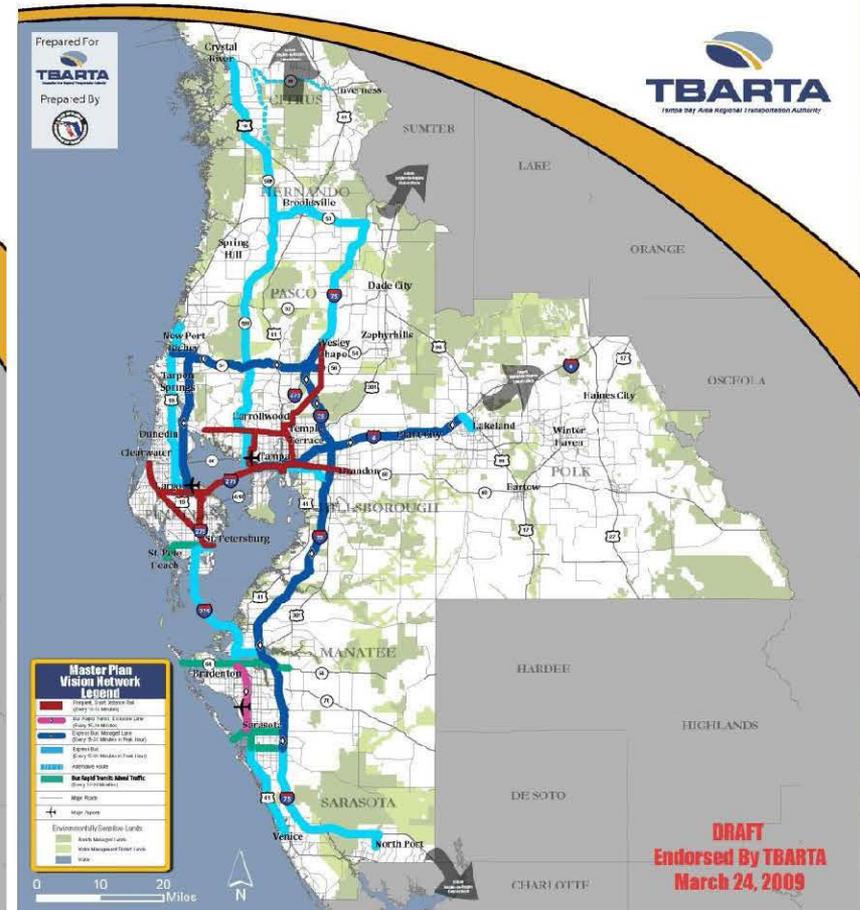
IN PARTNERSHIP WITH



Preliminary Long-Term Vision



Preliminary Mid-Term Vision



Bicycle users, a spectrum



sidewalk
woonerf

sidewalk
slowest
streets
with
guardian

curb-
protected
cycle track

sidewalk
slow
streets
(sharrow)

curb-
protected
cycle track

cycle track

sidewalk
slow
streets
(sharrow)

curb-
protected
cycle track

cycle track

bike lane,
fearfully

sidewalk
slow
streets
(sharrow)

curb-
protected
cycle track

cycle track

bike lane,
fearfully

slow
streets
(sharrow)

curb-
protected
cycle track

cycle track

bike lane,
confidently

slow
streets
(sharrow)

curb-
protected
cycle track

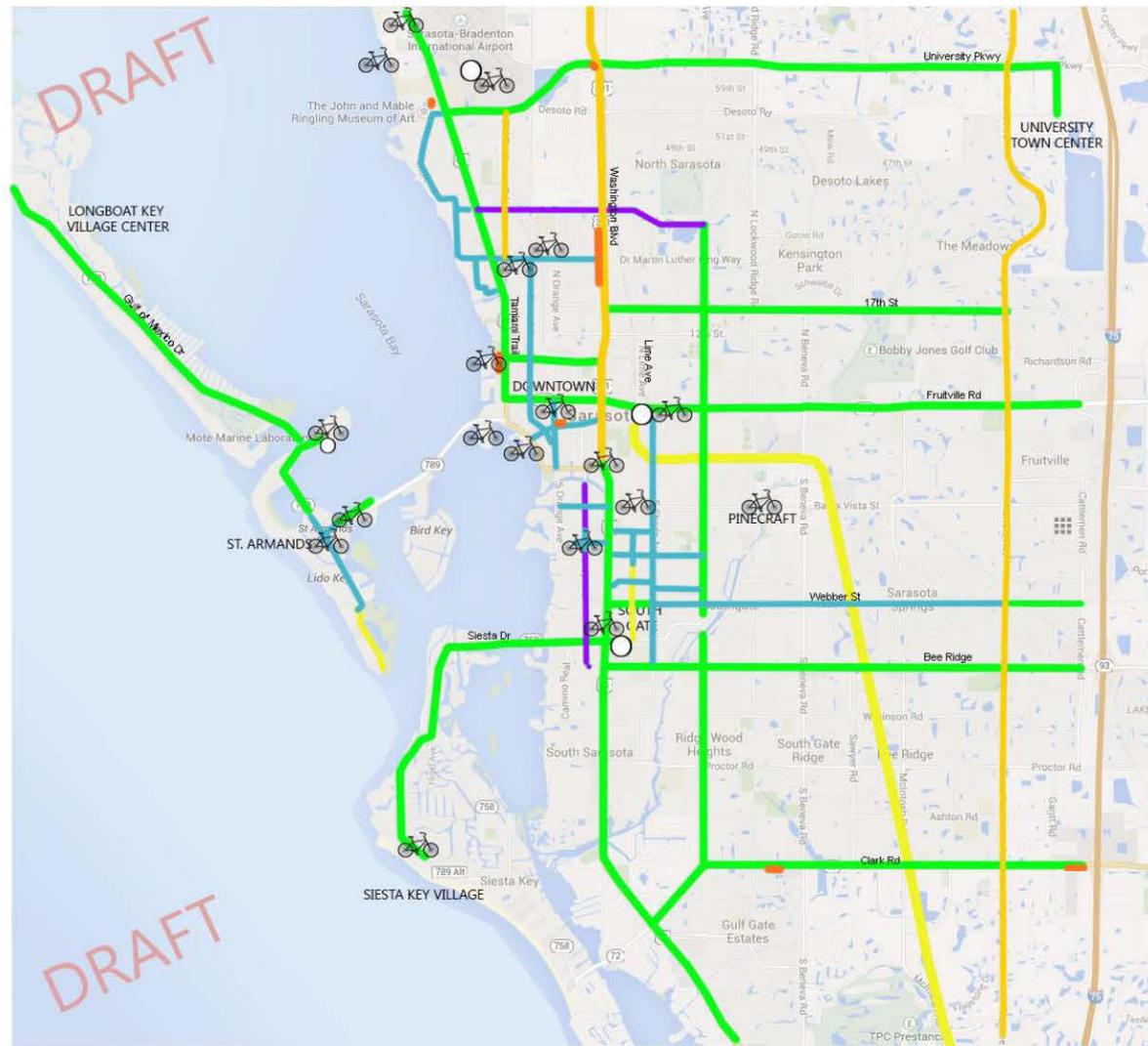
cycle track

bike lane,
confidently

highway
lane or
shoulder,
tour de
france

**Ongoing Bicycle & Mobility
Master Plans**

Bicycle Planning



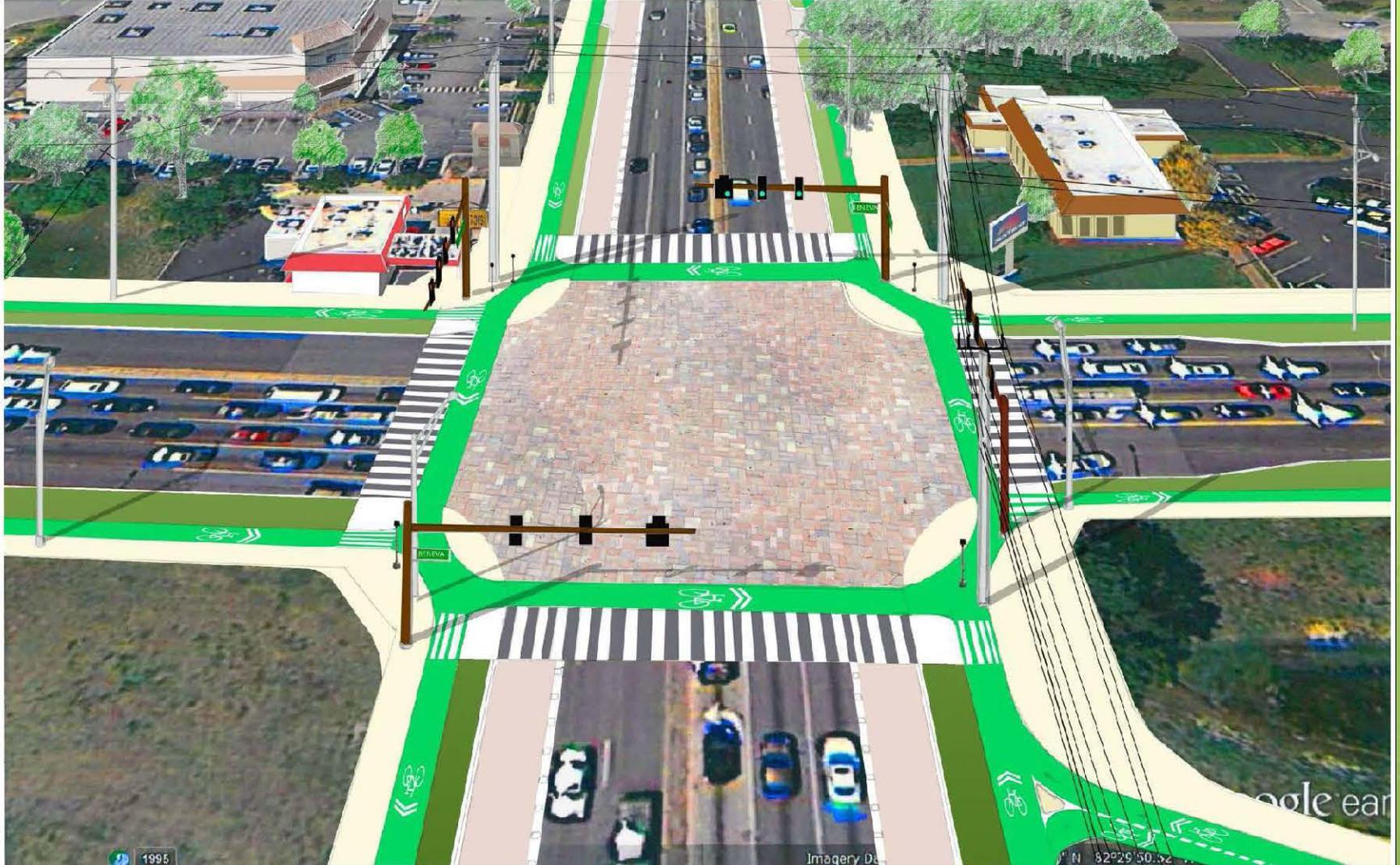
Legend

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

Sarasota
FUTURE BICYCLE MAP

URBAN DESIGN STUDIO
CITY OF SARASOTA

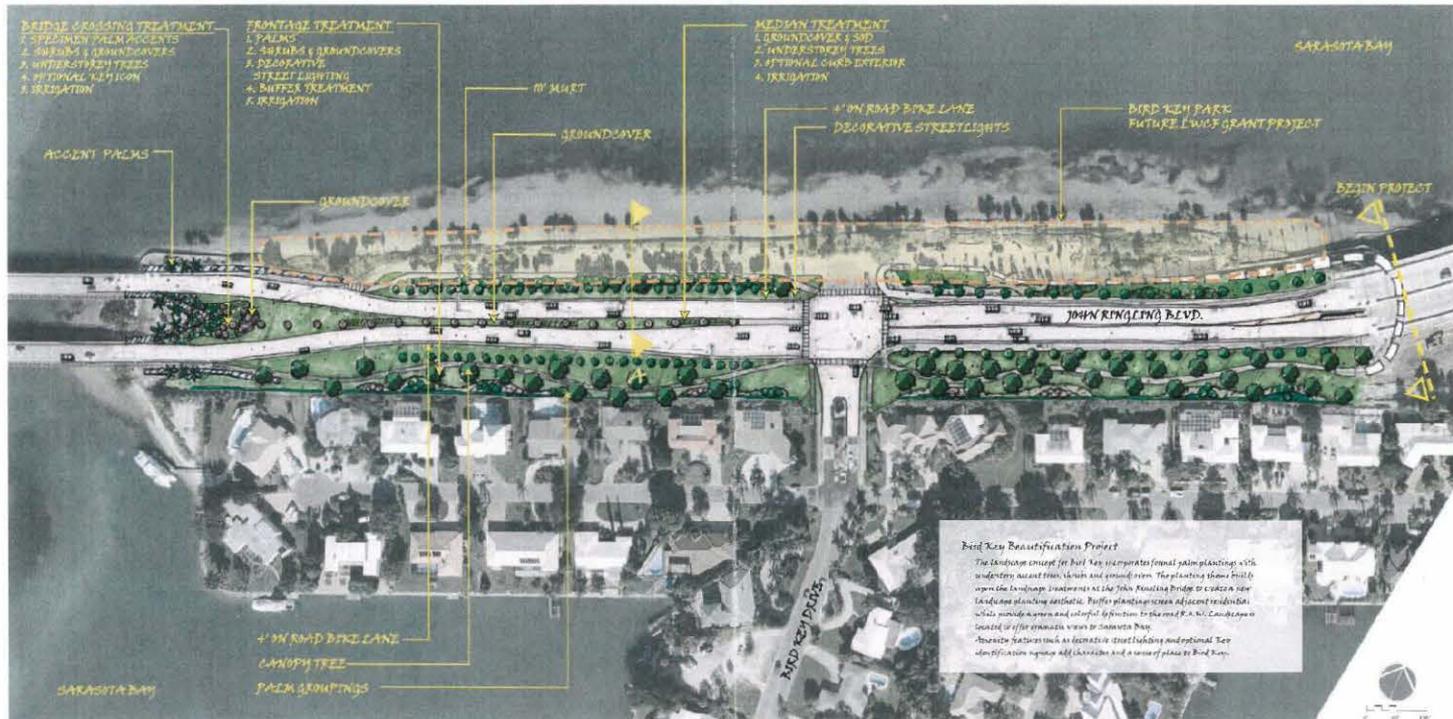
Sample Protected Bicycle Intersection



MURT Expansion

City of Sarasota
West Area Multi-use Recreational Trail

BIRD KEY



August 2005

PBS

Street Atlas Graphic

John Ringling Blvd (existing conditions)



John Ringling Blvd (proposed)



Street Atlas Graphic

John Ringling Blvd (existing conditions)



John Ringling Blvd (proposed)



New Coon Key Bridge

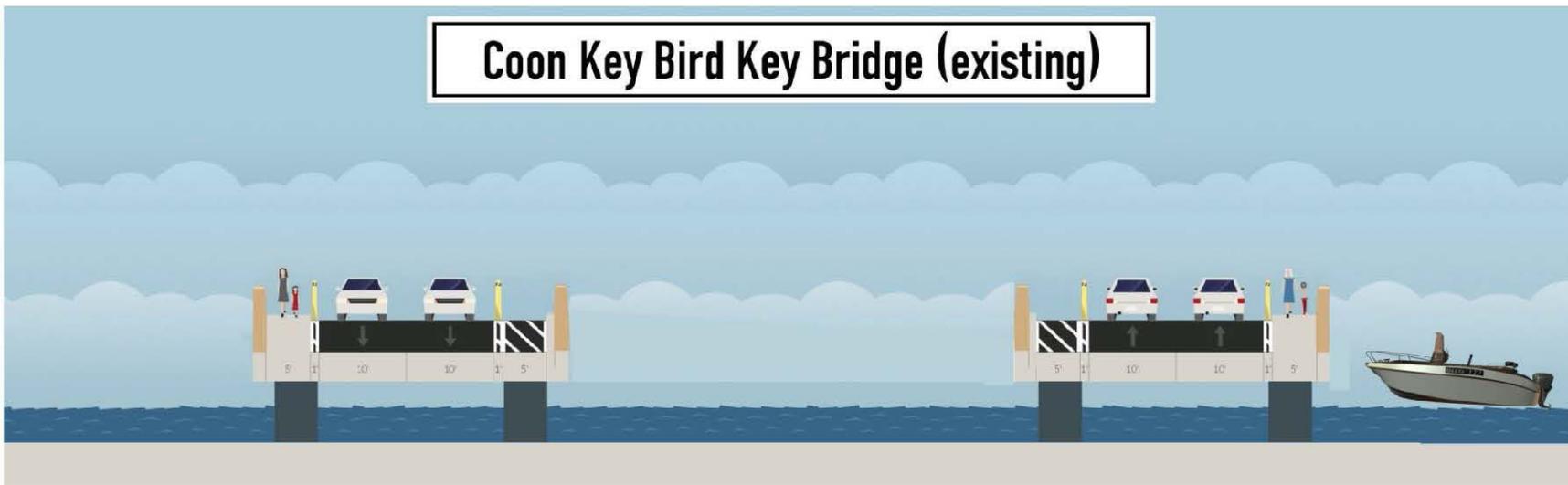


Pedestrian & Bicycle Friendly Design

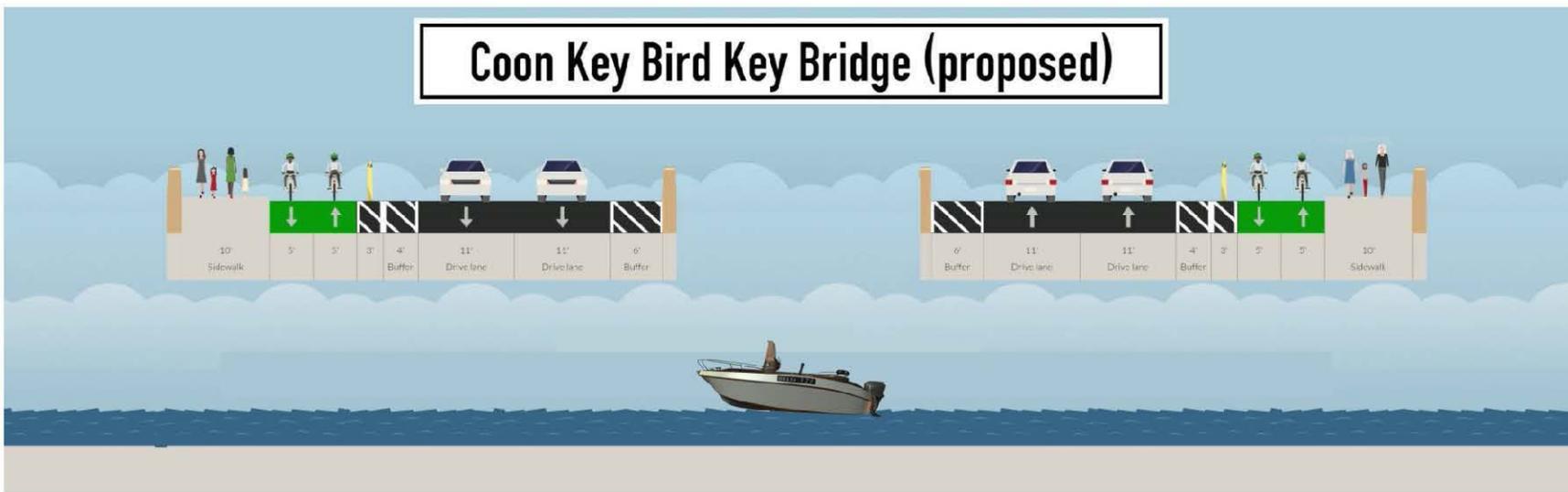


Street Atlas Graphic

Coon Key Bird Key Bridge (existing)



Coon Key Bird Key Bridge (proposed)



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DRAFT

Density Bonus Chart

DENSITY BONUS CHART											
Zoning Districts	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
Base Density	2.0 DU	4.3 DU	8.7 DU	12.0 DU	13.0 DU	25.0 DU	25.0 DU	25.0 DU	35.0 DU	50.0 DU	50.0 DU
Height Limit Before Density Bonus	3 stories	3 stories	3 stories	3 stories	3 stories	4 stories	5 stories	3 stories/ *4 stories	5 stories	10 stories	18 stories
1st Tier	2.0 DU + 1 accessory dwelling unit	4.3 DU + 1 accessory dwelling unit	9.1 DU + 1 accessory dwelling unit	14.0 DU	15.0 DU	30.0 DU	30.0 DU	30.0 DU	40.0 DU	60.0 DU	60.0 DU
Height Limit at 1st Tier	NA	NA	NA	NA	NA	NA	NA	3 stories	5 stories	10 stories/ ***5 stories	18 stories
2nd Tier	NA	NA	NA	20.0 DU	30.0 DU	40.0 DU	50.0 DU	50.0 DU	70.0 DU	80.0 DU	80.0 DU
Height Limit at 2nd Tier	NA	NA	NA	NA	NA	NA	1 additional story, whose frontage buildout is limited to 80% of the frontage buildout of the story immediately below it. %%%	3 stories/ *4 stories	1 additional story, whose frontage buildout is limited to 80% of the frontage buildout of the story immediately below it. %%%	10 stories/ ***6 stories	18 stories
3rd Tier	NA	NA	NA	22.0 DU	40.0 DU	50.0 DU	60.0 DU	60.0 DU	80.0 DU	100.0 DU	100.0 DU
Height Limit at 3rd Tier	NA	NA	NA	NA	NA	NA	NA	3 stories/ *4 stories	NA	10 stories/ ***7 stories	18 stories
4th Tier:	NA	NA	NA	25.0 DU	50.0 DU	60.0 DU	100.0 DU	100.0 DU	150.0 DU	150.0 DU	150.0 DU
Height Limit at 4th Tier	NA	NA	NA	NA	NA	NA	1 additional story, whose frontage buildout is limited to 60% of the frontage buildout of the story immediately below it. %%%	3 stories/ *4 stories	1 additional story, whose frontage buildout is limited to 60% of the frontage buildout of the story immediately below it. %%%	10 stories/ ***8 stories	18 stories

*The alternative heights apply to the 80 ft of depth from the front parcel boundary of frontages along Benjamin Franklin Drive, Fruitville Road, Washington Blvd/301, Tamiami Trail, and School Ave facing Payne Park. The alternative heights also apply to a band 1200 ft deep as measured from the eastern right-of-way line of N Tamiami Trail, North of Fruitville Road and South of 11th Street. If the regulating plan identifies height limits for certain parcels, then these shall be considered the "height limit before density bonus."

**The alternative heights at each tier for DTC apply only to the hatched area in Map "DTC parcels where alternative height limits apply for density bonus Tiers 1-4"

%%% see map where height bonus is available

DRAFT

- **Complete Walking Audits & Group Feedback sessions**
- **Citywide Maps September 2015**
- **Comprehensive Plan Recommendations Fall 2015**
- **Code Modules & Group Stakeholder sessions, August thru November**
- **Draft Code January 2016**

SARASOTA RETAIL MARKET STUDIES SUMMARY - Four Commercial Districts



Figure 1: Bird's-eye view of the four Sarasota study areas and the neighboring area.

Executive Summary

This study finds that the four Sarasota study areas can presently support 256,500 square feet (sf) of additional retail and restaurant development, generating over \$90.1 million in new sales. By 2019, continued economic development coupled with income growth will increase demand to support 300,100 sf of total commercial growth, generating up to \$118.5 million in sales. The demand could be absorbed by existing businesses or with the opening of 90 to 130 new restaurants and retailers.

Study Area	2014 Supportable Retail SF	2014 Estimated Retail Sales	2019 Supportable Retail SF	2019 Estimated Retail Sales	No. of Stores
Downtown	96,300 sf	\$35.1 million	113,900 sf	\$46.7 million	35 - 50
St. Armands Circle	74,100 sf	\$30.0 million	80,300 sf	\$36.8 million	27 - 36
Rosemary District	49,500 sf	\$15.1 million	63,400 sf	\$22.1 million	17 - 28
MLK Corridor	36,600 sf	\$9.9 Million	42,500 sf	\$12.9 Million	14 - 17

Sarasota is a well-established city 60 miles south of Tampa on Florida's Gulf coast. Renowned for its impeccable beaches and favorable climate, the area experiences significant tourism and a seasonal rise in residents during the winter months. Combined with a stable population and nearby workforce, the Sarasota study areas have the opportunity to supply needed goods and services to a wide variety of year-round consumers and visiting shoppers.

Sign Module & Shopfront Stakeholder Sessions at Selby Library



Multi-Modal Transportation

Sarasota City Plan