ADOPTED

CITY OF
SARASOTA
DOWNTOWN MASTER PLAN
2020

Prepared by Duany Plater-Zyberk & Company - October 25, 2000
Adopted with Revisions - January 22, 2001 - Resolution No. 01R-1336

The Downtown Master Plan was prepared for the City of Sarasota by the town planning firm of Duany Plater-Zyberk & Company in conjunction with Cardinal Carlson + Parks, Hall Planning & Engineering, and James Moore. The plan provides detail to many of the ideas that were presented by Andres Duany at the conclusion of a well-attended design charrette held from April 25 through May 2, and further refined and modified during a series of public meetings held on August 8 through August 24, 2000. Duany said, "This new plan is built on earlier plans for the Downtown, including those of 1983, 1986 and John Nolen's plan of 1925. The main contribution of this Master Plan is an increase in precision, the assignment of priorities, and the provision of tools for implementation – specifically a new zoning code. Sarasota is a relatively young city, somewhat like an awkward preadolescent. This plan and zoning code will provide the guidance and discipline for the City to gradually blossom into a period of graceful adulthood."

Major themes in the new plan are:

- Connecting the Downtown to the Bayfront;
- A System of Walkable Streets;
- A Balanced Transportation System;
- Walk-to-Town Neighborhoods;
- Civic Improvements; and
- Strategic, Pragmatic Implementation.

Connecting the Downtown to the Bayfront: This old idea is given the means to become reality in the new plan through a series of actions to eliminate the barrier of existing high-speed traffic on US 41. The official designation of US 41 would move to Fruitville Road north of Downtown and to US 301 on the east. Existing US 41 between Gulf Stream Avenue and US 301 would be converted into a street designed for slower automobile traffic and somewhat lower traffic volumes. Along this redesigned bayfront road intersections (labeled "sleeves" in the plan) would be built at Oak Street, Ringling Boulevard, Main Street and First Street to allow for easy and inviting pedestrian crossings. The sleeves are comprised of buildings, streetscape and traffic control – all designed to provide for inviting pedestrian crossings. To provide more reasons to walk to the Bayfront the conceptual proposal provides for a community "gathering place," a public plaza, and consideration of a variety of limited but not permanent commercial activites.

A System of Walkable Streets: The Master Plan recognizes that attempting to make all streets inviting for pedestrians would only lead to all streets being mediocre at best. A careful system of "A" Streets with a pedestrian emphasis and "B" Streets with an automobile emphasis has been designed. "A" Streets include Main Street, Ringling Boulevard, Palm Avenue and parts of First Street. Also included are Central Avenue, Osprey Avenue and East Avenue – all of which connect "walk-to-town" neighborhoods to the Downtown. The Code prescribes in considerable detail the qualities that "A" Street buildings and adjacent sidewalks must have to be inviting to pedestrians.

A Balanced Transportation System: Pedestrians and bicyclists needs are balanced with those of automobiles in the new plan. This requires a design for slower, but efficient, car movement on "A" Streets. Four roundabouts are proposed - at exiting US 41 and Gulf Stream Avenue, at US 41 and Fruitville Road, at US 301 and Fruitville Road, and at Ringling Boulevard and Pineapple Avenue. Roundabouts have proven to be very successful at moving traffic and reducing accidents in other communities. A relatively new roundabout in Clearwater, Florida handled 58,000 cars in a high peak day this past spring. A recent report by the Insurance Institute for Highway Safety concludes that roundabouts are considerably safer than signalized intersections. The plan also includes a system for bicycles and a long-range program for structured parking.

Walk-to-Town Neighborhoods: This Master Plan provides detail for continued improvement of the Rosemary Neighborhood, the Gillespie Park Neighborhood, and the portion of Park East Neighborhood west of Shade Avenue. Each neighborhood plan includes a neighborhood open space and compatible infill housing. Pedestrian connections are provided to Downtown Proper via Central Avenue, Osprey Avenue and East Avenue. At the intersection of each of these special streets and Fruitville Road "sleeves" are proposed to ease the crossing of pedestrians. Sixth Street is designed to provide a pedestrian connection through all three neighborhoods to a new public space at the Bayfront.

Civic Improvements: A new City Hall in an expanded Federal Building at Ringling Boulevard and Orange Avenue is among the proposed civic improvements. Others include a new park west of US 301 at Ringling Boulevard, a redesigned Lemon Avenue Mall and civic structures for the "walk-to-town" neighborhoods. Each of these civic amenities is carefully located to play a prominent urban design role and to efficiently fulfill its function.

Strategic, Pragmatic Implementation: Many plans have failed (to varying degrees) in the past because of their lack of attention to implementation. This Master Plan provides a capital improvements plan, a list of public/private initiatives and recommendations for other administrative actions. Since most of the construction will be done by the private sector, a new zoning code will play a critical role in shaping Downtown. Care will be taken to respect property rights while at the same time requiring building designs which meet critical public needs such as providing pedestrian friendly street frontages on "A" Streets. The list of capital improvements includes a wide variety of civic improvements funded by various existing governmental programs. Public/private projects include a new grocery store to provide a mid-Main Street anchor near Main Street and Osprey Avenue and the proposal of several private buildings on land currently owned by the City. Administrative actions include recommendations for the structure of the City's redevelopment program.

Copies of the Downtown Master Plan and Code are available at the City's Planning Department in room 302 A City Hall.

SCOPE OF THE MASTER PLAN

The City of Sarasota sits on the Gulf Coast of Florida, approximately sixty miles south of Tampa. The City, which includes St. Armand's Key, is a bit less than ten square miles in area and is home to approximately 50,000 permanent residents. The City of Sarasota is the major business center for a three county area, and the government center for Sarasota County. The City is home to several colleges and universities, including the Ringling School of Art & Design, USF-Sarasota, and New College. The City has a significant population of well-to-do retirees, and has the highest concentration of art galleries, per capita, of any city in the country. Ironically, Sarasota also has a substantial number of low-income residents, experiencing a "barbell" effect with concentrations of population at both ends of the economic spectrum.

The assigned Study Area for this Master Plan includes the Downtown Proper, two waterfront districts and several adjacent neighborhoods; the overall scope comprises a little more than 1.5 square miles in area. While this is only a small percentage of the overall City, this area is the urban core for the entire region. The core is surprisingly diverse, including over 4,400 dwelling units, nearly 5 million square feet of office space, nearly 1.5 million square feet of retail uses, and approximately 500 hotel rooms.[1] The Study Area also contains the highest concentration of civic and cultural facilities.

Since 1983, at least eleven distinct planning efforts have focused in whole or in part on Sarasota's urban core. Beginning with the Regional/Urban Design Assistance Team (R/UDAT) sponsored by the American Institute of Architects that arrived for an intensive charrette in November 1983, and continuing to the "Financial Sustainability Study" which was completed in November 1998, almost every aspect of the Downtown has been reviewed, updated, revised and master planned. Individual elements of the eleven studies have been implemented, some with considerable success. In other instances, a "failure of nerve" prevented recommended plans from being adopted and acted upon. Despite all the activity, effort and money spent, however, the current character, ambience and vitality of the Downtown Proper and nearby neighborhoods remain uneven.

This study originates with the City's need to update its Community Redevelopment Area (CRA) Plan, also known as the Downtown Sarasota Master Plan for Tomorrow. The contracted product of the study must include a "written and graphically illustrated plan for building form, land use, public open spaces, pedestrian circulation, vehicular circulation and parking." The study must also include "recommendations for implementation including revisions to the Land Development Regulations (LDRs), a capital improvement program for public improvements, and a plan for strategic public/private initiatives." This Downtown Master Plan will serve as the official CRA Plan, and additionally expands the study area to include the Gillespie Park Neighborhood and a portion of the Park East Neighborhood.

PROCESS

The team of Duany Plater-Zyberk & Company (DPZ), in conjunction with the local architecture firm Cardinal Carlson + Parks, and allied consultants (Rick Hall and Matt Noonkester, Hall Planning & Engineering, Inc., and James Moore, PhD, AIA) brings a unique perspective to this project, both in philosophy and in approach. The underlying philosophy is simple: urban centers must be revitalized by being made urban. They must be unique locations within their regional context. They must be mixed in use, cohesive in terms of architecture, and they must orient themselves towards creating vibrant 24-hour pedestrian environments. Anything less represents failure.

Procedurally, DPZ believes in the efficacy of the public process, particularly when structured within the framework of a design charrette. This intensive week- to ten- day long event brings together a core group of experts to interact with the community at all levels, to study and assess the existing situation, to review short and long term goals, to absorb suggestions and recommendations, and to represent all of these as plans and ideas for daily review.

The charrette that helped create this Master Plan took place for over eight days, and facilitated participation by citizens, business and political leaders, and government officials. During the course of these workshops and meetings many ideas and notions surfaced and were discussed. The team was left with the sense of a City that is eager to see its Downtown come back to life, but uncertain as to how best to proceed, and suffering from the lack of both a unifying vision and a unifying ethos.

This Master Plan looks to address both the specific issues that were listed as part of the original charge, and the more abstract issues that emerged during the course of the charrette and subsequent work sessions. To do this, a number of premises were put forth, and it is under these premises that this Master Plan has evolved.

PREMISES OF THE MASTER PLAN

- This Master Plan is built upon the prior plans prepared for the City of Sarasota specifically those of 1983 and 1986, the 2040 "vision" plan, and John Nolen's master plan of 1925, which was never fully implemented. The main contribution of this Master Plan is an increase in precision, the assignment of priorities, and the provision of tools for implementation.

- This Master Plan is for the year 2020 and the recommendations that may be impossible in the short term are often viable in the long term.

- The City of Sarasota will grow as a result of its many desirable attributes, both natural and cultural, which will attract its allotment of the projected national growth of 60 million Americans and 77 million cars within a 20-year period.

- The process of redevelopment should be made predictable, as much as possible, so that it consumes less of the public discussion and so that the investment of the private sector serves as the engine to build out the intentions of this plan.

- The 125 million dollars projected to be raised through Tax Increment Financing (not including the whole Study Area) will be used to supplement the private sector in achieving those intentions of the plan that are not feasible entirely through private sector investment.

- The contradiction in the motto of Sarasota "A city of urban amenities with a small town feeling" can be resolved by this plan. This can only be achieved with an urban Downtown Proper surrounded by small town neighborhoods, so both environments are available and neither is compromised.

- The problem of traffic congestion can never be solved, but the Master Plan can provide the viable alternatives of walkable streets, bicycle routes, and transit options.

- The twenty year time span of the plan, while long, is not sufficient to refurbish the entire Downtown Proper and the surrounding neighborhoods, and that those streets most important to the support of pedestrian life will be given priority in investment.

- The history of Sarasota is likely to be measured in centuries; it is incumbent to reserve sites for civic buildings, civic spaces, and municipal parking structures that may prove necessary only after the window of this Master Plan has closed.

- It is essential to recapture the lost vision of a waterfront city and to recover the access to the bay that has been lost by citizens in general, except for those in the front echelon buildings.

- The neighborhoods that surround the Downtown Proper are essential complements to it; they should be subject to the same degree of care, planning, and investment as the Downtown Proper that has, to date, received the majority of the attention.

- The Downtown Proper and the three inner-city neighborhoods, Rosemary, Gillespie Park, and Park East form an integral part of the pedestrian experience and they must be conceived of as a single sector without losing their respective character.

- Certain thoroughfares providing regional capacity, such as Washington Boulevard (US 301), Fruitville Road, and US 41, while incapable of becoming pedestrian-oriented throughout their length must, at selected locations, give priority to the pedestrian crossing to the Downtown Proper.

- Developers have certain vested rights according to the existing codes and these rights, while not withdrawn, must be strictly enforced and shorn of bonuses.

- A successful city is in a continual state of change and no building is permanent. This Master Plan takes change into account so that many buildings that are present today are likely to be replaced

according to the provisions of this Plan. Historic buildings and districts contribute to the unique quality of Sarasota and should be preserved and will be addressed in the *Sarasota City Plan* Historic Preservation Chapter.

• The elements that create a pedestrian environment are known to be the combination of building use, building frontages, streetscape, and traffic design and that all must be executed in a cross-departmental process.

1 These statistics provided by the City of Sarasota.

HOW TO USE THIS PLAN

The 2020 City of Sarasota Downtown Master Plan is a record of a new way of thinking about and approaching urban planning and development, one that conceives of public action as an ongoing and evolving process, just as the growth of a city is ongoing and evolutionary.

The printed text that follows is a snapshot of the status of the Master Plan in the year 2000. It sets forth actions, designates responsibilities, and suggests the sources of funding that will be necessary to change the Downtown and bring the 2020 Plan into being. The document includes administrative actions, changes in government procedure and legislation, proposals for public action, and proposals for private action. Some recommendations are already underway and will be executed in the upcoming months. Others will have to wait until conditions allow their implementation. Wherever possible, the document tries to indicate how current conditions will have to change in order to facilitate this implementation.

Because conditions and circumstances will change and change again during the twenty-year window of this plan, the document is contained in a three-ring binder that makes it easy to add, remove or replace pages as necessary during this process.

The document is presented in terms of general issues and specific projects. Often, projects and issues are linked and some repetition may be found. Projects are presented in a consistent format throughout the document. Each project is given a title and a project number. Where applicable a photo of existing conditions is shown, with a caption. This is followed by a statement of general **Observation** that summarizes the conditions as found and highlights particular problems. This observation is expanded upon in the **Discussion**. Finally, the Project is summarized with a specific **Recommendation** in which a directive is put forth. These directives, in turn, are included as part of the implementation strategy outlined in the Implementation Matrix found at the end of the document.

With the exception of maps regarding street types, pedestrian connections, destinations and sleeves, the graphics included in this Plan are intended to illustrate general concepts, or illustrations of implementation alternatives, but are not intended to mandate development in accordance with the graphic depicted. With regard to implementation of the Plan, the goals, objectives and principles outlined in the Plan are of primary importance.

THE COMPONENTS OF THE PLAN: URBAN STRUCTURE

This Master Plan addresses the entirety of the assigned Study Area; this, in turn, comprises the existing Community Redevelopment Area plus two neighborhoods that are slated to become part of this Area. Within this document, the terms "Downtown," "Downtown Sarasota," or "City of Sarasota Downtown," are used interchangeably, and refer to the entire Study Area. The term "Downtown Proper" refers to a defined subset of the Study Area, and is discussed in greater detail later in this section. All the terms used in the document have specific meanings; these are defined in greater detail further on in this section.

The Components of the Master Plan include:

DISTRICTS: Districts are areas within the City that are specialized for one primary use or activity. The Districts in this Master Plan include the Waterfront District and the Cultural District, both of which are located on the western edge of the Study Area, between US 41 and Sarasota Bay.

THE WATERFRONT DISTRICT: The Waterfront District lies west of US 41 and extends to Sarasota Bay. It is bounded to the south by the John Ringling Causeway and to the north by the extension of 6th Street (Boulevard of the Arts). This district includes a great deal of upscale high-rise condominium housing, the Hyatt Hotel, the Quay mixed-use retail/office development, and several smaller hotels. A 270-room five-star Ritz Carlton Hotel is currently under construction within this district.

THE CULTURAL DISTRICT: The Cultural District lies due north of the Waterfront District, bounded on the east by US 41 and on the west by Sarasota Bay. The northern boundary of this district is formed by Payne Terminal. The District includes several of Sarasota's finest cultural attractions including the Van Wezel Symphony Hall, the Gulf Coast Wonder & Imagination Zone (G.W.I.Z.), the home of the West Coast Symphony, and the Municipal Auditorium. The Tourist Information Center is also located within this district. Much of the district, however, is given over to surface parking to support the various cultural facilities. While an updated plan for US 41 as it passes the District is currently underway, it recommends little more than cosmetic improvements, and does not begin to address the current misuse of this beautiful area of the City of Sarasota.

DOWNTOWN PROPER: The Downtown Proper encompasses an area of approximately 420 acres. It includes a wide variety of uses, but is predominantly commercial in nature, with uses ranging from one-story galleries in original structures to new high-rise headquarter office buildings. Other dominant uses include galleries (according to source materials provided to the consultant team, the City has more galleries per capita than any other city in the United States), restaurants, small-scale retail, and numerous cultural and civic venues including the newly completed Selby Public Library, the Sarasota Opera House, the Florida Studio Theater, the Golden Apple Dinner Theater, and others. A newly completed mixed-use project along Upper Main Street includes a multiplex cinema (twenty screens).

The Downtown Proper is also the home of most City and County government offices. Many County functions are found at the eastern end of Main Street, around the intersection of Main Street and Washington Boulevard (US 301). City functions tend to be clustered closer to Orange Avenue. Currently 40,000 people work in the Downtown on a daily basis.

The Downtown Proper includes a dramatic expanse of waterfront property known as the Bayfront. Despite the current popularity of Marina Jack's restaurant at the edge of the water, this asset can be regarded as under-utilized and will demand rethinking before it can play a larger role within the life of the Downtown Proper and the City as a whole. Historically, Sarasota City Hall sat at the end of Main Street on the edge of the original Bayfront. Subsequent post-War renovations razed this historic structure, broadened the expanse of park at the water's edge, and added a roadway (US 41). While the signage along US 41 mandates 35 MPH speeds, the geometry of the road lends itself to much higher velocities. Currently, the edge of development in the Downtown Proper includes numerous condominium towers that sit along Gulf Stream Avenue, several hundred feet from the water. In between lies a passive green space, US 41, and vast areas of surface parking. Boat slips, restaurants and public open space are found at the water's edge. However, the transition from urban center to water is generally of low pedestrian quality.

The Downtown Proper has approximately 8,008 full-time and 400 seasonal residents. A number of these people live in condominiums, many in the high-rises that face the Bayfront along Gulf Stream Avenue. These residents represent a sizable voting block and hold considerable sway over both day-to-day and long-term developments within the Downtown Proper.

Within the Downtown Proper, the street system is a modified grid pattern, with a great deal of interconnectivity. All streets include two-way traffic, and sidewalks are generally provided. Nonetheless, the overall character of the street frontages in the Downtown Proper is extremely variegated and often of a low quality.

A recurring concern within the Downtown Proper is the provision of parking for workers and visitors. No comprehensive plan exists to coordinate public and private parking, either as it currently exists or might be proposed. Present policies which generally require developers to provide necessary parking on-site are deleterious to the appearance and functioning of the Downtown Proper as a whole. This Master Plan presents a comprehensive approach to the provision of parking within the Downtown Proper that looks to resolve many of the current concerns and help provide the desired pedestrian character.

THE ROSEMARY NEIGHBORHOOD: The Rosemary Neighborhood is the westernmost neighborhood in the Master Plan. It is bounded on the north by Tenth Street, on the south by Fruitville Road, to the west by US 41 and to the east by Orange Avenue. This neighborhood is centered on Central Avenue, and is approximately 137 acres in size. The neighborhood incorporates a range of uses,

including an historic cemetery, a charter school, a public housing project and a small commercial core. The neighborhood has a population of approximately 1,003 people. The westernmost part of the neighborhood located between US 41 and Cocoanut Avenue is the site of the current Renaissance Towers development project. This mixed-use project will include two high-rise residential towers (one apartment tower, one condominium tower) and a range of lower-scale residential and commercial uses on a ten-acre site with excellent views to Sarasota Bay. This project, when completed, will dramatically change the demographic and economic make-up of the neighborhood, so care must be taken to integrate the new development seamlessly into the older, more established areas to the east, and to prevent the new project from being perceived as a walled and gated fortress. Central Avenue, the historic commercial core of this neighborhood, still retains some of its traditional ambience and uses. The public housing project, Cohen Way, is currently being debated for renovation, redevelopment or removal.

THE GILLESPIE PARK NEIGHBORHOOD: The Gillespie Park Neighborhood is approximately 127 acres in size. Like Rosemary Neighborhood, Gillespie Park Neighborhood is bounded on the north by 10th Street and to the south by Fruitville Road. It shares its western boundary, Orange Avenue, with Rosemary Neighborhood, and its eastern boundary, Washington Avenue (US 301), with Park East Neighborhood. This neighborhood focuses on the 10-acre Gillespie Park, which is located in the central northern part of the neighborhood. Primarily residential in character, and somewhat less diverse than either of its adjacent neighborhoods, Gillespie Park Neighborhood still contains a variety of uses. It has population of approximately 1,274 people.

Some residents worry about commercial encroachment from the south along Fruitville Road. At present, the blocks that link the neighborhood to Fruitville Road are relatively narrow and may or may not include a central alleyway. The buildings on the northern side of the block, fronting Fourth Street tend to be residential in scale, and many remain as single-family homes, although some have changed their uses. The development on the south side of the blocks, facing Fruitville Road, is much more variedwith some properties used as homes, but many others for commercial uses. Many buildings are missing in order to accommodate surface parking. The Master Plan provides explicit guidelines for developing these blocks in order to optimize their locations along Fruitville Road without negatively impacting the generally solid residential enclaves immediately to the north.

THE PARK EAST NEIGHBORHOOD: Due east of Gillespie Park is the Park East Neighborhood, bounded on the north by 12th Street, the south by Fruitville Road, the west by Washington Boulevard (US 301) and on the east by Tuttle Avenue. A lightly-used railroad right-of-way bisects this neighborhood from north to south. This neighborhood displays the greatest diversity in terms of character and use, ranging from near-rural residential conditions at the center, to light industrial at the northern edge, and somewhat more mixed residential to the west. Park East is the largest of the three walk-to-town neighborhoods, encompassing 163 acres and containing approximately 1,034 people. East Avenue forms the primary pedestrian corridor for this neighborhood, linking the residential areas of the neighborhood to Payne Park south of Main Street.

TRANSPORTATION: Currently, transportation issues, including parking, dominate the concerns of many with respect to the Downtown. The Downtown, in turn, gives far too much consideration to the needs of automobiles and far too little to other transportation alternatives, including walking. The Master Plan addresses many of these issues including the need to rethink the carrying capacity of some major vehicular routes including, in particular, US 41. The Master Plan also organizes all streets within the Downtown and the adjacent neighborhoods as either "A" or "B" Streets. "A" Streets are oriented towards the needs of the pedestrian, and the design of the street and of adjacent developments, and the functioning of the street, support this orientation. "B" Streets, on the other hand, are allowed to serve as support for the "A" Streets, and many "B" Streets will remain essentially unchanged in character. The Master Plan also looks at increasing the functional utility of the existing trolley system and the existing bus routing, and explores the opportunities to make the Study Area far more useful for bicyclists. In addition, the Plan presents a comprehensive development program for ensuring the provision of adequate parking within the Downtown and adjacent neighborhoods without harming the pedestrian character and scale that citizens are demanding.

INFILL ARCHITECTURE: The Master Plan suggests a wide range of options for adding residential development within the Downtown Proper and the surrounding Neighborhoods. Within the neighborhoods, proposed prototypes complement the existing urban scale and architectural fabric, and include a range of mixed-use opportunities, including live-work options.

COMMERCIAL DEVELOPMENT: The Master Plan addresses future development on two fronts: within the Downtown Proper, and within each of the three Neighborhoods. Within the Downtown Proper, the Plan points out the significant failings of the current zoning in that it allows the creation of an environment that is far denser and overbuilt than anyone currently desires or needs. The Master Plan proposes allocating particular uses to appropriate locations within the Downtown Proper, with incentives that rewards future developers for maintaining a low- to mid-rise scale for their projects. The Master Plan suggests ways to strengthen the emphasis on pedestrian scale retail and restaurant uses along certain corridors such as Main Street and Palm Avenue. The Master Plan also suggests a broad based public program to develop parking structures; this program coordinates with other forms of private sector development.

REDEVELOPMENT STRUCTURE: The Master Plan outlines a structure for guiding and overseeing the development of its various elements across the assigned twenty-year life span.

IMPLEMENTATION AND MANAGEMENT: This section summarizes the scope, timing and responsible parties associated with each of the recommended projects presented within the Master Plan.

CODES IN GENERAL: One of the attributes of a great urban center is the generally high quality of its street frontages. Urban centers enhance and optimize the pedestrian experience, making it a joy to move about on foot. Both the Downtown Proper and the adjacent neighborhoods bear little witness to this condition. Street design is haphazard, fragmented and often quite suburban in character. The Master Plan contains a detailed explanation of the full range of possible frontage types as well as an in-depth analysis of all of the frontages throughout the Study Area. Redesigning and redeveloping these frontages will be a key element in the upward revitalization of the Downtown as a whole.

The Master Plan proposes replacing existing zoning codes for the Study Area with new codes based on these frontage analyses, the principles of creating mixed-use pedestrian-friendly urban places, and a recognition of the need to promote new forms of infill development.

THE NEXT STEPS

Some of the projects recommended in this Master Plan are already underway. Others will be initiated in short order. It is critical, however, to focus public support for those crucial projects that are not yet fully viable or for which the timing or circumstances are not yet optimal. This Master Plan outlines a twenty-year program of development, and needs to be nurtured as such. Picking off easy-to-accomplish projects at the outset, and then hoping that these initial efforts will be enough to carry the remainder of the program is not only an ineffective strategy, but it can also doom the entire Master Plan to failure.

On the other hand, as the recommendations in this Master Plan begin to be implemented, Downtown Sarasota will once again assume its role as the urban center of the City of Sarasota and Sarasota County. Main Street will once again become a thriving retail and entertainment destination. The Bayfront will once again be connected directly into the fabric of the Downtown and will be greatly enhanced as a focus for public activities and events. The burgeoning galleries and other arts-related establishments will be complemented by related retail and commercial activities. Additional civic and cultural centers will draw more and more people into the Downtown for increasing numbers of events, and increased residential opportunities both within the Downtown Proper and within the related "walk-to-town" neighborhoods will offer a wide range of options for people to live within the urban core. As all of these projects slowly come into being, the Downtown will begin to re-establish itself as lively, diverse 24-hour center for the community.

NOTES ON THE MAKING OF THE PLAN

The City of Sarasota Downtown Master Plan arose from a widespread perception of the need to comprehensively readdress the future of Downtown and the nearby neighborhoods. The City of Sarasota, led by its Planning Department, earmarked the funding and then put forth

the request that led to the engagement of Duany Plater-Zyberk & Company. With DPZ, the City knew that the Master Plan would conscientiously reflect the philosophies and principles of New Urbanism.

To prepare for the design charrette, a total of twenty meetings were held with business, neighborhood and civic groups, to discuss the planning process and to organize issues critical to its success.

City staff and others worked diligently to ensure that the design charrette itself would be comprehensive and all-inclusive, putting together fifteen public meetings over the span of eight days. Every one of these meetings was attended by far more people than the planners had originally anticipated, and every meeting went on far beyond its allotted time.

Many people contributed to the intensity and comprehensive nature of these meetings, and deserve to be recognized.

PREVIOUS PLANS

R/UDAT (1983) and **Downtown Master Plan for Tomorrow** (1986): Kerry Kirschner, Mary Kumpe, Bob Lindsay, Lou Ann Palmer, Frank Folsom Smith, Ron Spector, Jack West.

Rosemary District Plan (1994) and **Sarasota 2040** (1994): David Gjertson, Bruce Franklin, Nan Plessas, Jane Robinson, Paul Thorpe, Pam Truitt.

Financial Sustainability (1998) and **Sarasota City Plan** (1998): Doug James, Michael Taylor

Neighborhood Action Strategies (2000): Department of Neighborhood Development

DEVELOPMENT PROPOSALS

Bayfront Cultural Corridor Proposal: Bob Roskamp, Gary Hoyt

Palm Avenue Mixed-Use Proposal: Vern Buchanan, Tom Cardinal, Bill Dooley, Jack Imperatore, Robert Morris

Wynnton Group Proposal: John Harshman, David Kitchens, Ken Klebanoff, Bob Schiffman

Klauber Proposal: Murf Klauber, Albert Alfonso

The Quay Developments: Rene Gareau, Jeff Taylor, Richard Gillett

PUBLIC OFFICIALS

City Commission: Gene M. Pillot, Mayor, Albert F. Hogle, Vice Mayor, Mollie C. Cardamone, Carolyn J. Mason, Mary J. Quillin

Planning Board: Robert Kantor, Chair, Devin Rutkowski, Vice Chair, Robert Lindsay, Lou Ann Palmer, Sandra Vaughn

David R. Sollenberger, City Manager

Richard Taylor, City Attorney

Billy E. Robinson, City Auditor and Clerk

Sarasota County: Ray Pilon, Chair, Board of County Commissioners, Nora Patterson, Vice Chair, Board of County Commissioners, Ferrold Davis, Chair, Planning Commission, Jim Ley, County Administrator

TRANSPORTATION

Dennis Daughters, Jay Goodwill, John Dart, Bob Einsweiler, Bruce Franklin, Joel Freedman, Mark Gumula, Mike Guy (MPO), Sharon Katzman, Kerry Kirschner, Katie Moulten, Frank Folsom Smith, Richard Storm, Pam Truitt

DEVELOPMENT AND ECONOMIC FEASIBILITY

Karen Cowgill, Dick Dickinson, Christine Jennings, Rodger Hettema, Mark Kaufman, Steve Kunk, Karen Mattison, Andrew Marcus, Charley Murphy, Pierro Rivolta, Ray Sandhagen, Michael Saunders, Ron Spector

RETAIL AND ENTERTAINMENT

David Band, Heather Dunhill, Jack Fehily, Gary Hoyt, Charles Kuykendall, Doug Liberatore, Dick Lobo, Steve Long, Pat Richmond, Joe Terrone, Paul Thorpe, Marcia Woods

THE BAYFRONT

Carl Abbott, Lillian Burns, Jack Cavanaugh, Bill Couch, Kevin Daves, Douglas DiVirgilio, Elaine Kolm, Meg Lowman, Renee Pastor, Thomas Peter, Tom Ray, Bob Soran, Tim Siebert, Georgina Strauss, Bill Strode

WALK-TO-TOWN NEIGHBORHOODS

Bruce Balk, Pat Ball, Manny Calvo, Leon Campbell, Bob Fletcher, Virginia Haley, Linda Holland, Don Lawson, Alex Lancaster, Jim McIntosh, Bill Mitchell, Larry Thompson, Tod Sweet, Sandra Vaughn, Jennifer Wilson

DEVELOPMENT REVIEW COMMITTEE

David Baber, Glenn Bliss, Buster Chapin, Sam Freija, Dale Haas, Shelley Hamilton, Mark Hess, Timothy Litchet, Deborah Marks, Duane Mountain, Karin Murphy, Sandra Newell, James Pinkney, Debra Rossnagle, Sarah Schenk, Peter Schneider, Rick Winters

LAND DEVELOPMENT REGULATIONS

Dan Bailey, John Browning, Michael Furen, Mark Hess, Sam Holiday, Bill Merrill, Lou Ann Palmer, Steve Rees, Devin Rutkowski, George Massarantani, Javier Suarez, Mark Smith, Michael Taylor

Within the City, the development of this Master Plan was diligently overseen by a great many staff members including: David Sollenberger, City Manager; Jane Robinson, Director of Planning & Development; Dennis Daughters, City Engineer; Greg Horwedel, Director of Neighborhood Development; and William Hallisey, Director of Public Works. John Burg, Chief Planner served as the Project Manager. Patrizia Barbone from the Neighborhood Development Department provided valuable input on the walk-to-town neighborhoods.

DPZ CHARRETTE TEAM

Andres Duany, Galina Tahchieva, Michael Watkins, Jeff Speck, Maximo Rumis, Marina Khoury, Robert Alminana, Seth Harry, Michael Morrissey, Debra Rodgers.

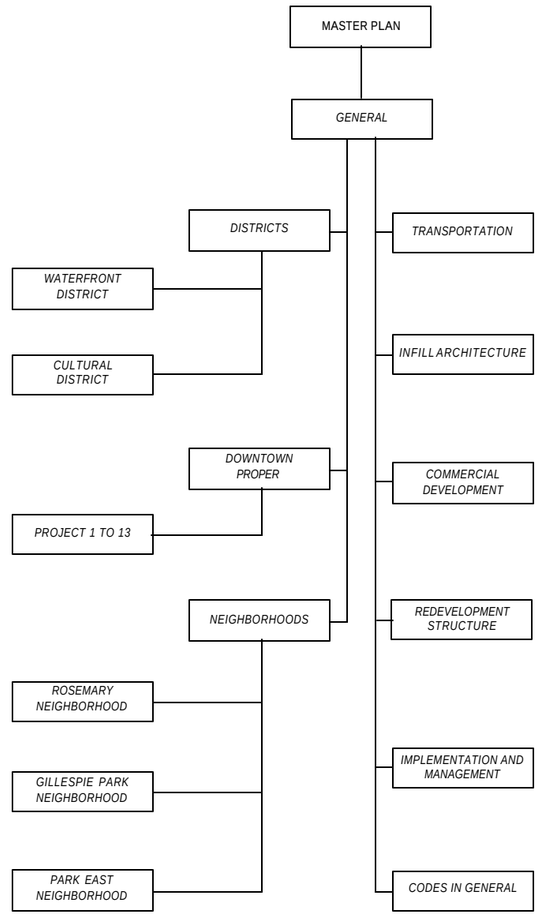
DPZ CONSULTANTS

James Moore, AIA, PhD

Rick Hall and Matt Noonkester, Hall Planning and Engineering

Tom Cardinal and Anthony Ashford, Cardinal Carlson + Parks

Andres Duany leads discussion at one of the charrette's numerous public workshops



AERIAL VIEW

The aerial photograph to the right and the figure/ground drawing on the next page depict the study area for the City of Sarasota Downtown Master Plan. This area of approximately 1.5 square miles is bounded on the west and southwest by Sarasota Bay, and includes the beginning of the Ringling Causeway leading to St. Armand's Key and the Gulf of Mexico. The Master Plan includes all of the existing Community Redevelopment Area, as well as Gillespie Park Neighborhood and a portion of Park East Neighborhood.

The Study Area is defined by a predominantly orthogonal street system, generally oriented north-south and east-west. The typical block at the center of the Downtown is approximately 210 feet in the north-south direction and 420 feet in the east-west direction. These relatively small block sizes accentuate the positive pedestrian character that is possible throughout most of the Study Area. The size and interconnected nature of the blocks also facilitate the smooth flow of vehicles by providing multiple options for reaching particular destinations.

The overall street pattern is an interrupted grid, with occasional larger blocks breaking the continuity of smaller typical blocks. Many, but not all, blocks, particularly those closest to the center of the study area, include central alleyways, most of which are still in use. These provide an excellent way to service buildings without interrupting the building frontage on the primary streets.

The orthogonal block pattern is distorted at the water's edge along the Bayfront, where a second pattern exists, generally oriented to follow the shoreline. The streets here form a two-block deep "fan" that intersects with the regular Downtown grid at Pineapple Avenue. This intersection creates a number of unique conditions, generally forming triangular blocks. Some of these are developed with structures; others are set aside and used as parks or other forms of open space.

The primary north-south streets, moving west from the Bay include US 41 (sometimes referred to as North Tamiami Trail), Central Avenue, Orange Avenue, Lemon Avenue, Osprey Avenue, and Washington Boulevard (US 301).

The primary east-west streets, moving south from the northern boundary of the study area include 10th Street, 12th Street, 6th Street, Fruitville Road, Main Street, Ringling Boulevard and Mound Street. This last road varies significantly from the pattern of surrounding streets, snaking its way from the Bayfront north and east to intersect with US 301 before continuing due east outside of the Study Area.

Fruitville Road is the primary route for automobiles entering and exiting the study area, providing a direct link to I-75, approximately seven miles to the east. The northern edge of the Study Area is formed by three discrete residential neighborhoods. (A fourth residential neighborhood, Laurel Park, defines the southern edge of the Study Area, although the neighborhood itself is not part of this Master Plan.) The Bayfront edge is also primarily residential in character; condominium towers line the edge of Gulf Stream Avenue which runs parallel to US 41 and the water.

This City of Sarasota Downtown Master Plan 2020 also serves as an update to the City's Community Redevelopment Plan. The Downtown Master Plan includes a somewhat larger area because at the beginning of the planning effort expansion of the Community Redevelopment Area was considered and because it makes sense to coordinate planning with adjacent areas in need of redevelopment.

The Community Redevelopment Area is shown below. The larger study area and its planning sub-areas are shown to the right and on page II-1.3 of the Plan.

Requirements and limitations outlined in Chapter 163, Part III, Florida Statutes pertain to the Community Redevelopment Area. Tax increment revenues can only be expended on projects located within the Community Redevelopment Area. Thus the Implementation and Management Chapter of the Plan differentiates capital projects within the Community Redevelopment Area from those outside the boundaries.

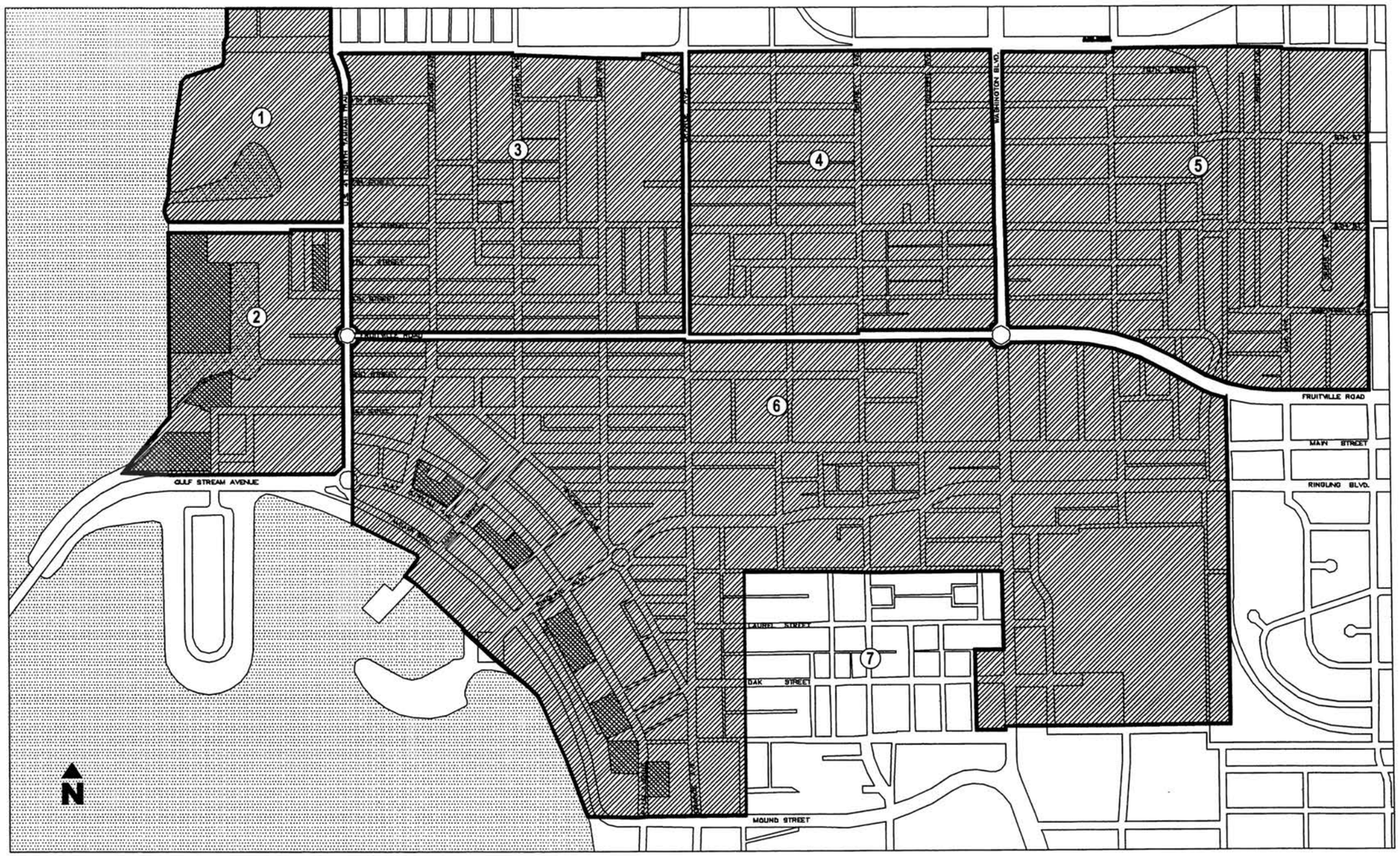
COMMUNITY REDEVELOPMENT AREA

URBAN STRUCTURE - THE COMPONENTS OF THE PLAN

The Downtown Master Plan encompasses three "walk-to-town" neighborhoods, two Districts and the Downtown Proper, which is a distinct subarea of the Master Plan. This entire area is sometimes referred to within the Master Plan as "Downtown Sarasota" or simply "Downtown."

The Downtown occupies nearly two square miles, forming the heart of the 9 1/2-square mile City of Sarasota. The Laurel Park Neighborhood, which lies directly south of the Downtown Proper and is surrounded on three-sides by the Study Area, is not included within the scope of this project. At various times, however, this Master Plan will refer to particular items found within the Laurel Park Neighborhood, or to the entire neighborhood itself.

The Bayfront Condominium Association is shown in the Waterfront District and the Downtown Proper.



1. THE CULTURAL DISTRICT
2. THE WATERFRONT DISTRICT
3. ROSEMARY NEIGHBORHOOD
4. GILLESPIE PARK NEIGHBORHOOD
5. PARK EAST NEIGHBORHOOD
6. DOWNTOWN PROPER
7. LAUREL PARK NEIGHBORHOOD

BAYFRONT CONDOMINIUM ASSOCIATION

Sarasota, beautifully situated on Sarasota Bay looking westward to the Gulf of Mexico, is prominent among those places of popularity, and its growth has been quite marked. This growth has crowded the hotels, congested the streets, caused a shortage in business, residential, and recreational facilities. The spirit of expansion is everywhere...

Expansion can best be made by means of the city plan. It is with the physical problems of civic growth that city planning is chiefly concerned. These problems are studied in themselves and as related to one another, so that the result is a unity of design. The city plan includes the area undeveloped as well as the built-up sections, presenting a framework over which the city may spread in an orderly and practical manner. It is also a stabilizing influence in development and in property values and as a program for improvements and extensions. A good plan is one which does not attempt to bind the city too far in the future, but is subject to amendment from time to time. It is an encouragement of civic art in that its very design suggests harmony of elements and beauty of form.

Report on Comprehensive City Plan for
Sarasota Florida

John Nolen, City Planner, 1925

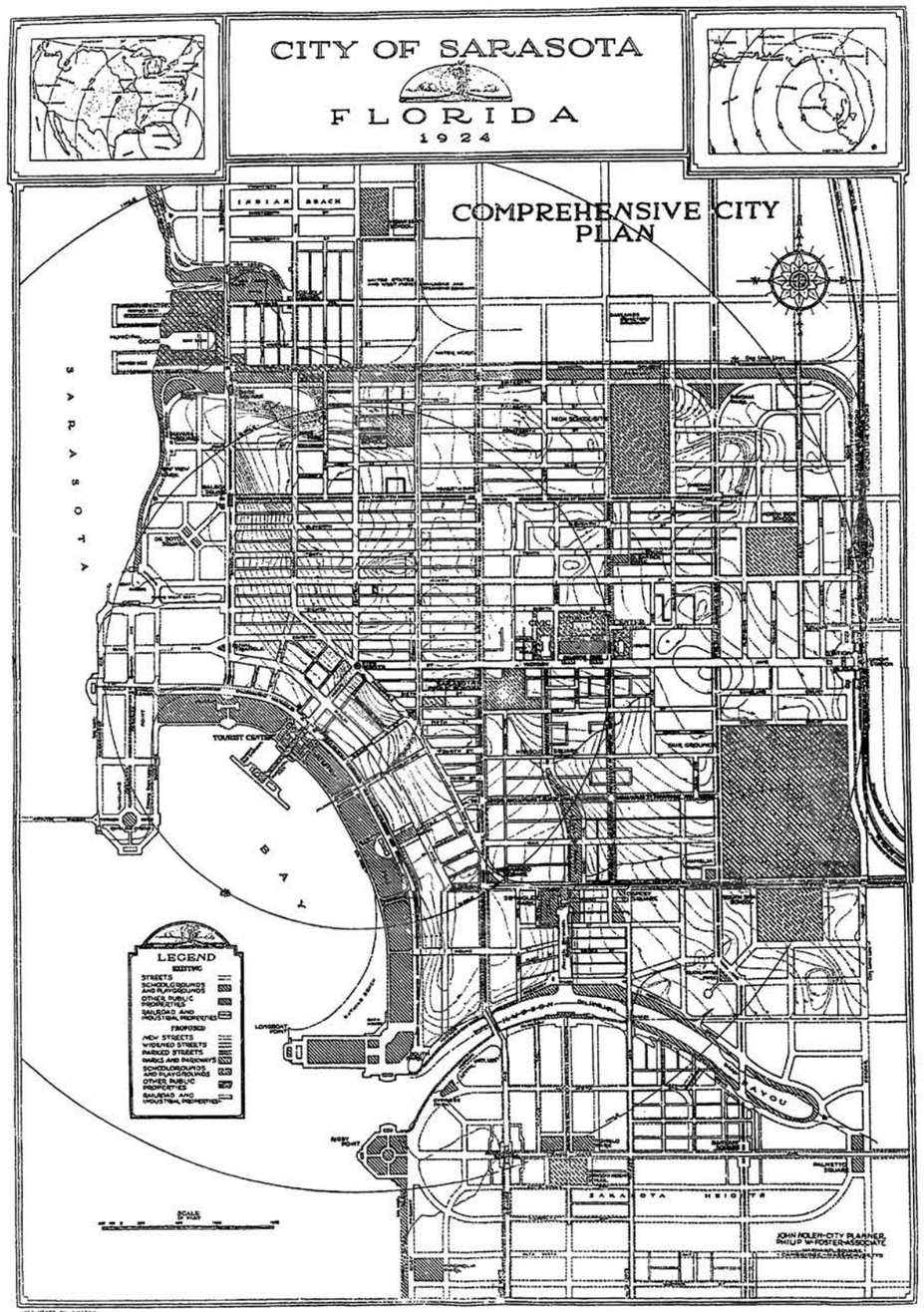
The City of Sarasota was first laid out in 1886 under the direction of Colonel J. H. Gillespie who was influenced primarily by the shoreline of the Bay. The first streets of the City ran parallel and perpendicular to the water's edge at what is now the Bayfront. The first two blocks of the City included Gulf Stream, Palm and Pineapple Avenues. Beyond these initial plats, the surveyor's map took over; subsequent growth occurred on strictly orthogonal blocks, oriented in the four cardinal directions. Growth occurred in fits and starts, generally adhering to the orthogonal framework, but with a variety of block types and sizes.

This incremental growth proved less than optimal with the advent of the automobile and the increasing popularity of the town, initially as a seasonal destination and then as a year-round home. In 1924, the City Council of Sarasota voted to hire the well-known Massachusetts planner, John Nolen, to update and organize the City's growth plan. Ironically, the City that existed when Nolen first visited to map the conditions was not much larger, in total, than the Study Area of the current Master Plan. There was little development north of Tenth Street, or south of Hudson Bayou. Growth was concentrated around the Bayfront and Main Street as it moved perpendicular to Gulf Stream Avenue. The John Ringling Causeway did not exist, and the eastern edge of the City was defined by the rail lines of the Seaboard Air Line Railway. (This railway right-of-way still exists and bisects the Park East Neighborhood.) The original Sarasota Railway Station sat at Lemon Avenue and Main Street, then later at the eastern terminus of Main Street.

Nolen's report was only twenty-five pages in length, including a number of detailed plan drawings as well as various descriptive illustrations. Nonetheless, this slim document presented a vision for the City that was both comprehensive and easily understood. Little of this plan, however, was ever fully implemented. In part, this stems from events entirely unrelated to the Plan or John Nolen. The hurricane of 1926 had a devastating impact on Florida, and the subsequent financial and economic crises brought virtually all development in the state to a halt. In some instances, development did not recommence until after the end of World War II.

Nolen's Plan itself, however, contained a single flaw that may have prevented its successful implementation even if all external factors had been optimal. Nolen trusted in the ability of subsequent planners and developers to both understand and adhere to his illustrative plan. Other than the text and the drawings, he left no specific directions for how to carry out his vision. Given the time that passed between the development of the plan and the next major building boom in the early 1950s, no one who understood the original plan was still in power. In short, the Plan carried no institutional memory, and when Sarasota started to grow once again, the Plan was essentially forgotten.

Similar flaws hobbled numerous other plans that have been devised for the City of Sarasota in intervening years. Clearly, some of the ideas that Nolen outlined in his Plan are neither original nor particularly difficult to understand. Of the plans that have been commissioned since 1984, many arrive at conclusions that are notably similar to Nolen's.



These more recent projects have also foundered because of the lack of institutionalized staying power. In short, the weakness of all the Plans for the City is the lack of any form of coding.

The illustrative Master Plan, which many proposals see as the end of the planning process is, in fact, only the beginning. These drawings lay out a physical vision of what the City can become. The codes, on the other hand, are the rules that must be followed in order for the vision to become real. The codes are, in short, the DNA of a future city. Besides containing a flexible but focused set of rules for achieving the particular vision, the codes are essential because no one can predict the time frame over which a city will develop. For many cities, growth occurs much faster than anticipated, bringing with it all the concomitant problems. For others, however, growth is a slow, incremental process, overseen by dozens, if not hundreds, of different people, each of whom is one step further removed from the original concept. Coding is essential, in part, because cities take so long to reach maturity.

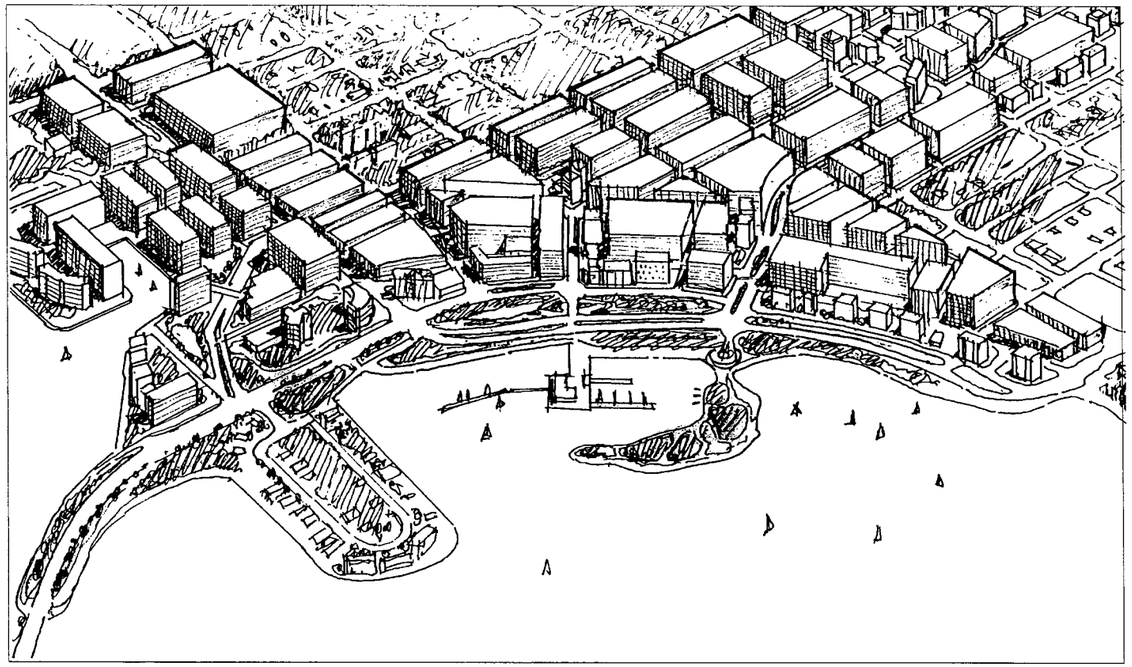
The primary distinction between this Master Plan update and Nolen's original Plan relates to the creation of a transect-based Traditional Neighborhood Code to ensure the correct development of the ideas contained within the illustrations and diagrams. Beyond this critical addition, however, much of this new Master Plan draws inspiration from Nolen's original. Nolen organized his Plan around various "factors of social life." Primary amongst those, he felt, were work, transportation, residence and recreation. Each of these factors created a focus for his Plan. While all were critical, he felt special concern for the primacy of recreation as an element essential to the future success of the City. His concern stemmed from his vision of Sarasota as predominantly a seasonal home for visitors from the north. Similar concerns can be expressed today, as a way of enhancing the year-round livability of the City for the full diversity of all its residents. This is reflected in this new Master Plan by the development of numerous "civic places" throughout the Study Area, and the focus on reconnecting the Bayfront to the Downtown Proper.

Another of Nolen's primary concerns was the relative weakness of the City's transportation planning. With respect to the street layout he noted, "with modern traffic the result of this situation is confusion and congestion. Monotony also follows through lack of distinct differentiation between main thoroughfares and the local streets, both from width and treatment." He recommended that both existing and proposed streets adhere to a hierarchy that correlated size, organization and use to the relative importance of the streets within the overall frame of the City. "The ordinary streets may be classified as Major Thoroughfares with a width of 80 to 100 feet; Secondary Thoroughfares, 60 to 80 feet in width, and Minor Streets, 50 to 60 feet. Special streets should have an individual treatment consistent with their purpose and use."

The issues that confounded Nolen in 1925 exist even today. Hence, the focus of this update on clarifying the Study Area's road network, including extensive analysis of existing Frontages and the designation of "A" and "B" street networks. The essential organization of the Study Area as it currently exists has enormous potential to become a cohesive and functional system that facilitates vehicular movement and at the same time creates a viable and aesthetic system for pedestrians and bicyclists.

Additional sections of Nolen's Plan addressed such critical issues as the appropriate location of schools and playgrounds; the development of a "Civic Grouping" to include a variety of county and municipal buildings; and the redesign and focus of the existing business districts, including, primarily, the central district focused around Five Points and extending up Main Street. Nolen's Plan also included a regional growth program that showed how future development would integrate with the existing City and indicated what mechanisms should be used to decide the appropriate types and locations of new development.

The overriding concerns that Nolen brought to his Plan of 1925 are still germane today as the City of Sarasota looks to revise its Downtown Master Plan for the year 2020. As the nation's economy and demographics evolve, primacy is being placed, throughout the country, on the day-to-day livability of communities as a benchmark of desirability. The concerns that Nolen expressed seventy-five years ago were not fully implemented in the subsequent years. This update looks to build upon Nolen's core ideas, modified to better match today's needs. In addition, Codes will be provided to ensure the gradual and predictable completion of the Master Plan as shown.



Hypothetical Build Out

This graphic depicts the hypothetical build-out of part of the Downtown as allowed by the current zoning ordinance. This ordinance, which is to be replaced, permits buildings throughout the Downtown Proper, as well as in the Waterfront and Cultural Districts, to rise up to 180' or 18 stories for residential structures and up to 100' or 10 stories for commercial structures. This last figure is deceptive, however, inasmuch as the 10 stories of commercial development can be built upon a base that includes ground-level retail and as many levels of parking as needed to make the project economically feasible. These additional factors create a situation in which a permissible commercial office tower is actually closer to 180' than to 100' in height.

The current development provisions create the potential for the hypothetical city shown in the drawing. Note the scale relative to the existing building along the Bayfront. While a city with this density of buildings would be, in the eyes of most citizens, an undesirable situation, the entitlements of property owners cannot be easily rescinded. In reality, it is not likely that every block will be developed to maximum density. Rather, individual blocks, depending on varying conditions such as location, ownership, current use, financial opportunities and the like, will be developed to these peak conditions. Without overall guidance from the existing codes, the probable build-out of the Downtown Proper will include numerous new and older buildings with widely varying heights, masses and relationships to the street. The end result will be more discordant and unappealing than if the entire area were simply built to maximum densities.

The new zoning ordinance will rectify the current failings by paying particular attention to the appearance and massing of future development. How high can (or will) future buildings be? How massive? How close can they, or must they, sit to the right-of-way? Will they step back? If so, at what heights and for what distances? Questions such as these will be answered within the new Code, with an overall goal of creating a Downtown that enhances the feeling of urban continuity and grace while, at the same time, allowing developers to optimize the economic potentials of their projects.

The new ordinance will approach these goals in three ways.

1. The new ordinance will remove all options for density bonuses that might increase the permissible development area of a proposed or existing building.

2. The new ordinance will contain a provision for providing parking spaces in municipal parking garages to be purchased by the developers of individual buildings thereby preventing the necessary bulking up of buildings in the attempt to provide on-site parking.

3. The new ordinance will encourage smaller buildings of five stories or less by confining the parking purchase programs outlined in (2) above to such structures. It should be noted that the existing code already encourages smaller structures by exempting buildings under 35' in height or 10,000 square feet in area from having to provide any parking at all. This policy will be continued in the proposed Code along with the new 5-story provision allowing developers to purchase off-site parking.

Current conditions within the Downtown Proper include buildings of widely varying type, size, mass, and relationship to the street. The overall effect is haphazard and disorganized, but it will change over time as development and redevelopment occur. The goal is to create conditions within which these anticipated changes can occur, as warranted, and, at the same time, create ever-increasing harmony among the buildings in the Downtown Proper. The current haphazard streetscape in which one story structures are immediately adjacent to18-story buildings is less than optimal. This condition, however, will continue to dominate until such time that the land area of Downtown Proper is generally built out with projects ranging from 4-18 stories. Recognizing that such development is both inevitable and desirable, the Master Plan looks to organize future growth for optimal impact.

Drawing "A" shows current conditions commonly found within the Downtown Proper. The particular vantage in the drawing is taken from the foot of Main Street looking north towards Five Points. The streetscape is discontinuous, randomly alternating buildings and open space (typically given over to surface parking). The scale of buildings in the foreground ranges from two- to four-stories, but taller structures loom in the background. The drawing does not show the awkward relationship these towers have with their neighbors and the street edge. Occasionally, ten-story buildings shoot straight up from the edge of the right-of-way, but often, it appears that the developers attempted to "soften" the mass and bulk of the buildings by setting them back from the edge of the right-of-way and filling the intervening space with trees, shrubs and other forms of landscaping.

The most important element of an urban environment is the regularity of the street wall, both in terms of horizontal continuity and vertical uniformity. The block face should be continuously built, generally to the edge of the right-of-way, with building facades of approximately uniform heights. Special treatment should be provided at the street edge to enhance the pedestrian experience, and the heights of the buildings should form a geometric relationship with the width of the fronting street. Ideally, the perceived height of the buildings on either side of the street would be approximately one-half the width of the street itself. On the street shown, which has an 80 foot right-of-way, the buildings in drawing "B" top out at four stories. The "regulating line" created by the continuous four-story cornice enhances the impact of the street as an urban "room," that appeals to the viewers and enhances the experience of pedestrians.

Drawing "B," depicts an intermediate condition. Economic, geographic and demographic factors will create pressure to increase development densities over time. Such factors, and their concomitant economic implications, can be easily accommodated within the proposed Code by the use of mandated "step-back" conditions. Pressures to grow higher than four stories can be accommodated in structures that range as high as the ten-story limit for commercial development or the 18-story limit from residential development, as long as the bulk of these towers, above the fourth story, is stepped-back away from the edge of the right-of-way. This helps prevent the "canyon" effect prevalent in cities in which such step-backs are not found. This condition also helps maintain the perception, at the pedestrian level, that the street is still a bounded four-story "room."

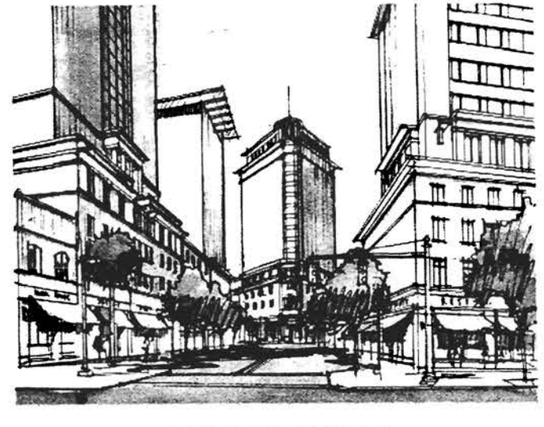
It is important to note that the rigor of these requirements is only mandated for those streets defined as "A" streets within the Plan. These are the streets that are of the highest importance, functionally and psychologically, and the ones that will have dominant impact over time. Other, less critical, venues – "B" streets—carry no such regulations and can be allowed to develop more in keeping with idiosyncratic rather than general conditions.

Along these "A" streets, it is assumed that some developers will choose to immediately build out their property to the fullest potential, some will chose to build to an intermediate density of four-stories, and many will choose to leave their properties as is and wait before doing any type of development. While the illustrations seem to imply the continued existence of the actual four-story buildings at the edge of the right-of-way, it is more important that the scale and continuity be maintained than a specific building. Thus, a developer would be free to tear down a three-story building in order to replace it with a ten-story tower, but would be required to design the new building to have a four-story street edge (complete with requirements as depicted in the Code) before stepping back to begin the tower.

Drawing "C" depicts a hypothetical view of Main Street approaching ultimate build out. The regulating line of street-edge facades helps maintain the character initially depicted in Drawing "B," while at the same time allowing for greatly increased density.

A. EXISTING CONDITIONS

B. INTERIM BUILD OUT



C. ULTIMATE BUILD OUT

The singular quality that helps differentiate a true urban downtown from more typical suburban environments is the primacy that the urban downtown places upon creating a high quality pedestrian environment. This environment, in turn, is best described in terms of the quality of the frontages along the street edges. Frontage may be defined as "the privately held layer between the facade of the building and the lot-line." The variables of frontage are the dimensional depth of the front yard and the combination of architectural elements such as fences, stoops, porches, and colonnades. In short, what conditions will the pedestrian experience as he or she walks along the sidewalks of the area?

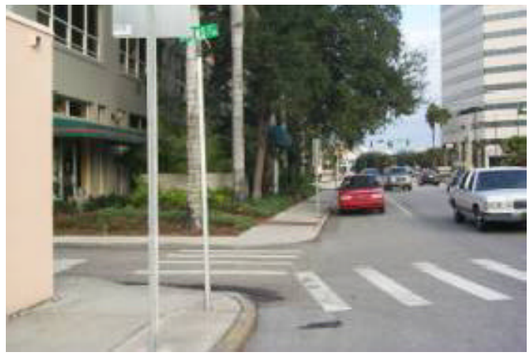
An excellent frontage is one that provides a high level of positive stimulus and interaction for the pedestrian. Buildings form a continuous edge, generally up against the outer edge of the right-of-way, with large expanses of glass for pedestrians to see what is happening inside, and a constant sense of give-and-take between inside and outside. In an ideal setting, the bay width of the buildings along the street is relatively narrow, with a range and variety of stores, shops and other uses filling these bays. Restaurants and other uses might spill out onto the sidewalk creating open-air cafes, galleries and other attractions. Landscaping is prevalent, but does not dominate the setting, and does not prevent the pedestrian from getting close to the buildings, storefronts and display windows.

A poor frontage, on the other hand, is one in which there is little, if any, stimulus or interaction with the pedestrian. A surface parking lot is an example of the worst type of street frontage, affording the passerby little sense of enclosure, protection or interaction.

Good and fair frontages rank accordingly between the two extremes. Any interruption in the continuity of the street wall detracts from the quality of the frontage. The ability of good pedestrian-scale buildings to create high-quality frontage is diminished sharply when the continuity of buildings is interrupted by areas of surface parking or the blank facades of parking structures or other buildings. Similarly, buildings that interrupt the continuity of the street wall by stepping back from the street, or by placing berms, plantings or other forms of landscaping between the sidewalk and the building, detract from the overall quality of the frontage. This latter condition is particularly prevalent in the City of Sarasota Downtown where a great many buildings shy away from the street edge, choosing instead to "soften" this interface through the use of landscaping or other plantings. Such an approach, while perfectly acceptable in suburban or exurban locations is antithetical to the fundamental urban character of a downtown setting.

An Example of an Excellent Street Frontage, found along Main Street

An Example of a "Fair" Frontage Along Palm Avenue, just North of Ringling Boulevard



An Example of a "Good" Street Frontage along Pineapple Avenue

An Example of "Poor" Street Frontage along Gulf Stream Avenue

1 Duany Plater-Zyberk & Company. The Lexicon of the New Urbanism (1999), page H 1.1.

EXISTING FRONTAGES

This analysis clearly illustrates that the City of Sarasota Downtown has some blocks of continuous excellent frontage, particularly in the area around the intersection of Palm Avenue and Main Street, but the bulk of the Downtown is either good or fair, and a sizable percentage of the Study Area must be described as poor in terms of the quality of its street frontage. Beyond mere quantities, part of the problem with the Downtown street quality is that the excellent frontages occur in bits and pieces scattered about, rather than in coherent and cohesive increments. Thus, the overall effect is that the pedestrian quality of the Study Area is relatively low.

QUALITY OF FRONTAGES

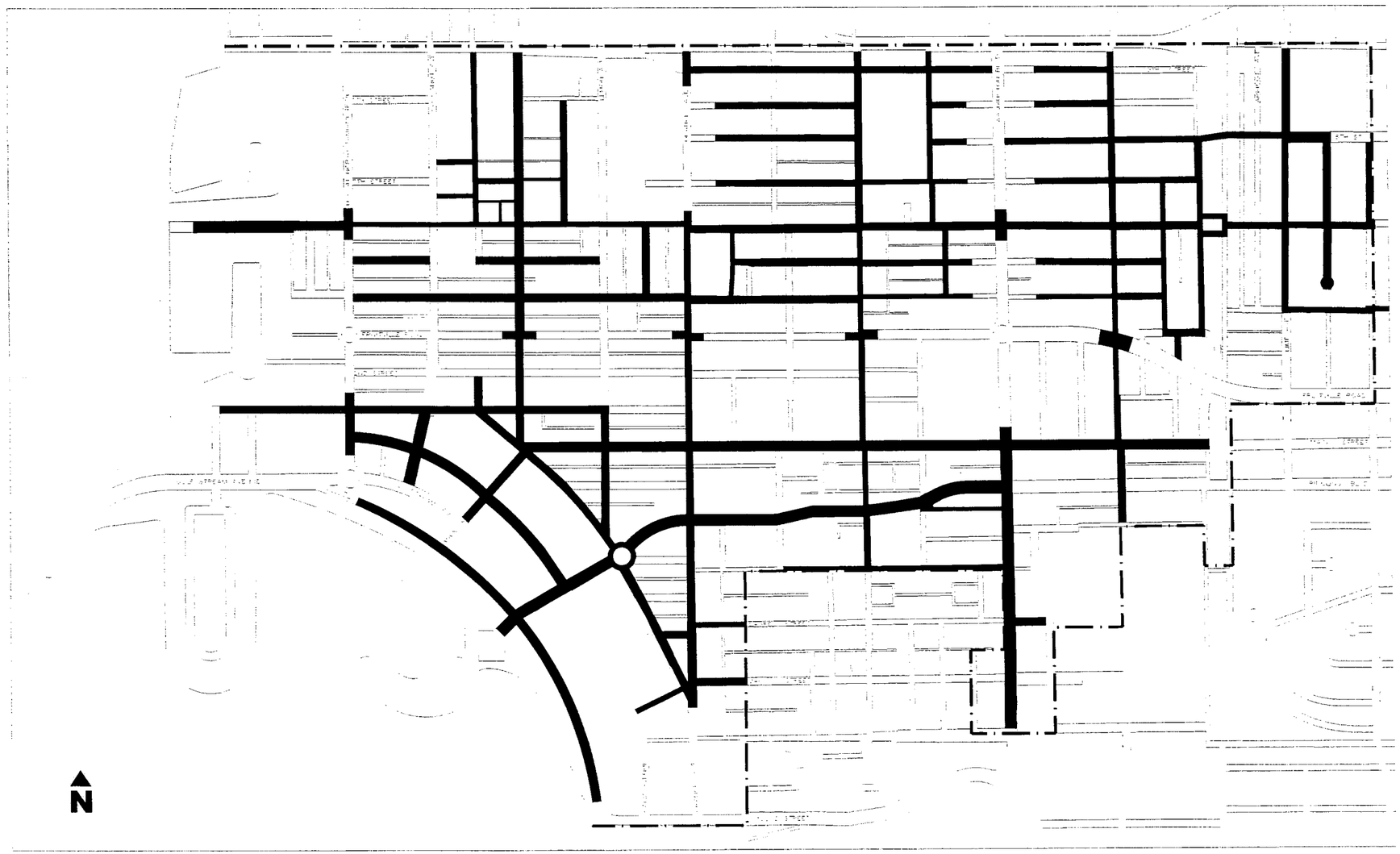
- EXCELLENT
- GOOD
- FAIR
- POOR

The entire City of Sarasota Downtown Master Plan is a pedestrian plan, with provisions for creating a comprehensive, efficient network for pedestrian travel within the Study Area. Design features incorporated into the Thoroughfare Standards, discussed later in this document, ensure that for designated streets walkability remains the most important goal of design.

Within the Study Area, certain thoroughfares should be set aside for special treatment to make them more desirable places for pedestrian activities. These are typically thoroughfares that link neighborhoods to other important destinations, or may serve as destinations themselves (i.e. Main Street). These thoroughfares are referred to in the Master Plan as **"A" Streets**, with rigorous and exacting rules for their design and any redevelopment applied to them.

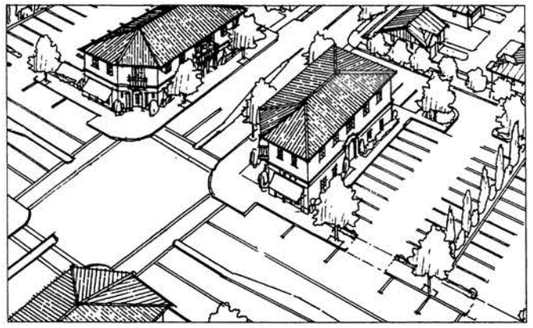
In a complementary fashion, certain streets within the area are not seen as high priority streets for either pedestrian activity or because they serve to link important destinations. These streets, in turn, are seen as **"B" Streets**, and they are acceptable for a complementary set of uses, many of which are unacceptable along "A" Streets (i.e., gas stations, drive through restaurants, etc.).

The collection of "A Streets" designated in the Master Plan becomes the pedestrian network for the Downtown. These are the streets upon which the pedestrian quality of the Downtown will rely. However, the City of Sarasota always has the ability to reclassify a "B" Street into an "A" Street if they decide the thoroughfare complements the existing pedestrian network.



PEDESTRIAN CONNECTIONS, DESTINATIONS AND SLEEVES

Fundamental to any successful urban environment is its organization into Links, or **Connections**, and Nodes, or **Destinations**. A Destination is a place or building or combination thereof that is seen as desirable in and of itself: a place to go for some intrinsic purpose. A Connection is a route, typically a street, that makes a direct and effective link between two or more destinations. It is possible to have two or more links that lead to a single destination, as it is also possible to have a series of destinations tied together by a single linking road or street. While it may be argued that it is possible, and even desirable, to get to an important destination via two or more distinct routes, more often than not, one route is clearly understood as the primary option among the hierarchy of options available.

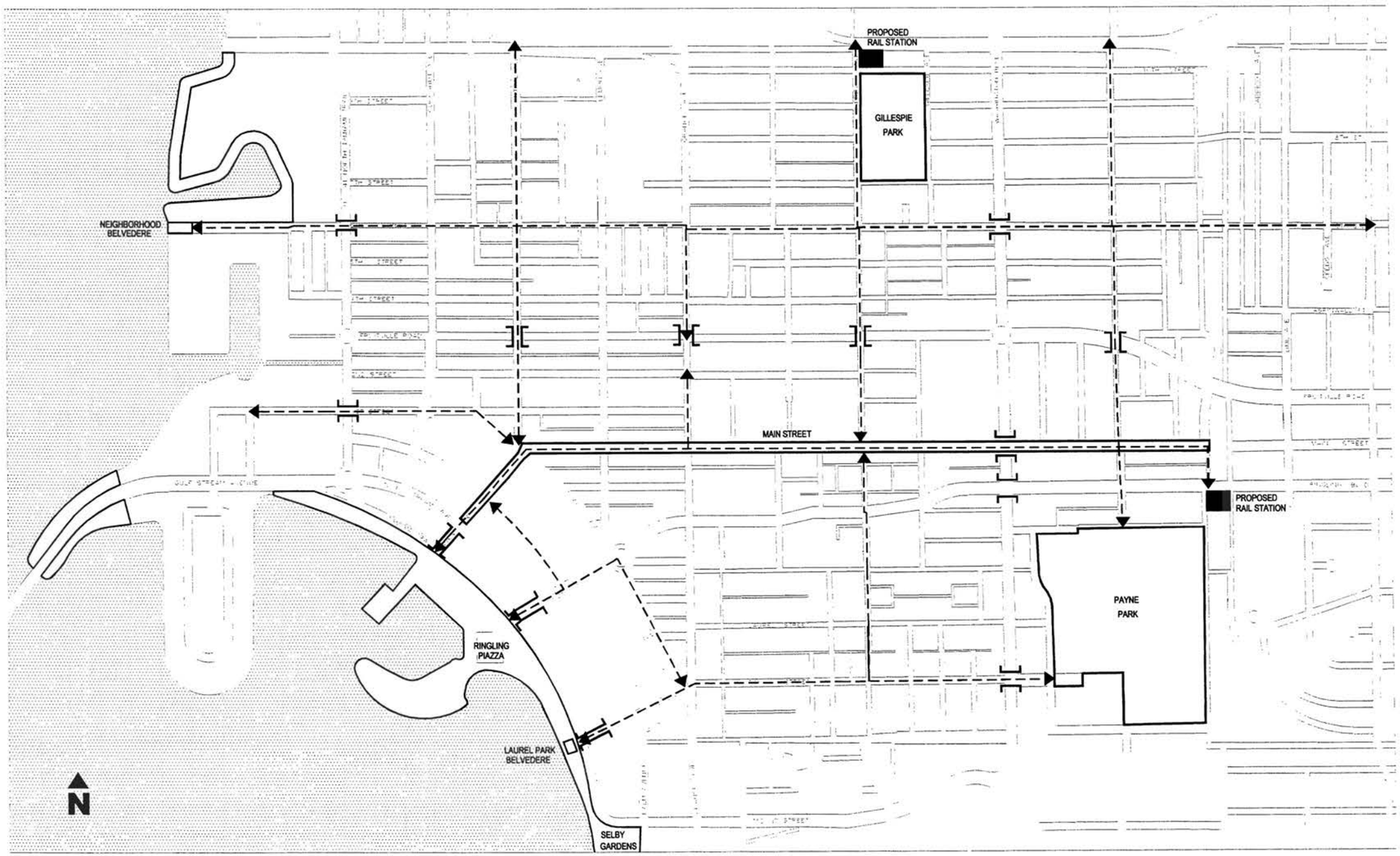


Typical Sleeve

While all elements of an urban area are important in their own right, certain streets are simply more important than others, as are certain destinations. Within each of the three "walk-to-town" neighborhoods, a single, key designated street serves as the primary connector linking the neighborhood to the Downtown Proper. In the same way, a single key designated street links each of the three neighborhoods, one to the other.

Within the Study Area, Main Street stands as the traditional, current and future link that connects the western and eastern edges of the Downtown Proper. Main Street achieves an even higher level of importance as it also exists as a destination, not only within the Downtown Proper but within the City of Sarasota as a whole.

Key points along the Bayfront also serve as singular destinations, often as the termini to purposefully articulated connector streets. Such destinations occur at the waterfront ends of Oak Street, Ringling Boulevard and Main Street. In addition, the waterfront terminus of Sixth Street should also be developed as public open space destination.



The concept of pedestrian priority does not need to be pervasive throughout the Downtown. Certain streets such as Fruitville Road, US 41 and US 301 may continue to remain high capacity vehicular thoroughfares replete with strip commercial development and relatively little pedestrian potential. Certain exceptions pertain, however, typically in those locations where an "A" Street that has high pedestrian priority intersects with one of these auto-dominant streets. Where these interactions occur, the Master Plan has designated the creation of "**sleeves**," within which, of necessity, the pedestrian must take priority. Sleeves are not difficult to conceptualize if one remembers the pedestrian needs not just a traffic signal and designated cross walks, but also needs to be supported by buildings close to the street and the highest quality frontage possible.

CIVIC RESERVATIONS

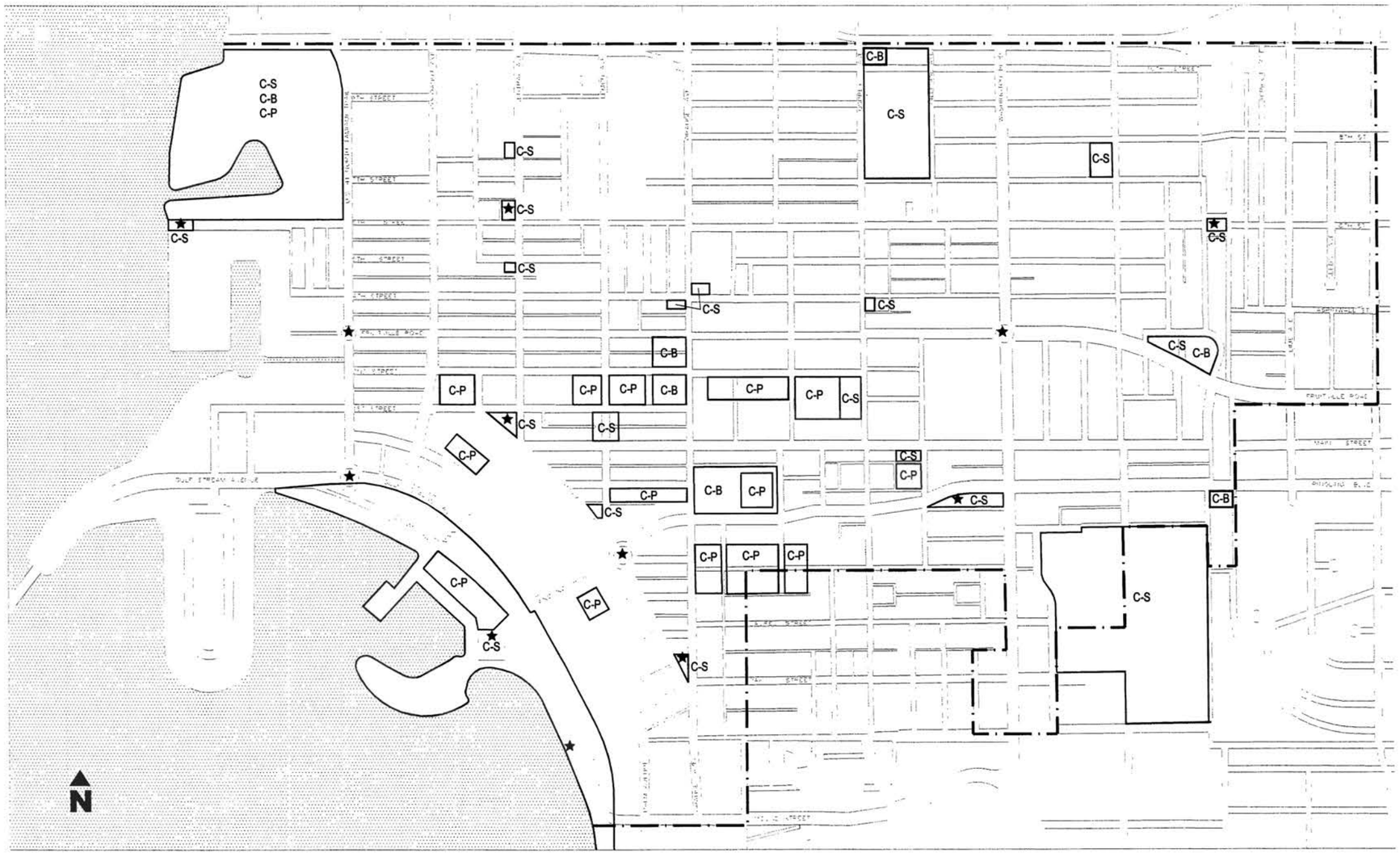
A true urban core is organized around a matrix of civic buildings and spaces that form a functional and formal structuring system for the entire City. At present, the organization of such civic buildings and spaces within the City of Sarasota Downtown appears haphazard. As the drawing shows, three types of uses need to be programmed in to the Downtown's growth program, with land set aside or purchased for these needs. The first use for which land must be set aside is **Civic Buildings**– governmental, cultural and other public facilities. The second use for which specific sites need to be reserved is **Civic Space** – formally dedicated and designed open areas for a wide range of public activities. In addition, this Master Plan calls out a third important civic responsibility within the future Downtown: **Civic Parking**.

As noted earlier in this document, the current practice of requiring private developers to accommodate most, if not all, of their parking requirements on-site or within the developed structure has two serious negative consequences. It drives developers to push for the maximum envelope of structure for their projects in order to accommodate the necessary parking and the economically mandated functional floor area. The recent controversy over the proposed office tower at Five Points is an excellent example of the ramifications of this requirement.

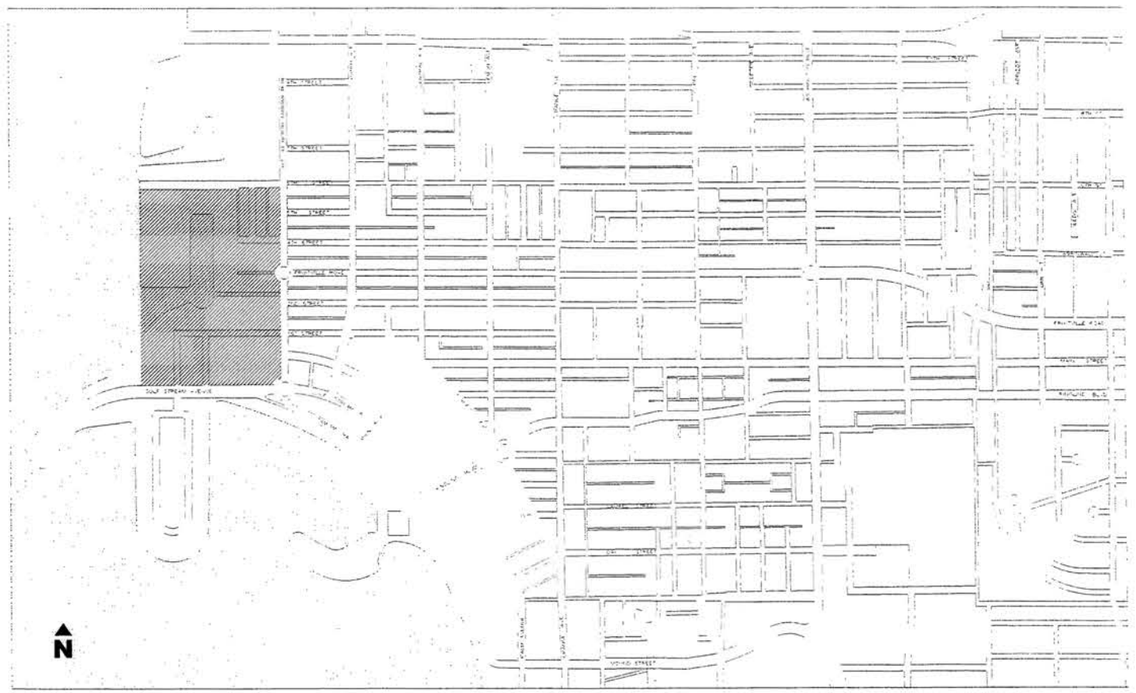
The second implication of on-site parking is the reduction of Downtown pedestrian life and civic vitality. When workers and visitors are able to go from door to door without leaving their car, their impetus to use the streets of the Downtown deteriorates. By setting aside property in key locations to be constructed as public parking garages, the City reduces the need for developers to build large, bulky buildings, and induces workers and visitors to use the streets of the Downtown to move between the garages and their offices, stores or other destinations. Institutionalizing this one program will enhance the vitality of the Downtown and will control the creeping gigantism of recent developments. Note: The Civic Parking Reservation shown at the Central Bayfront is for surface parking only. A parking structure is not planned for this site. A master plan will be developed for this area. See Bayfront, Project D1.

As the drawing indicates, Civic Spaces are to be dispersed throughout the Study Area, with examples found in each "walk-to-town" neighborhood as well as within the Downtown Proper. Civic Buildings are sited at key locations to fill specific needs. Examples of such proposals include a new City Hall, a new Bus Transfer Station, and new cultural facilities along the Bay. Another project is the Conference Center. The uses served by this new facility are not currently met within the Downtown Proper. The new facility, however, must be carefully sited, as it will generate considerable pedestrian activity and could quickly become an important node within the Downtown Proper. The project should be located within the Downtown Proper, preferably on or proximate to Main Street. The Kress Building has been suggested for this use, but is considered to be too small. A second recommended location is adjacent to the theaters at the intersection of Main Street and Washington Boulevard (US 301).

Finally, as the drawing indicates, Civic Parking locations tend to be aligned parallel to, and one or two blocks away from, Main Street. In these locations, these structures can "feed" pedestrians into this key restaurant and retail district.



C-P CIVIC PARKING RESERVATION
C-B CIVIC BUILDING RESERVATION
C-S CIVIC SPACE RESERVATION
★ PUBLIC ART LOCATION



GENERAL

The Waterfront District lies west of US 41 and extends to Sarasota Bay. It is bounded to the South by Gulf Stream Avenue and to the north by the Boulevard of the Arts (Sixth Street).

The district is relatively densely developed, with a wide variety of uses. Up-scale condominium housing sits on the western edge of the district, facing Sarasota Bay, with views to St. Armand's Key and Longboat Key. Additional, low-rise housing fronts the man-made boat basin at the center of the District. At the northern edge of the basin sits the Hyatt Hotel. To the east of the basin sits a large, mixed-use project, The Quay. Developed in the late 1980s, this project includes several floors of shops and restaurants as well as commercial office space. These offices are located in a seven story tower that terminates the vista down Fruitville Road as one approaches from the east.

The Quay has a mixed-record of success as a development, but plans are currently underway to dramatically expand the project by adding three additional residential towers. Two of these towers would contain condominiums; the third would include long-stay hotel suites.

Just south of the Quay, a 270-room Five Star Ritz Carlton Hotel is under construction, and is expected to open in Fall 2001. This project sits, in part, on land that originally held the John Ringling Towers, an upscale hotel developed in the 1920s by one of the early developers of Sarasota. The hotel will be accessible to pedestrians coming from the east along 1st Street. To facilitate this accessibility, a "sleeve" must be created at the intersection of 1st Street and US 41. This will allow traffic to flow, but will also improve the pedestrian approach to the district. West of US 41, 1st Street must be designed as an "A" street including excellent frontage conditions (as defined in this Master Plan).

The southernmost edge of the District includes several additional condominium projects and a Holiday Inn hotel located on the northwest corner of the intersection of US 41 and Ringling Causeway. This intersection, in turn, is proposed to be replaced with a roundabout that will permit the continuous flow of vehicles thereby removing one of the significant complaints – the delays that occur in trying to navigate the intersection. This roundabout will not necessitate the demolition of any existing structures. Nonetheless, it is anticipated that the construction of this new feature will spur the redevelopment of several adjacent properties, particularly those located on the northwest corner of the current intersection. These new developments must be designed to complement the roundabout and to architecturally define the corner as well as create a terminus for traffic coming from the south along US 41 and/or Gulf Stream Avenue.

A second significant recommendation for the district is the development of a dedicated bicycle trail along the water's edge, connecting the Cultural District to the north with the Bayfront to the south, past Ringling Boulevard. The current and future conditions of US 41, the major north-south corridor in this part of the City, mitigate against any significant use by bicyclists. Nonetheless, there remains considerable demand by the population both for access to the water's edge and for safe and pleasant bicycle routes. As will be discussed later in this document, one such route can be found within the Waterfront District.

PROJECT: Reclassification of Thoroughfare Types (WD 1)

OBSERVATION: The primary entrance into the Waterfront District is First Street.

DISCUSSION: Traditional Neighborhood Design corrects for singular emphasis on the automobile in roadway design 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 serves the diverse needs of each segment of the community. Four basic design categories provide a range of design options appropriate for the broad range of urban conditions. These are thoroughly discussed in the Transportation Section of this Master Plan.

RECOMMENDATION: Applying the Thoroughfare Definitions found in the Transportation Section to those thoroughfares identified as "A-Streets" in the Waterfront District results in the following reclassification of thoroughfares:

Speed Movement

No thoroughfares fall under this designation within the Waterfront District.

Free Movement

ST-50-27; This thoroughfare-type should be designed to include two, ten-foot travel lanes with designated seven-foot parallel parking bays along one side of the street. A six-and-a-half-foot planting strip for street trees and a five-foot wide sidewalk should be placed on both sides of the street. This design treatment should be applied to First Street.

Slow Movement

No thoroughfares fall under this designation within the Waterfront District.

Yield Movement

No thoroughfares fall under this designation within the Waterfront District.

View past Northern Edge of Cultural District towards Sarasota Bay

The Cultural District is a destination for both residents and visitors. The District encompasses approximately 38 acres of land, located west of US 41 between the Boulevard of the Arts and Tenth Street. The Bay forms the western edge of the District.

The District contains many civic and cultural facilities. The largest and most popular of these is Van Wezel Performing Arts Center, which is currently undergoing renovations and enlargement. This venue, designed in the 1960s by students of Frank Lloyd Wright, currently seats approximately 1,700 patrons. With expansion, it will seat 1,800.

South of Van Wezel, at the western end of the Boulevard of the Arts, sits the former Selby Public Library building. Designed in the 1970s by Skidmore, Owings and Merrill, Inc., this building is currently under extensive renovation and will re-open in 2001 as the G.W.I.Z.! Children's Museum.

East of Van Wezel sits a number of older civic and cultural facilities including the home of the West Coast Symphony, the Sarasota Municipal Auditorium (an example of 1930s Federal Style architecture), and the Visitors Information Center (an example of 1960s Sarasota School architecture).

While there are many structures on the 38-acre property, the buildings do not relate well to each other or any central organization. Many sit surrounded by surface parking, and while it is possible to travel north from the Boulevard of the Arts to Tenth Street, without using US 41, this path -Van Wezel Way- is neither obvious nor easily traversed. An extremely wide frontage road runs parallel to US 41 along the eastern edge of the District. This is used to access many of the buildings closest to US 41 and for parking, but it is an ineffective use of land.

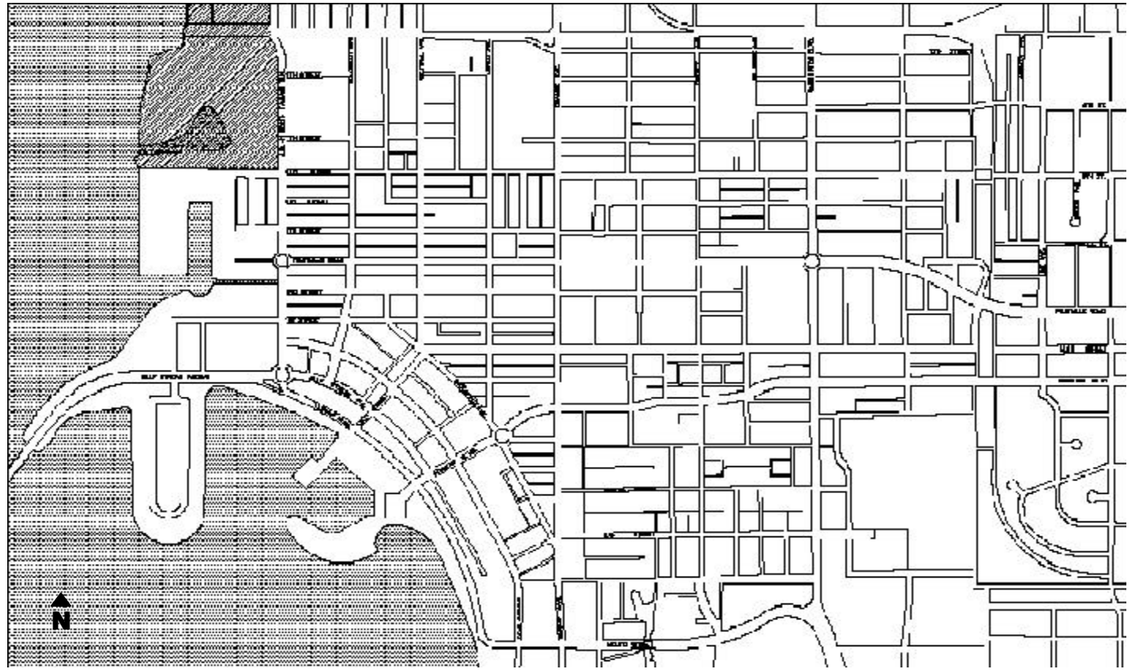
The dominant land use within the District is surface parking, with over 1,000 spaces currently available. The quality and organization of these spaces varies greatly. The largest lot, dedicated to the Van Wezel, is well organized and generously landscaped, but it sits in the most prominent location, directly adjacent to the Bay. Other lots are much less well organized or landscaped.

In general, the Cultural District is heavily used because of the numerous important civic and cultural facilities found in it. In every other respect, however, the District is under-performing. Valuable and potentially beautiful property is given over to surface parking; potentially useful public parkland is rendered inaccessible, and there is little or no physical or functional relationship between the buildings that already occupy the site.

PROJECT: Cultural District Mixed-Use Development (CD 1)

OBSERVATION: The existing Cultural District, given its waterfront location, is vastly underutilized. The spectacular views of Sarasota Bay are enjoyed only by the occasional occupants of Van Wezel Hall and people who have parked in the adjoining surface parking lots. This is a misuse of public lands, and can be rectified by a well-planned and carefully structured public-private partnership.

DISCUSSION: Currently, much of the 38 acres of land in the Cultural District is surface parking. Given the popularity of the uses currently in the District, this is evidence of the potential to add additional cultural uses as well as complementary private sector uses that can optimize available parking resources and provide the money necessary to construct the public amenities. There is a distinct possibility that a public private partnership can be formed, comprised of the City and a selected group of office building developers. In exchange for the right to occupy certain areas of the site, with a goal of optimizing views for building occupants, these developers could fund and construct two or three additional cultural venues. Also a small amphitheater should be considered for construction in this district. Initial interviews indicate that there is considerable interest in such venues, with particular emphasis on additional facilities for live performances, a dedicated facility for children's events, the expansion of the Symphony, etc.



In discussions, several additional cultural uses have been suggested. These include a new, expanded venue for the Player's Theater, currently located on the east side of US 41, just south of Tenth Street, and the PB&J Theater, a new, high-technology video center for children's programming. Additional market analysis should be able to turn up other uses that might also lend themselves to this program.

At present, the available parking occupies valuable land and is only infrequently used. Most parking occurs during the evening on weekdays and throughout the day on weekends. These time frames are the direct complements of the parking demand for commercial office uses. Optimizing parking requires that lots be filled with cars as often as possible.

RECOMMENDATION: A preliminary proposal for intensifying the use of the Cultural District is shown here, but it is recommended that the City sponsor an invited competition or a formal public charrette to determine the optimal program and design of the District. Given the District's public ownership and the intensity of interest from local citizens, either of these options would facilitate both public input and design excellence.

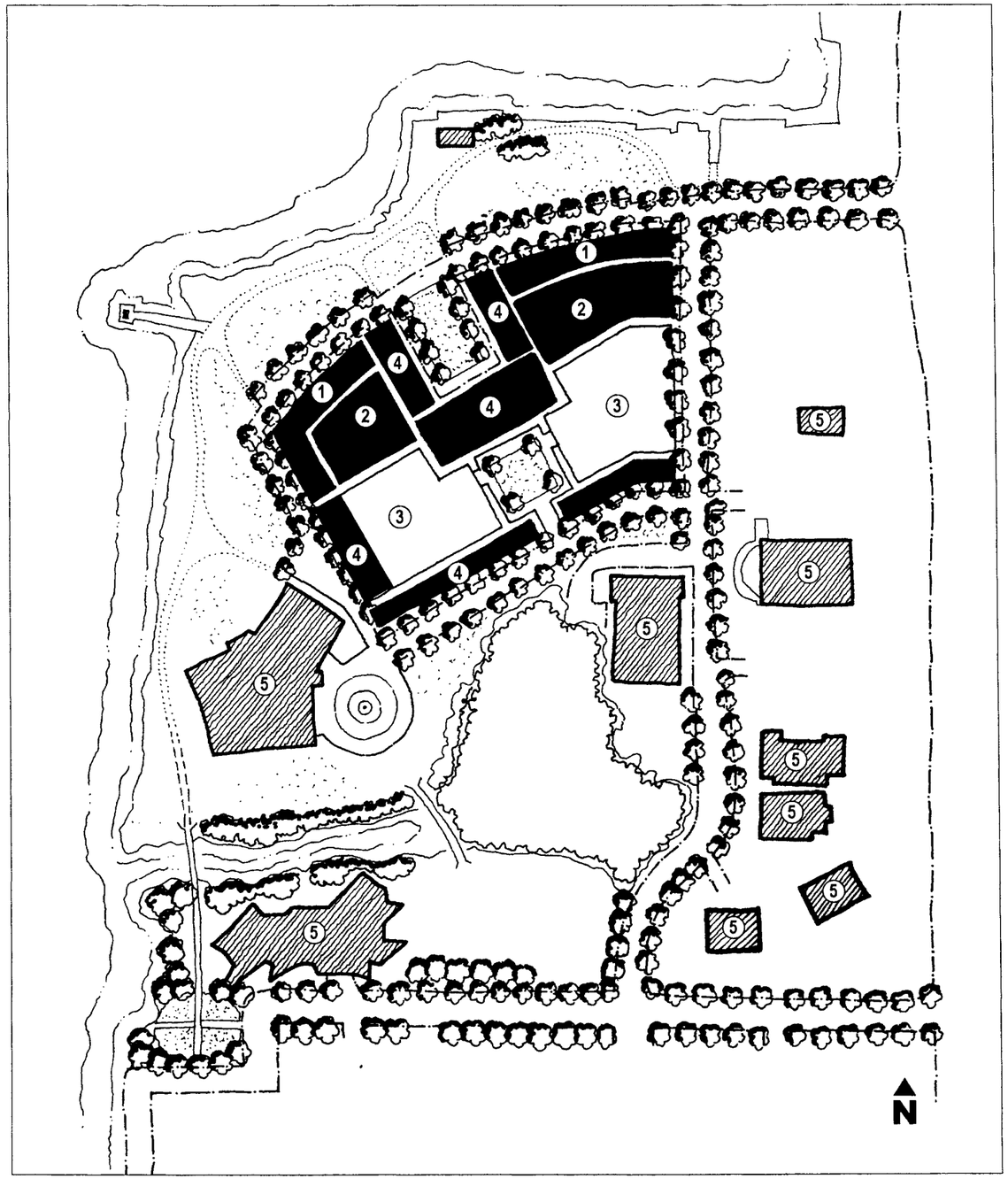
The concept shown here includes single-loaded commercial office developments facing the Bay. These structures could be between three- and five-stories in height. Exact figures can only be determined once a more specific schematic design has been developed, but initial estimates are that between 150,000 and 250,000 square feet of usable office space can be developed.

Immediately south and east of the office buildings would come two large cultural facilities. These would be structures with limited numbers of windows and specific requirements for controlled interior spaces. Both the office uses and the cultural facilities would be flanked to the south and east by four story parking decks. Again, precise numbers are not available, but initial estimates are that these two structures could hold as many as 1,120 parked cars. Additional on-street parking would be provided throughout the complex.

The garages are flanked to the southeast by thin residential liner buildings; these could be three-story town houses or some combination of rental apartment units. It is thought that these could be offered at reduced rates to visiting artists and others associated with the cultural venues found within this District and also throughout the Downtown.

The design of this site must take into full consideration the existing rights granted to the Renaissance project.

This site plan is intended to illustrate a general concept. It is not intended to mandate development in accordance with the site plan. With regard to implementation of the Plan, the goals, objectives and principles outlined in the Plan are of primary importance.



DETAILED PLAN - PROJECT CD 1

1. OFFICE BUILDING
2. CULTURAL VENUES
3. PARKING GARAGES
4. RESIDENTIAL LINER BUILDINGS
5. EXISTING BUILDING

The core of the Master Plan Study Area is the Downtown Proper. Nearly one-square mile in area, the Downtown Proper incorporates a diverse range of uses including residential, commercial, retail, entertainment, cultural and civic institutional. The Downtown Proper is defined to the north by Fruitville Road, to the west by US 41, to the South by Sarasota Bay, Mound Street, Laurel Park Neighborhood and the proposed Payne Park. To the east, the Downtown Proper is bounded by the tracks of the Seminole Gulf Railway.

The relatively large size and the odd shape of the defined area initially supported the notion of sub-dividing the Downtown Proper into smaller, more functionally coherent sub-areas. This notion was rejected, in part because of historic primacy; the area in question has traditionally been understood and perceived as the "core" of the City. In part, further subdivision was rejected because the nature of a true urban downtown is geographic continuity and functional diversity. The Downtown Proper serves a purpose not only as a defined location, but as a key element within the City as a whole, the County and the region. Its very diversity, in fact, helps define it as a unique and special entity. In addition, Fruitville Road forms a continuous "seam" along the northern edge of the Downtown Proper, serving as an interface with the "walk-to-town" neighborhoods immediately to the north.

Physically, the original gridiron pattern of streets reinforces this linking function, creating the "ribs" that tie the Downtown Proper together and the "spine" along with the Downtown Proper extends. This "spine" creates the east-west orientation of the Downtown Proper and is highlighted by two roughly-parallel streets: Main Street, the orthogonal, traditional, pedestrian-scaled retail street, and Ringling Boulevard, an awkward, poorly designed vehicular route that meanders somewhat erratically from block to block, linking the Bayfront to the County Government enclave at the eastern edge of the Downtown.

The following projects highlight the diversity and scope of the Downtown Proper.

PROJECT: Bayfront Proposal (D 1)

PROJECT: Roundabout at Ringling Blvd and Pineapple Ave (D 2)

PROJECT: Intersection of Pineapple Ave and Lemon Ave (D 3)

PROJECT: The New City Hall (D 4)

PROJECT: Market Proposal (D 5)

PROJECT: Mixed-Use Municipal Parking Facility (D 6)

PROJECT: Lemon Avenue Mall (D 7)

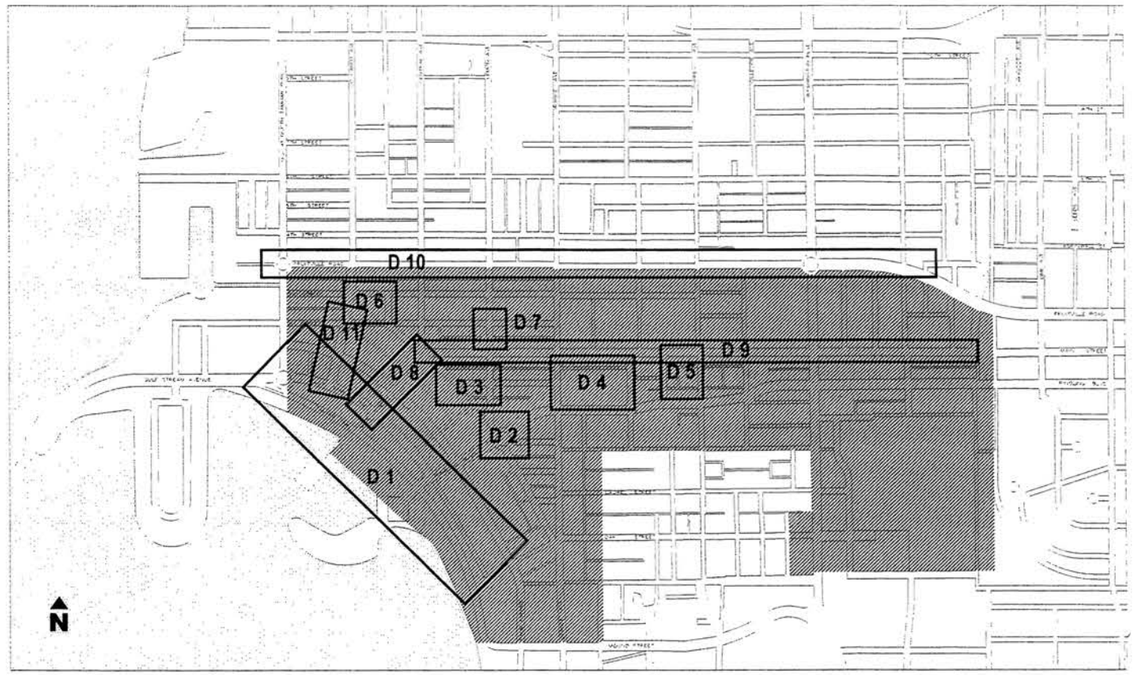
PROJECT: Main Street between Five Points and Bayfront (D 8)

PROJECT: Main Street East of Five Points (D 9)

PROJECT: Fruitville Road (D 10)

PROJECT: Cocoanut Avenue (D 11)

PROJECT: Reclassification of Thoroughfare Types (D 12)



View Along US 41 at the Bayfront

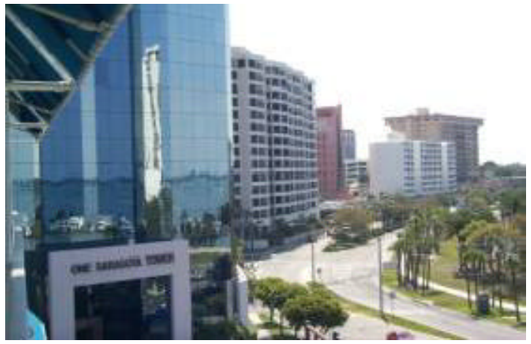
Northern Edge of Downtown Proper, Fruitville Road

The Downtown Proper lacks architectural continuity. The drawing to the far right illustrates several missed opportunities to create a truly distinguished urban presence. It shows the potential appearance along Gulf Stream Avenue had there been a mandate to maintain view corridors between the Downtown Proper and the water, and to create a coherent development pattern along the Bayfront. Instead, current conditions reveal a continuous wall of condo towers of disparate sizes, styles and dispositions, obliterating the view for those behind. Had a more urbane effect been sought, there currently would be two or three echelons of users sharing the view to the water.

A second lost opportunity is the lack of a harmonious architectural style to unify the structures along the street. The drawing speculates on what might have occurred had the original Sarasota School of Architecture been sustained by subsequent designers. Unfortunately, today, the skyline of Sarasota is a hodgepodge of buildings, all of which can be found anywhere in the Sunbelt.

The built edge of the Downtown Proper along Gulf Stream Avenue has the potential to become an enduring and lasting landmark. Just as the relationship between the City and the water defines such world-renowned communities as Cannes, Monte Carlo, Portofino and Lucerne among others, so too the visual appearance, quality and character of the Bayfront can help define the City of Sarasota. There will undoubtedly be continuing pressure to create high-rise condominium projects along the waterfront; these proposals should be evaluated positively in terms of their ability to help unify and urbanize the Bayfront.

Build-to lines, mandated step-backs, uniform height requirements, mandated street frontages, and a clearly delineated architectural code are all necessary elements to ensure the creation of such urban qualities.



View, Looking Southeast, of Condo Towers along Bayfront

CONCEPTUAL DRAWING SHOWING TOWERS ALONG GULF STREAM AVENUE

PROJECT: Bayfront Proposal (D 1)

OBSERVATION: The current parking lots along the waterfront impede access to the Bay and create a visual blight, both to the drivers in their cars along US 41, and to the residents of the condominiums that look down upon them.

DISCUSSION: The possibility of creating a true waterfront park stems from the proposal that the relevant section of US 41 can be de-designated as a state highway. This would enable the City to reduce traffic speeds along the waterfront to 25 mph. As noted in the Transportation Section of this document, with this reduction in speed, traffic would tend to redistribute itself organically away from US 41, using Fruitville Road, Tenth Street, Twelfth Street, Seventeenth Street and University Parkway to get to Washington Boulevard (US 301).

The congestion that currently occurs at the intersection of US 41 and Gulf Stream Avenue would be further eased by the provision of a smooth, free-flowing roundabout to replace the current cluttered organization. This roundabout could be inserted without requiring the demolition, in total or in part, of any buildings. Vehicle speeds will be further tempered by reallocating the current 52-foot width of pavement along US 41 to three lanes of moving traffic and two lanes of parking. The psychological "friction" created by this new configuration would induce drivers to reduce speeds, while, at the same time, allowing for reasonable and effective flow of vehicles. In addition, this configuration would add a significant number of parking spaces along the waterfront. This solution is quite inexpensive relative to the ends that it achieves.

RECOMMENDATION: The conceptual proposal provides for a community "gathering place," a public plaza. A variety of limited but not permanent commercial activities should be considered to help activate the pedestrian path and public plaza. In addition, on both Main Street and Ringling Boulevard, kiosks, as an example, could be considered to help create a physical and visual link between downtown and the residents with Sarasota Bay. If alternative, appropriate parking is provided, the existing parking lots could be eliminated to create a more natural setting along the park's edge. It is conceivable that Selby Gardens could participate in creating a seamless, publicly accessible botanical materpiece along the bay.

The area within the City's Central Bayfront that is currently classified as Open Space-Recreational-Conservation in the *Sarasota City Plan*, should remain in this land use classification.

The conceptual proposal outlined is but one of many possibilities that could be devised to meet the adopted principle or key issue of recognition that the Bayfront is not living up to its potential as a civic asset. A master plan should be initiated by this Plan that involves the community in building a consensus to develop this important asset as the outstanding amenity it is.

PROJECT: Roundabout at Ringling Boulevard and Pineapple Avenue (D 2)

OBSERVATION: The intersection of Ringling Boulevard and Pineapple Avenue is potentially one of the most important in the Downtown Proper; at present, however, it is suboptimal for both pedestrians and vehicles.

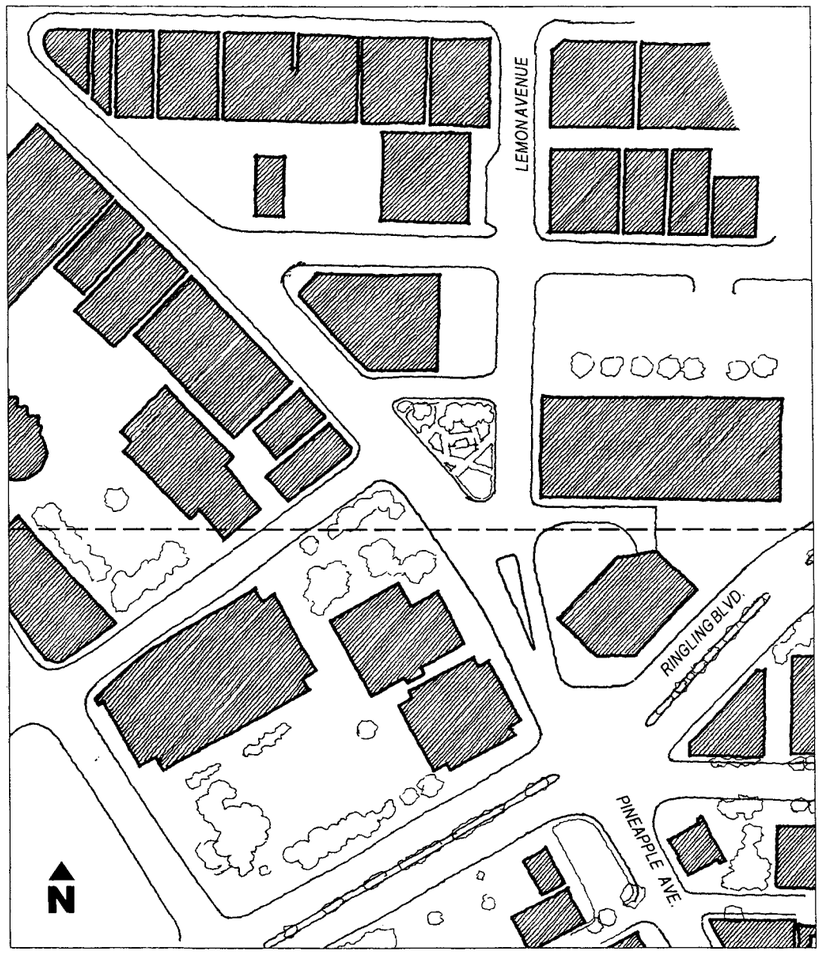
DISCUSSION: Five roads intersect at this location, generally at oblique angles. Similar intersections in cities such as Paris or Washington, DC are celebrated, with special architecture that comes to the edge of the right-of-way, helping to create a defined node. Here, however, most of the buildings pull back from the street edge in almost every direction. There is almost no continuity of the street frontage, even though such continuity reappears several hundred feet further down Pineapple Avenue to both the north and south. The overall effect, despite the presence of much landscaping, is a disconnected realm that is not attractive to pedestrians and seems confusing to many drivers.

RECOMMENDATION: The solution proposed for this intersection includes the addition of a roundabout to replace the existing traffic signal. This configuration will facilitate the smooth and constant flow of traffic from all five directions. Coordinated with the development of the roundabout is the addition of four new infill structures, all on the southeast side of Ringling Boulevard. These help create continuity in all directions across the intersection, resulting in an environment that is at once more urban, more enticing to pedestrians, and more comprehensible to drivers.

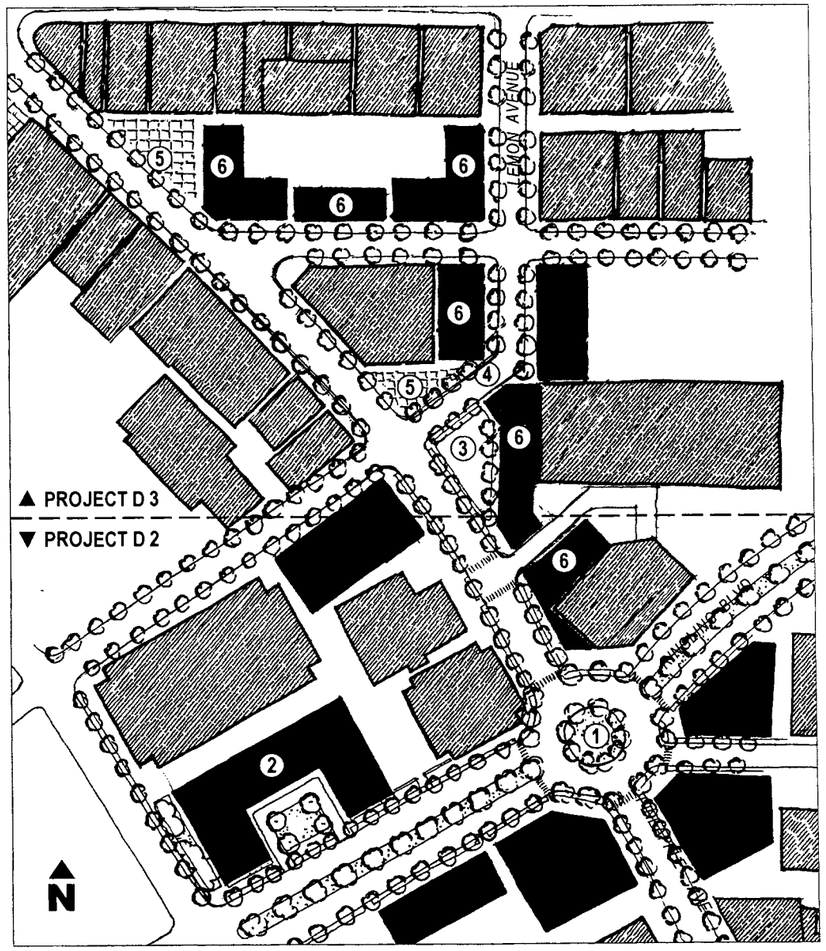
PROJECT: Intersection of Pineapple Avenue and Lemon Avenue (D 3)

OBSERVATION: The intersection of Pineapple and Lemon Avenues is disjointed, with discontinuous geometries and unusable left-over spaces within the right-of-way.

DISCUSSION: When treated as a positive space, the intersection of two distinct urban grids can create memorable urban places - for example, Times Square in New York. When treated as a seam, these intersections can create dynamic urban streets - for example, Market Street in San Francisco. As described in John Nolen's 1925 Plan, Pineapple Avenue is where the original organic 1876 platting intersected with later, more orthogonal layouts. As Nolen noted over seventy-five years ago, however, this intersection has not been handled with grace or elegance. Instead of forming positive space or defining an active seam, the streets come together rudely, replete with misalignments and disrupted continuity, particularly along the northern face of Pineapple Avenue.



EXISTING CONDITIONS



PROPOSED PROJECT D 2 AND PROJECT D 3

RECOMMENDATION: The intersection of Lemon Avenue and Pineapple Avenue must be restructured to form a right angle. By bending the alignment of the street, Lemon Avenue can connect directly across Pineapple Avenue creating a simple four-way intersection. This action obliterates the current, awkwardly placed triangular park, but allows for two smaller plazas on either side of Lemon Avenue. One of these plazas incorporates parts of the park, including the existing fountain. Not only do these new plazas have direct connection to the fronting buildings, they are ideally located for public outdoor uses such as cafes or restaurants.

These uses, in turn, can be introduced in the new liner buildings that would be built on either side of Lemon Avenue. These new structures, which could include commercial uses on the ground floor and office or residential uses above, help reconnect Main Street to Pineapple Avenue along the two blocks of Lemon Avenue.

① PROPOSED ROUNDABOUT
② PROPOSED HOTEL / FORECOURT FRONTAGE
③ EXISTING SQUARE WITH FOUNTAIN
④ LEMON AVENUE REALIGNMENT
⑤ PROPOSED ATTACHED PLAZA
⑥ PROPOSED LINER BUILDINGS
EXISTING BUILDINGS
PROPOSED INFILL BUILDINGS

Prepared by Duany Plater-Zyberk & Company - October 25, 2000
Adopted with Revisions - January 22, 2001 - Resolution No. 01R-1336

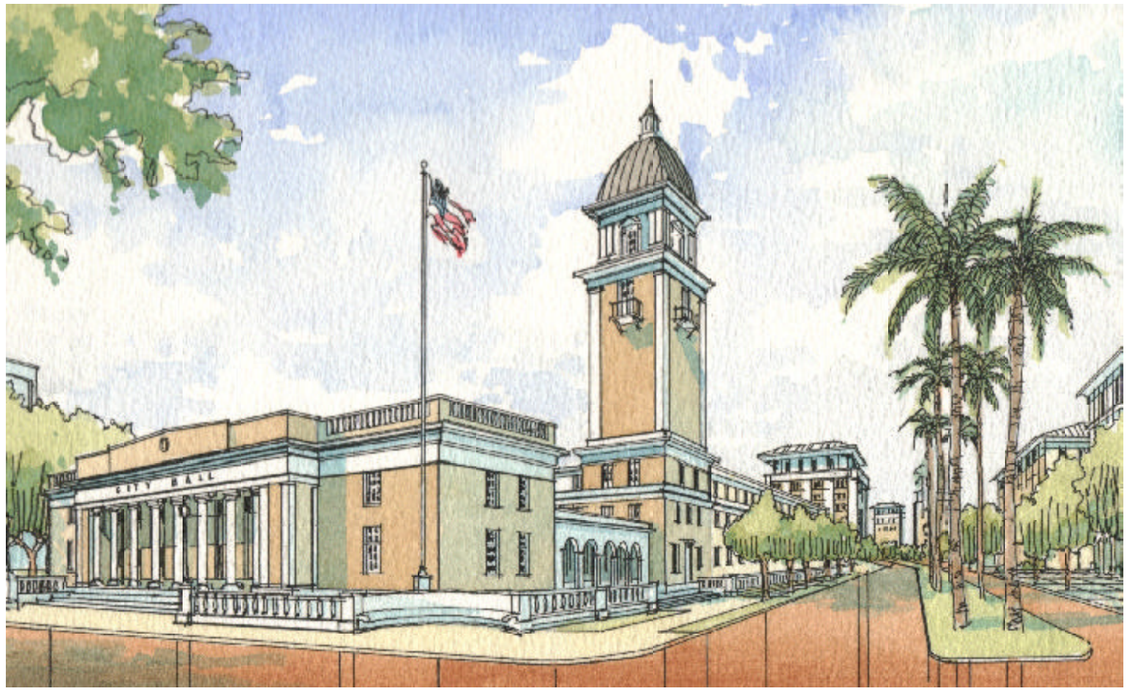
PROJECT: The New City Hall (D 4)

OBSERVATION: Sarasota's current City Hall is too small to adequately house all the necessary functions.

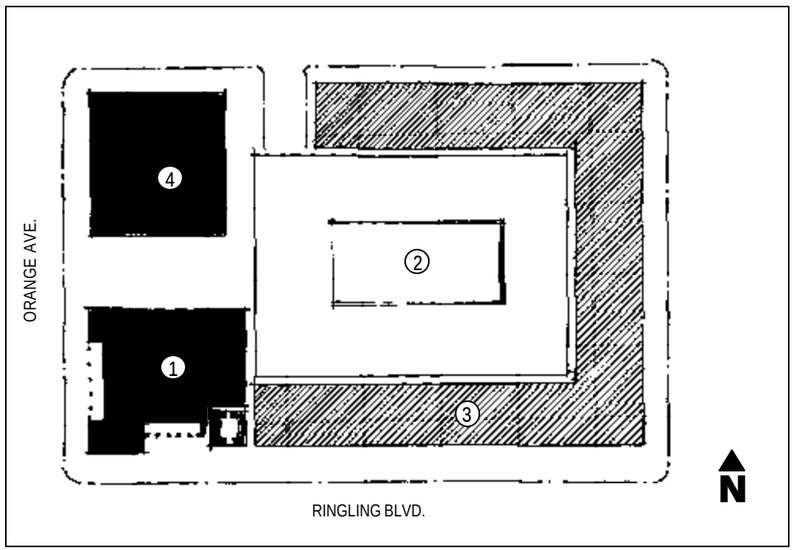
DISCUSSION: The current City Hall is an excellent example of original post-War Sarasota School architecture. It is, however, too small to meet the functional needs of the municipality, and, in the existing location, it is not integrated into the civic, aesthetic or functional life of the Downtown. Rather than expand the existing structure, the City should look for alternatives to the current building. The existing structure, however, must be preserved and kept active, preferably as a public building, possibly as a permanent focus for neighborhood programs, services and meetings.

Ideally, the new City Hall should occupy a site of prominence, much as the very first City Hall sat at the end of Main Street, on the original Bayfront. Options for a new City Hall include new construction or the redevelopment of a currently-existing structure. Should the opportunity arise to preserve an older example of civic architecture, particularly one whose presentation lends itself to the new function, this option should be seriously considered.

RECOMMENDATION: Move City Hall from its current location into the recently acquired Federal Building located at the intersection of Ringling Boulevard and Orange Avenue. This building is an excellent example of 1930s Federal architecture and has suitable civic character to serve this new purpose. An expansion to the rear on land that is currently used by the Post Office should also be considered. A permanent liner building should be constructed to hide an internal parking structure. As shown on the rendering, a tower could be built to terminate the vista of the facility from the entrance of Ringling Boulevard at the Bayfront. The sum product of these changes would be a truly monumental City Hall, once again located in a position of prominence within the City.



THE NEW CITY HALL PROPOSAL - PROJECT D 4



① NEW CITY HALL
② PARKING DECK
③ NEW LINER BUILDING
④ WILSON BUILDING

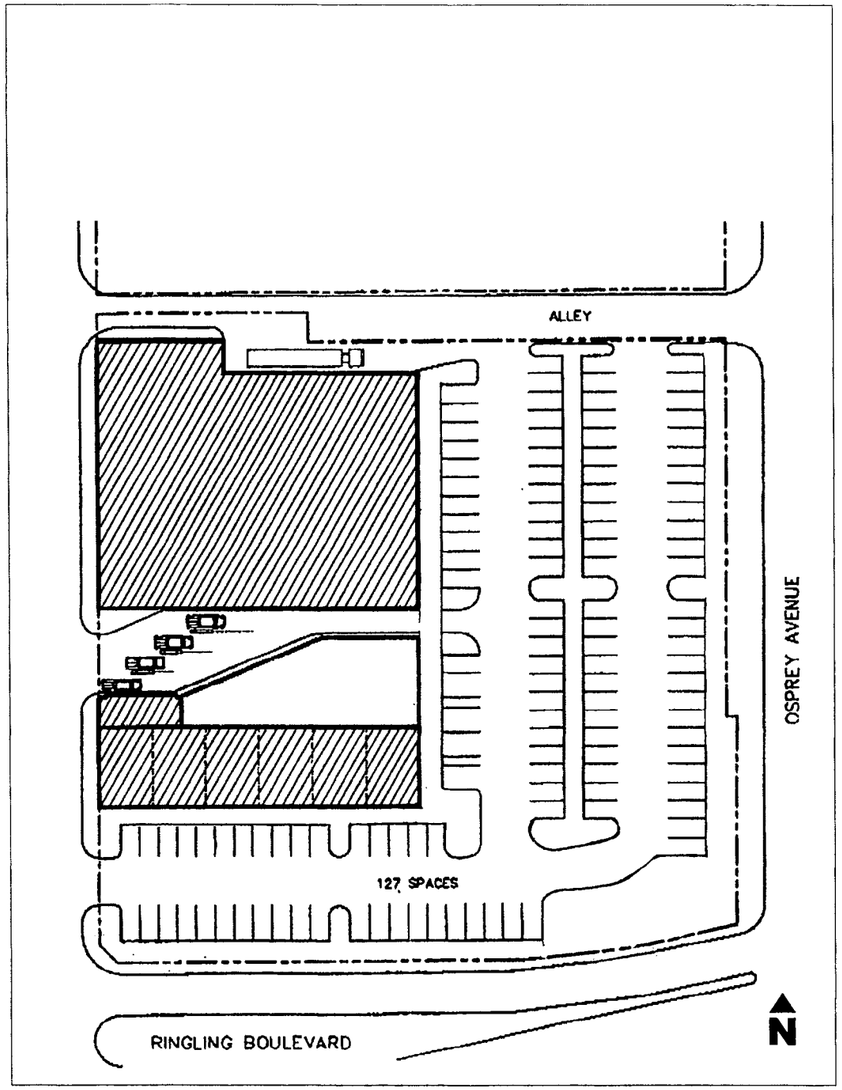
Prepared by Duany Plater-Zyberk & Company - October 25, 2000
Adopted with Revisions - January 22, 2001 - Resolution No. 01R-1336

PROJECT: Downtown Market (D 5)

OBSERVATION: There is no function more necessary for the viability of a downtown, particularly one with nearby residential neighborhoods, than a full-service market.

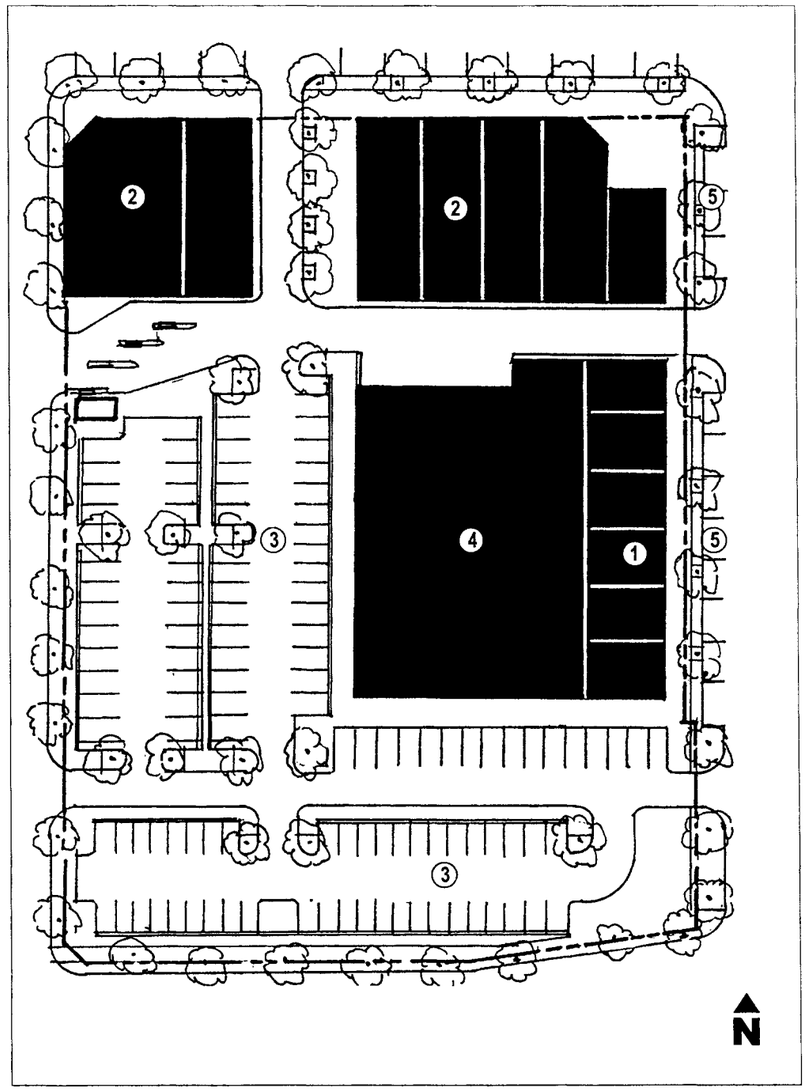
DISCUSSION: The best site within the Downtown for such a market facility is on the block of Osprey Avenue between Main Street and Ringling Boulevard, as this location is almost equidistant between the three walk-to-town neighborhoods to the north and the Laurel Park Neighborhood to the south; it is also accessible to the Bayfront condo towers. The location also creates an anchor at the midpoint between lower and upper Main Street. A facility here would liven up this generally inactive portion of Main Street and help counter the chronic under-performance of this area. The plan shows an 18,400 sf market accessible to drivers from adjacent parking lots and to pedestrians from Osprey Avenue. The rear wall of the structure, generally regarded as a negative feature of such a market, is masked by liner buildings.

RECOMMENDATION: The City should attempt to ensure, through the formation of a public-private development partnership, that an appropriate market, as described, is attracted to this location. While the ideal size may vary, it is critical that the project have a presence on both Main Street and Osprey Avenue as these are the primary formal and functional streets, particularly for pedestrians.



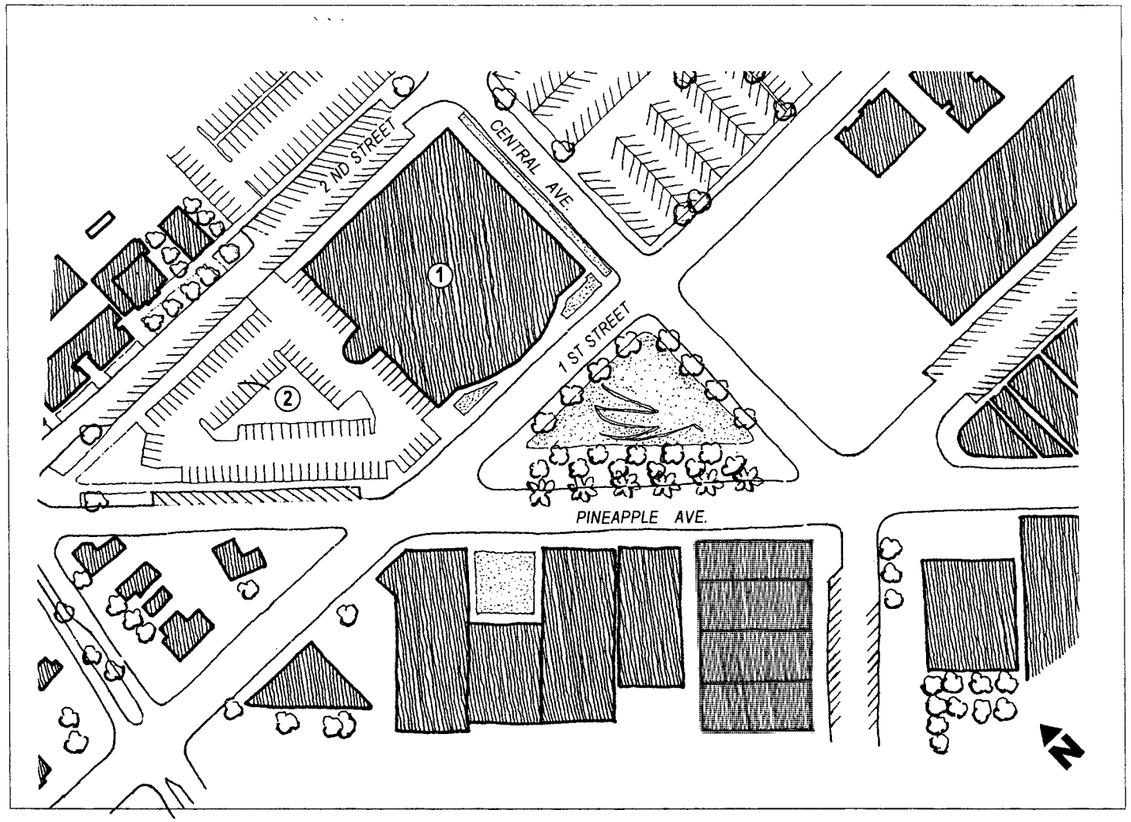
MARKET PROPOSAL 1 - EXISTING

TOTAL RETAIL GROSS LEASABLE AREA:	42,000 SF
PARKING REQUIRED:	128 SPACES
PARKING SHOWN:	143 SPACES

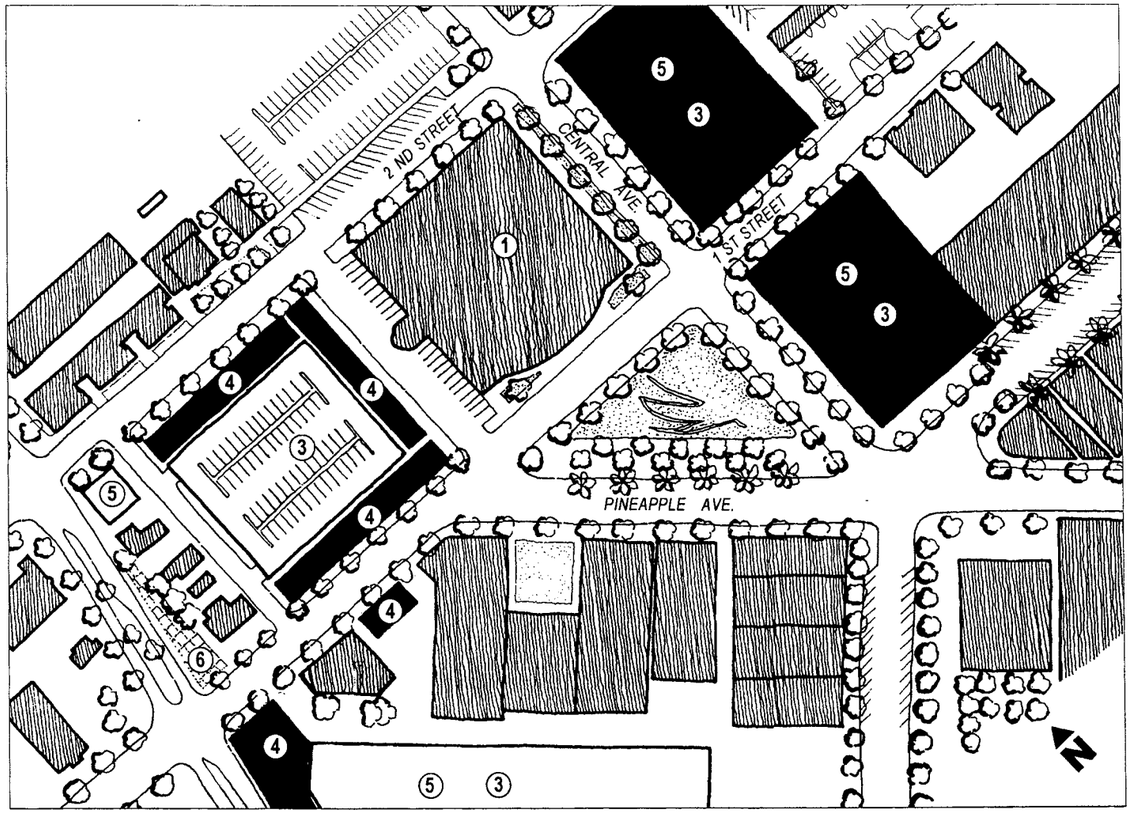


MARKET PROPOSAL 2 - PROJECT D 5

1. LINER BUILDINGS / RETAIL
2. RETAIL BUILDING
3. RECONFIGURED PARKING LOTS
4. MARKET STRUCTURE
5. ON-STREET PARKING



EXISTING CONDITIONS



PROPOSAL FOR A MUNICIPAL PARKING STRUCTURE PROJECT D 6

PROJECT: Mixed-Use Municipal Parking Facility (D 6)

OBSERVATION: The conditions surrounding the new Selby Public Library are of low urban quality. To the east, west and north sit vacant lots, currently used as surface parking as they await redevelopment. The spaces provided on these sites meet needs generated by nearby civic and commercial uses, but are not the highest and best use of the properties. Several of these sites are under consideration for intensive development.

DISCUSSION: The intersection of First Street and Pineapple Avenue produces a configuration in which two triangular parcels oppose each other along Pineapple. The easternmost parcel has been landscaped into a public plaza, highlighting the civic importance of the location; the Selby Public Library sits to the north of the plaza, the Sarasota Opera House to the south. The second triangle, however, is not as well treated. It currently contains a mix of small, older structures. None of these addresses the street front, even though several contain successful businesses. The most prominent of these is the Bijou Café which sits at the eastern tip of the triangle, facing the plaza. The building that houses the Café was recently purchased by the owner of the restaurant; he and other property owners would have to be made partners in what would become a public-private development partnership. Both the Selby Public Library and the Sarasota Opera House demand large amounts of peak period parking; otherwise, many of the surface lots are half-full.

RECOMMENDATION: The proposed solution to of these issues is to remove the second, western triangle and terminate Pineapple Avenue with a full-block, square structure. This development would encompass much of the triangle and almost all of the surface parking adjacent to the Selby Public Library. A large building would include a parking garage with entry and exit from a new alley on the west. As shown, this garage could easily accommodate over 500 cars. Liner buildings would face First Street, Second Street and the western facade of the Library. Four of the original structures from the triangle would be maintained, fronting Cocoanut Avenue; a new infill structure would occupy the new corner formed by the intersection of Cocoanut Avenue and Second Street.

Recommended uses for these new structures include a new home for the Bijou Café, as well as additional restaurants, cafes and small retail structures that can enhance the civic and commercial character of this location.

1. EXISTING LIBRARY
2. EXISTING PARKING LOT
3. PROPOSED PARKING STRUCTURE
4. PROPOSED LINER BUILDING
5. PROPOSED INFILL BUILDING
6. PROPOSED ATTACHED PLAZA

In addition, two, block-wide structures should be developed east of the Library along Central Avenue, to help complete this node and enclose the public plaza. These structures can accommodate high density residential uses and/or office space with retail on the ground floor.

Prepared by Duany Plater-Zyberk & Company - October 25, 2000
Adopted with Revisions - January 22, 2001 - Resolution No. 01R-1336

PROJECT: Lemon Avenue Mall (D 7)

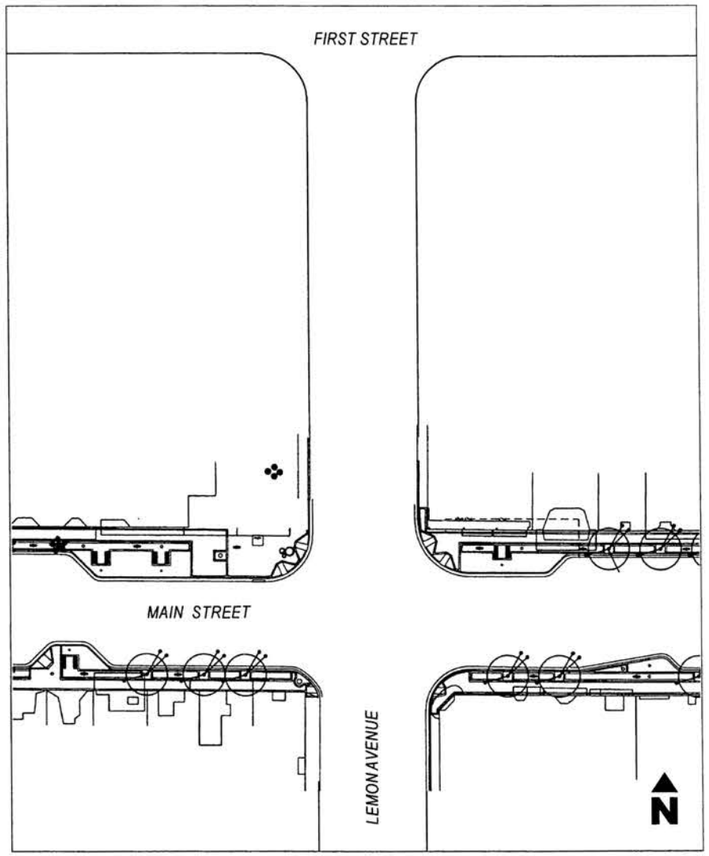
OBSERVATION: On the northwestern corner of the intersection of Lemon Avenue and Main Street, the buildings are set back a considerable distance from the edge of the right-of-way. This open area has been landscaped and furnished with chairs, tables and benches for public use. The intent of this development is to serve as a public outdoor eating and gathering place.

DISCUSSION: At present, the area of Lemon Avenue between Main Street and First Street is closed to traffic on Saturday mornings for a Farmers Market and on holidays for special activities. However, during the remainder of the week, use of the space is sporadic and haphazard.

RECOMMENDATION: Lemon Avenue between Main Street and First Street should be turned into a purposefully designed public mall. The roadway should be narrowed to 24 feet for a two-block distance, running from State Street, south of Main Street, to First Street, north of Main Street. There should be no on-street parking and only one lane of traffic in each direction. The parking spaces lost on Lemon Avenue should be replaced by expanding the available spaces for on-street parking along Main Street, allowing angled parking to occur much closer to the intersection than at present.

The reduction in the width of Lemon Avenue should occur on the eastern side of the roadway, thereby creating additional space on that side of the street. At present, the sidewalks here are approximately three feet in width; they need to be expanded to enhance pedestrian use. Liner buildings should be added to the structures on the east side of the street, to provide an interesting and active frontage.

Lemon Avenue south of Main Street should comply with the Thoroughfare Designations in the Transportation Section of the Master Plan - ST-60-34. North of First Street, Lemon Avenue is designated as a "B" Street with no requirements for compliance with the Thoroughfare Designations.



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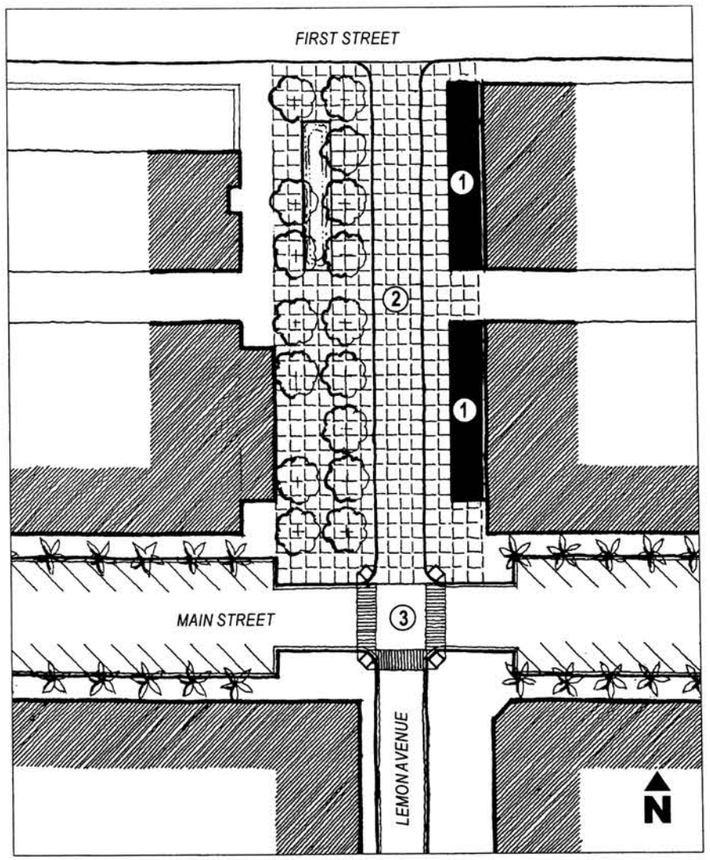


ALTERNATIVE PROPOSAL - PROJECT D 7

View Across Main Street at Lemon Avenue Mall Outdoor Space

① PROPOSED LINER BUILDINGS
② PAVED SQUARE
③ RECONFIGURED INTERSECTION
④ RENOVATED OR REPLACED EXISTING BUILDING

Prepared by Duany Plater-Zyberk & Company
Revision Date: October 25, 2000 - Resolution No. 01R-1336

PROJECT: Main Street between Bayfront and Five Points (D 8)

OBSERVATION: The section of Main Street between Five Points and the Bayfront is one of the most heavily traveled pedestrian corridors in the entire Downtown Proper. In particular, the intersection of Main Street and Palm Avenue has the potential to create one of the few truly urban corners in the Downtown Proper; the absence of any structures on the northeast corner of the intersection prevents this from occurring. In addition, despite the high level of activity, the streetscape and sidewalk design of this area merit further study and improvement.

DISCUSSION: Currently, road and curb geometries are larger than ideal for an intense pedestrian environment. The gentle curve of curbs at intersections induces drivers to continue moving and increases the distance pedestrians must cross to go from one side of the street to another.

At present, the streets include an excessive variety of trees, shrubs and other forms of landscaping. The combined effect is chaotic; landscaping interrupts the flow of pedestrian traffic, pushes pedestrians away from building facades and prevents the easy use of the sidewalks for street cafes and other pedestrian friendly social activities.

RECOMMENDATION: The recommendations presented here for this particular situation are general directions for creating a more urban character throughout the Downtown Proper, particularly along "A" Streets. Future development and redevelopment should adhere to these guidelines as much as possible.

Provide a single, primary pedestrian route across each roadway, in all four directions at each intersection. These routes should include the use of materials with different textures and patterns from the streets themselves; paver blocks are recommended but if necessary the effect can be created with only the use of paint.

As much as possible, align the streets so that all four corners of an intersection have the same (or similar) geometry.

Provide just enough shade trees to create a pleasant pedestrian environment; too many trees obscure sight lines for both walkers and drivers and make it difficult to see activity inside shops.

Reduce the use of shrubs and bushes to a bare minimum. (Further discussion of recommended varieties of trees and shrubs is provided in the Landscape Standards included in this Master Plan.) Provide a variety of opportunities for sitting, including increased seating in outdoor cafes.

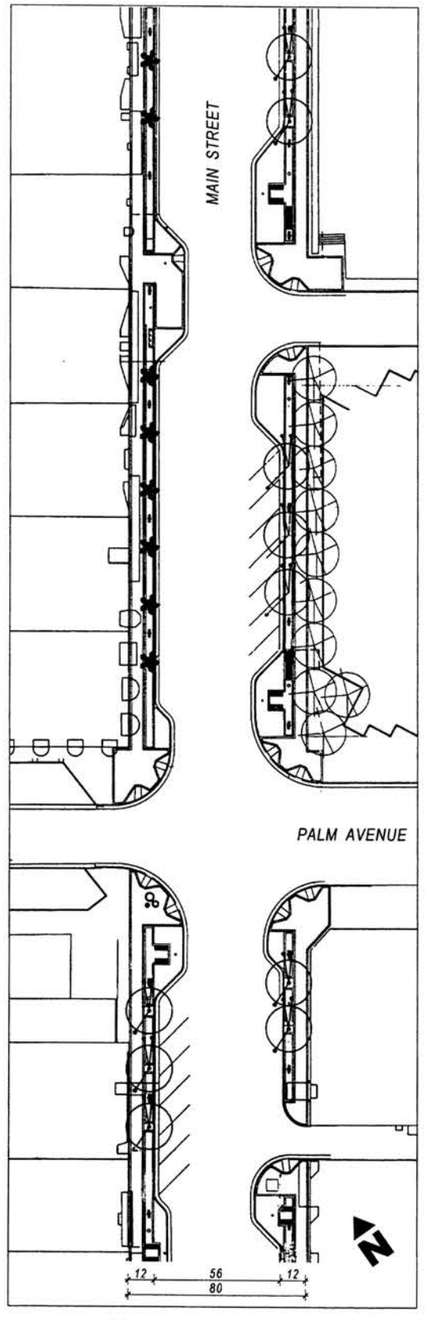
View of Main Street Looking South-West

View of Main Street East of Five Points

① REDUCE NUMBER OF RAMPS

② STRAIGHTEN THE GEOMETRY OF THE BULB-OUTS TO BE 90° ANGLE WITH THE SIDEWALK

③ ALIGN THE STREET CURB AT ALL INTERSECTIONS



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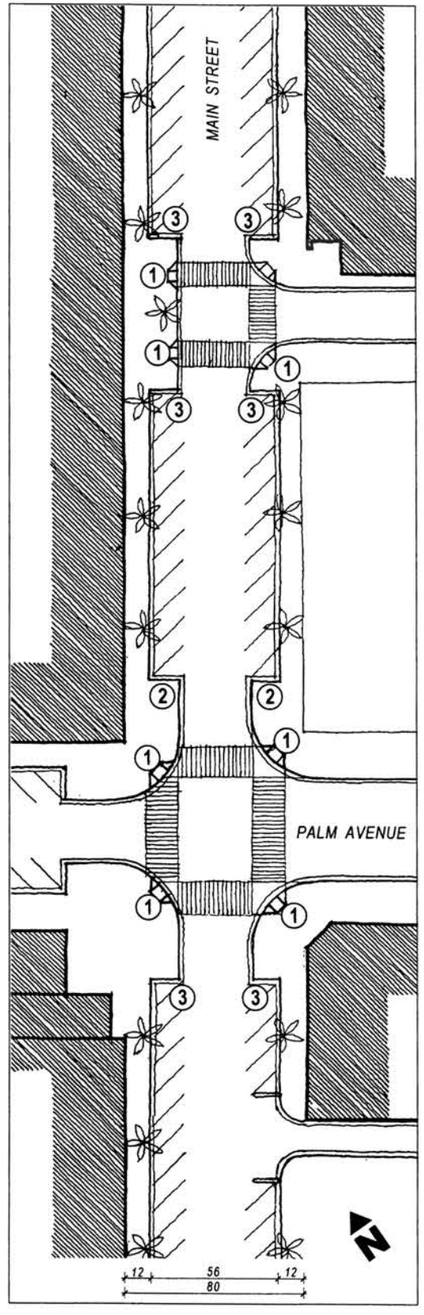


ALTERNATIVE PROPOSAL - PROJECT D 8

Prepared by Duany Plater-Zyberk & Company - October 25, 2000
Adopted with Revisions - January 22, 2001 - Resolution No. 01R-1336

PROJECT: Main Street East of Five Points (D 9)

OBSERVATION: Main Street east of Five Points is haphazardly organized, and lacks functional, architectural and aesthetic continuity.

DISCUSSION: Main Street is the historic retail center of the City of Sarasota. As with many traditional pedestrian-oriented shopping streets, it fell upon hard times in the 1960s and 1970s, but several efforts were made in subsequent years to revitalize the street, with varying degrees of success. Nonetheless, the street remains an integral element within the Downtown Proper and carries the seeds of future commercial and civic vitality and success.

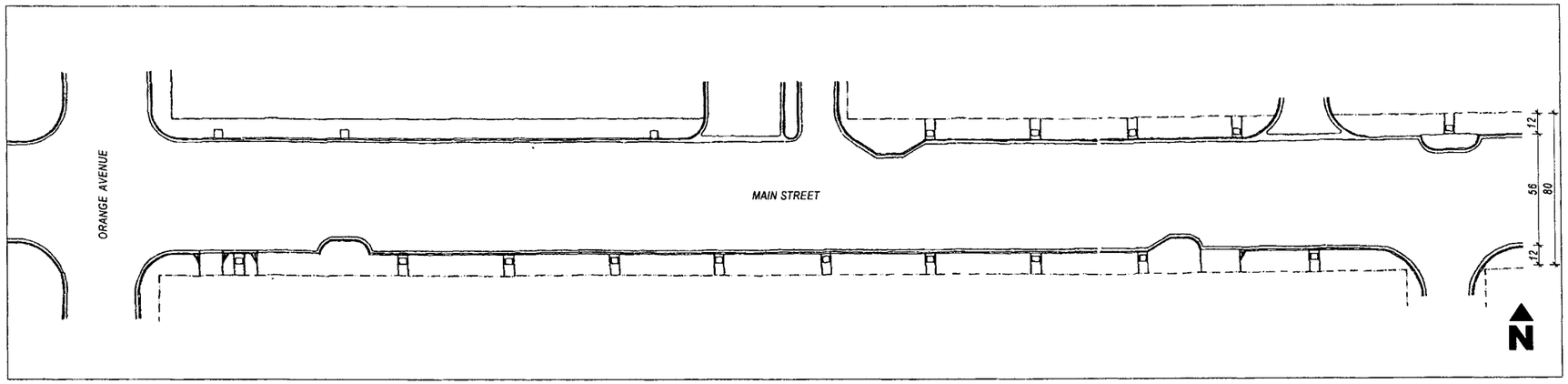
It is important to recognize that the street, as it currently stands, is far too long to serve as a single functional district. Rather, it must be functionally subdivided along naturally occurring lines, into a series of smaller sub-districts, with differing focal points. Each district can assume a unique character and, at the same time, work with adjacent districts to help create a strong continuity.

A physical and psychological break occurs at the intersection of Main Street with Pineapple Avenue at Five Points, where the roadway bends to the east and continues for over a mile, terminating at the site of the former Sarasota Train Station. This site is currently being developed as a commercial office tower.

At present, pedestrian activity along the street drops just east of the intersection with Orange Avenue. Retail and street-level commercial activity increases again somewhat further to the east, peaking on the blocks just west of Washington Boulevard (US 301). This activity will be further reinforced with the completion of a new mixed-use project one block from Washington Boulevard (US 301).

To the east of Washington Boulevard (US 301), there is increased pedestrian activity, in part due to the concentration of government uses along this part of the street.

Functionally, Main Street breaks into two primary nodes. The first is centered on the break at Five Points. The second occurs just west of the intersection with Washington Boulevard (US 301). Between these two nodes, however, and extending all the way to its termination,



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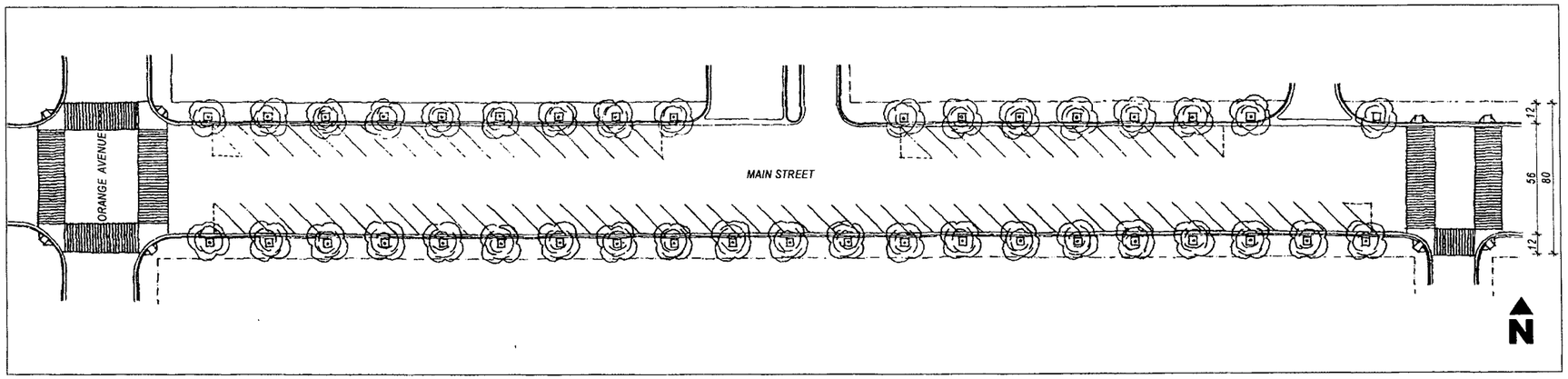


ALTERNATIVE PROPOSAL - PROJECT D 9

Main Street should display the continuously high level frontage required of an urban "A" Street. The 80 foot right-of-way which, at present is treated in varying ways, needs to become a uniform physical corridor. This section, as shown in the accompanying illustration, should include two lanes of two-way traffic, angled parking on both sides of the street, and generous 12 foot sidewalks on each side. Curb cuts and other discontinuities should be minimized, and street trees should be planted in regular 30 foot intervals. These would be organized to create a cohesive pattern unifying both sides of the street. Wherever possible, these would be spaced to line up with the party wall between stores or units so as to provide optimal exposure for doorways and other openings to the street.

RECOMMENDATION: Create a high-level continuous urban streetscape along the length of Main Street from Five Points to the terminus at School Avenue. This project should be coordinated with ongoing efforts to assemble data about retail and commercial uses throughout the Downtown Proper, as these data can inform decisions on recommended or desired development along Main Street.

Comply with the Thoroughfare Designation for Main Street (CS-80-56) in the Transportation Section of the Master Plan.

Intersection treatment should occur at a similarly unified level of detail, with paved or painted crosswalks in all four directions.

Prepared by Duany Plater-Zyberk & Company - October 25, 2000
Adopted with Revisions - January 22, 2001 - Resolution No. 01R-1336

PROJECT: Fruitville Road (D 10)

OBSERVATION: Within the Study Area, Fruitville Road is charged with playing two major roles: arterial vehicle route and small-scale commercial street. These are not mutually exclusive, but can be difficult to coordinate.

DISCUSSION: Functionally and aesthetically, Fruitville Road is a "B" Street within the hierarchy of the Master Plan. Nonetheless, its functional importance as the primary east-west route connecting I-75 to the Downtown, and beyond to St. Armand's Key, Longboat Key and other barrier islands, and its geographic location as the "seam" between the Downtown Proper and the walk-to-town neighborhoods accord its considerable significance.

As a connector, this road carries an extremely high volume of automobile traffic; just east of I-75, the road includes eight lanes of through traffic plus necessary turning lanes. Within the City, however, the right-of-way is increasingly limited. From the eastern edge of the Study Area to Orange Avenue, the road narrows to six lanes, and west of Orange Avenue, the inclusion of medians and planting strips on either side of the road limit vehicle capacity to two lanes in each direction.

The purpose, volume and speed of traffic along Fruitville Road throughout the Study Area dictate the character of this road as a commercial artery. On the other hand, the close proximity of residential neighborhoods to the north, and of the Downtown Proper to the south militates against conventional auto-oriented commercial development. Fronting lots tend to be both narrow and shallow. This reflects their original platting as residential lots, and significantly limits their potential for commercial use.

In some areas, single family houses have been converted to commercial use, with parking tucked in front of, alongside of, or behind the buildings. In other areas, two buildings have been purchased, one converted to a commercial use and the second torn down to use the lot for parking. In other examples, buildings continue to be used as single-family residences, but are clearly deteriorating in value and upkeep.

The preferred solution for many property owners and developers would be to push commercial development further to the north and south, enlarging lots to create more conventional strip development. This, however, has serious repercussions for the adjacent uses, particularly the single-family residences found within one block to the north.

A better solution is to devise an appropriate type of commercial, or mixed-use, development that can take advantage of the shallow lots and still provide the parking necessary to make the ventures successful. Rather than looking to put parking in front of the commercial structures, as is done with most strip development, developers should build structures that front directly on Fruitville Road, and provide sufficient parking alongside the building. Development must also front all intersecting streets, thereby creating a pedestrian scale condition at the four-way intersection. Beyond these buildings, however, land at mid-block can be used, as necessary to provide requisite surface parking, stormwater retention, landscaping and the like. In all likelihood, these new developments will be one- or, at most, two-stories in height, and might include a mix of retail, commercial and, possibly, residential uses. (This situation is discussed in greater detail for a specific location in the section dealing with Gillespie Park.)

The illustration provides a diagrammatic depiction of the recommendations described above. The frontage condition recommended along the cross streets, particularly those entering the predominantly residential neighborhoods to the north will help reinforce the desired pedestrian character of these "walk-to-town" neighborhoods. (This subject is also addressed in the section of the report dealing with "sleeves.")

Additional issues pertain to the stretch of Fruitville Road between Orange Avenue and US 41. This is the oldest part of the road, and includes a number of original structures containing viable active businesses. These buildings are generally built directly on the edge of the right-of-way; façade to façade distances across the street are approximately 80 feet. Within this distance, there are two lanes of through traffic in each direction, a central median wide enough to accommodate a turning lane, bike lanes and sidewalks on either side of the road.

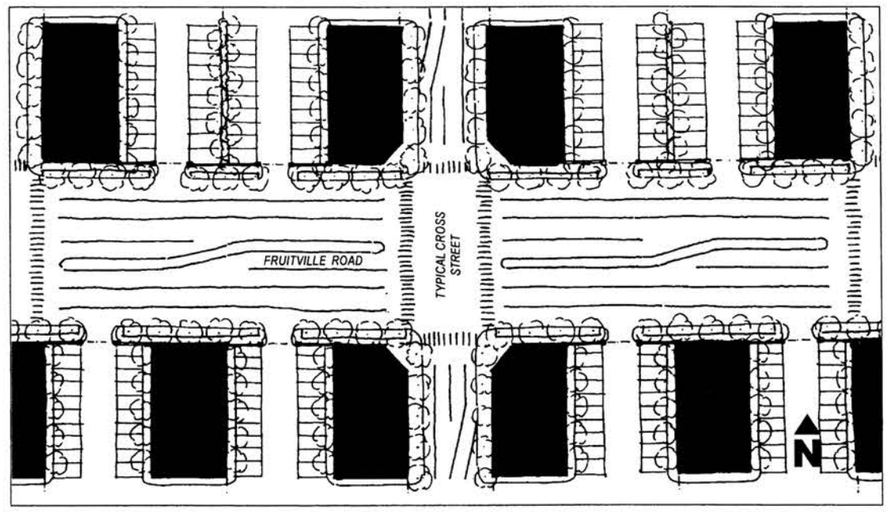
At present, the through lanes are too wide, allowing traffic to move too quickly. In addition, the inclusion of the bike lanes reduces the size of the sidewalks to the point that they become extremely uncomfortable for pedestrians. Ironically, a number of active antiques dealerships are located along this stretch. Not only do these stores attract a large number of pedestrians, store-owners enjoy setting out particular items and articles in front of the shops for display.

Several options are available to address this situation. First, the City could consider narrowing the travel lanes from twelve feet to eleven or even ten feet in width. This would free up between two and four feet of additional space that could be given over to the sidewalks on either side of the street.

Second, the City could consider removing one or both bike lanes from Fruitville Road, possibly placing them on 6th Street and the Boulevard of the Arts, parallel to Fruitville Road. Removing the bike lanes would free up an additional four feet of space on either side of Fruitville Road to enhance the sidewalks, and would not require any change to the current through travel lanes.

Example of Constrained Conditions Along Fruitville Road, west of Orange Avenue

RECOMMENDATION: Develop a block-by-block redevelopment strategy for Fruitville Road as it currently exists within the Study Area. Balance the needs to carry high volumes of through traffic with the desire to successfully redevelop both sides of the road, and still maintain pedestrian connectivity to the adjacent neighborhoods through "sleeves" along Central Avenue, Orange Avenue, Osprey Avenue and East Avenue.



FRUITVILLE ROAD - PROJECT D 10

PROJECT: Cocoanut Avenue (D 11)

OBSERVATION: The current attempts to provide parking along Cocoanut Avenue are disruptive and out of character.

DISCUSSION: Cocoanut Avenue is one of the western entries to the center of the Downtown Proper, serving as an easy link between Gulf Stream Avenue and Fruitville Road. Recently, the road was re-configured to provide on-street parking, not at the side of the road, as is conventional, but adjacent to a central median. The end product, while heavily landscaped, is functionally disruptive and aesthetically chaotic. The perception is that one has just driven into the middle of a parking lot. The decision to provide wide turning lanes in both directions dictated a slalom shaped configuration for the central medians. This configuration falls into the rural category of the transect, and is inappropriate for an urban setting such as the Downtown Proper.

One argument for the use of a central median for parallel parking is that several active curb cuts exist on both sides of the street. Despite the loss of spaces that would occur because of these driveways, the appropriate urban solution here is to straighten the central median and add on-street parking on either side, as depicted in the illustration. Spaces should be aligned to take heed of existing curb cuts. Over time, the need for these drives can be removed and additional spaces can be added on the street.

RECOMMENDATION: The recommendation is to move the parallel parking from the central median and place it at the sidewalk edge, straighten the median and plant trees at regular intervals of approximately 30 feet.

It is recognized that the current reconfiguration of Cocoanut Avenue has just been completed and is likely to remain for some years into the future. Long range plans for the Downtown Proper, however, should include undoing the recently completed changes.

Cocoanut Avenue, a View Looking North

Ⓐ STRAIGHTEN THE MEDIAN

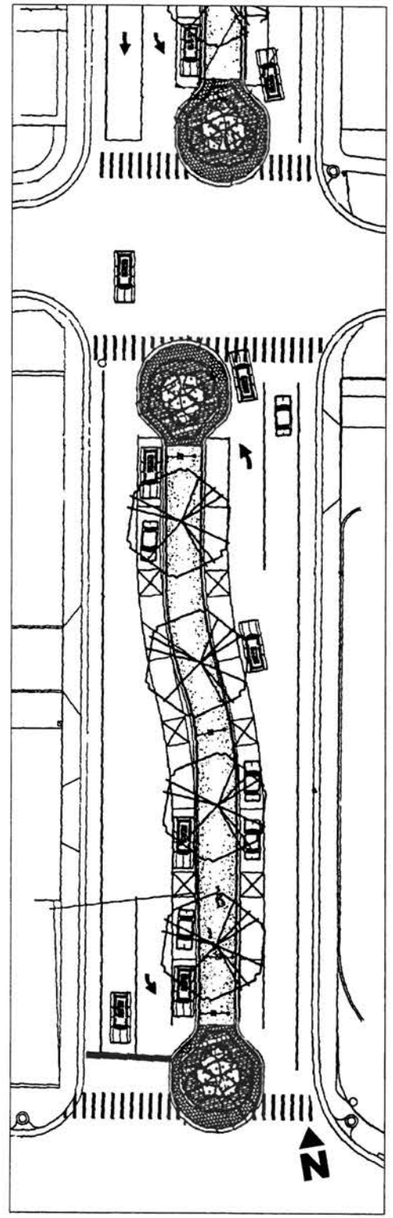
Ⓑ RELOCATE PARALLEL PARKING ON BOTH SIDES OF THE STREET

Ⓒ EXTEND SIDEWALK TO ACCOMMODATE TREE PLANTERS

Ⓓ PLANT TREES AT REGULAR INTERVALS OF 30 FEET

① EXISTING CURB

② PROPOSED CURB



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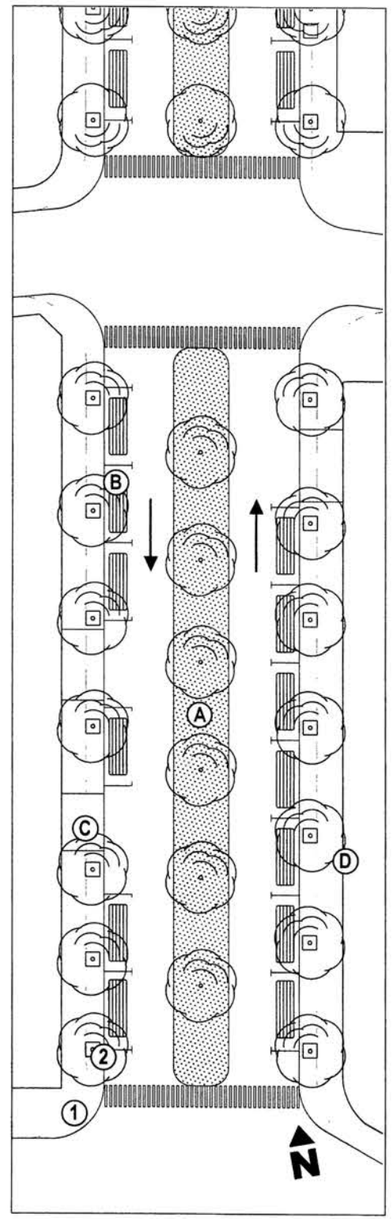


ALTERNATIVE PROPOSAL - PROJECT D 11

Prepared by Duany Plater-Zyberk & Company - October 25, 2000
Adopted with Revisions - January 25, 2001 - Resolution 01R-1336

Washington Boulevard (US 301)

Three neighborhoods were included as part of the Study Area for the Master Plan. Each is located directly north of the Downtown Proper, and all three are described by the City as "walk-to-town" neighborhoods. The northern boundary of the two westernmost neighborhoods is Tenth Street; for the easternmost neighborhood, it is Twelfth Street. The southern boundary for all three is Fruitville Road.

Washington Boulevard (US 301), which separates Gillespie Park from Park East is a heavily traveled five lane undivided roadway (two travel lanes in each direction with a continuous central turn lane) that runs from the northern reaches of the state south through Hillsborough, Manatee and Sarasota Counties before terminating just south of the Downtown at an intersection with US 41.

Fruitville Road, which forms the southern edge of all three neighborhoods and separates them from the Downtown Proper, is also a heavily traveled arterial road that links Downtown Sarasota and the Bay to I-75 approximately seven miles to the east. A great deal of the traffic along Fruitville is through traffic running between I-75 and eastern Sarasota and the heavily populated barrier island communities of Bird Key, St. Armand's and Longboat Key. To the east of the Study Area, Fruitville Road also serves as a commercial shopping strip for these drivers as well as adjoining residents and businesses. Within the Study Area, Fruitville is more varied, with a diverse range of businesses and even residential uses found on both the north and south sides of the road.

PROJECT: Neighborhood Action Strategies (NG 1)

OBSERVATION: These neighborhoods include diverse populations.

DISCUSSION: The "walk-to-town" neighborhoods are among the oldest residential enclaves in the City. Their housing stock is older and more deteriorated than average. They have a higher incidence of vacancy, abandonment and sub-standard buildings. The neighborhoods have a high percentage of renters, with many absentee landlords. Typical neighborhood services such as shopping tend to be missing. There also appears to be a much higher percentage of social services found in these neighborhoods than in other locations in the City.

All of these factors create the perception of a lack of focus. Recent designation by the City of these neighborhoods as "walk-to-town" neighborhoods is cause for optimism. The three neighborhoods are now the focus of Neighborhood Action Strategies (NAS) that will help create a sense of direction. These will be helpful in letting the often-transient residents of the neighborhoods know what can happen; they will identify for the City the optimal points of intervention and assistance; and, they will help outside developers and investors understand the potential benefits of these neighborhoods.

RECOMMENDATION: Fully support the Neighborhood Action Strategies and look to implement as many as possible of the recommendations that emerge from these studies, particularly those that are further supported within this Master Plan.

PROJECT: Organize Neighborhood Streets according to Character and Use (NG 2)

OBSERVATION: There is no apparent hierarchy or overall design to the gridiron of streets that make up the three neighborhoods.

DISCUSSION: All three neighborhoods are linked to the Downtown Proper by a pattern of north-south streets, and to one another by a series of east-west streets. The flexibility and integration provided by this simple grid, however, is not complemented by an organized range of street designations. Thus, one of the constant complaints heard by residents of all three neighborhoods is that cars move too fast and that too many people are using streets as shortcuts. Some streets have sidewalks and trees on both sides; some have these on only one side; some streets have neither plantings or walks, and some lack curbs and gutters. None of these conditions is necessarily good or bad, but there is no sense of a comprehensive organization to the street system within the neighborhoods.

As discussed elsewhere in this Master Plan, considerable attention must be paid to the character and quality of streets throughout the Study Area. Two types of designations are of concern. The first relates to the quality of the Frontages along the street, and can be described in terms of an "A" grid and a "B" grid. "A" Streets are the most important streets within the neighborhoods, designed to facilitate pedestrian movement as well as vehicular movement, and to serve as special places within the neighborhoods. "B" Streets, by contrast, are accorded less overall weight and may work simply to facilitate car movement.

In addition, streets should be studied in terms of their size, their general uses, and their movement patterns. Thus, some streets might be very narrow, with on-street parking and interrupted car flow. Others, by contrast, may be wide, with two or three lanes of traffic moving quickly in both directions and no on-street parking. In all instances, however, there needs to be a clear pattern to the organization of street types, and clarity as to the function and character of the streets within the neighborhoods.

RECOMMENDATION: Create designated street types relating to size, layout and use of the right-of-ways:

1.Free Movement: cars are generally unobstructed as they move in both directions at the posted speed limits.

2.Slow Movement: slow moving traffic, with parking on one side (both if width permits or if street can be widened); drivers must be aware of cars moving in and out of parking spaces. Curbs, street trees, street lights and sidewalks should be added as possible.

3.Yield Movement: two-way travel is permitted, but with on-street parking, cars may have to yield to one another in order to navigate the street. Parking is allowed on one-side of the street, or alternating on both sides.

PROJECT: Cut-Through Traffic (NG 3)

OBSERVATION: Neighborhood residents are concerned about cut-through traffic.

DISCUSSION: Cut-through traffic is a notoriously difficult problem to alleviate. Closing streets is certainly not a solution, because the traffic removed from the closed street is simply redirected along parallel streets. A subtler maneuver is to install traffic-calming measures, which addresses the fact that cars are not intrinsically dangerous until they are allowed to move fast. A careful balance must be struck between the motorists' rights and the community environment. Avoid the premature installation of overly restrictive traffic-calming techniques, as this sets a precedent that may not be sustainable.

RECOMMENDATION: Maintain the City policy of not closing through access on any street.

Study and apply a series of traffic-calming measures, such as parallel parking, diagonal parking, medians and others. These techniques are preferred over street closings, because they reduce volume and speed but do not restrict access. Traffic-calming measures should be part of a carefully thought-out comprehensive program.

PROJECT: Pedestrian Conditions (NG 4)

OBSERVATION: Some intersections are perceived by pedestrians to be difficult to cross.

DISCUSSION: Several roads within, or adjacent to, the three walk-to-town neighborhoods serve as high volume arterial routes for cars from throughout the region. These include US 41, Washington Boulevard (US 301) and Fruitville Road. It is almost impossible to calm traffic sufficiently on these streets to make them acceptable for broad-based pedestrian activity, and, at the same time, maintain their current levels of vehicle capacity.

Nonetheless, these routes cannot be allowed to serve as barriers to

pedestrian flow from one part of the Study Area to another. Currently, Fruitville Road separates all three walk-to-town neighborhoods from the Downtown Proper. US 41 separates both the Downtown Proper and the Neighborhoods from the two districts along the edge of Sarasota Bay. Washington Boulevard (US 301) separates the Park East Neighborhood from the Gillespie Neighborhood (and also interrupts Main Street).

Within Sarasota, it also appears that traffic-signal timing is on cycles that are twice the appropriate length. Drivers do not mind stopping at lights, but they quickly become frustrated waiting at lights. Pedestrians, when forced to wait more than 30 seconds for a crossing signal, will choose not to walk again. Although long cycles help traffic flow, they are not the right solution for urban neighborhoods.

Pedestrian at Intersection of Orange Avenue and Fruitville Road

Fruitville Road: A Difficult Crossing for Pedestrians and Vehicles alike

RECOMMENDATION: Wherever a designated pedestrian corridor comes into contact with one of these high-capacity vehicular routes, a "sleeve" must be established to facilitate and enhance the pedestrian experience at this primary point of contact. A sleeve is more than simply a striped cross walk or even the use of different paver blocks. It is not simply the application of a speed bump or speed table to impede the flow of cars along the arterials.

Rather, a sleeve is a comprehensive design strategy for the intersection itself and all four abutting corner parcels. Buildings on these adjacent parcels should be drawn up close to the street providing the perception of safety for pedestrians, and psychologically inducing drivers to slow down as they pass through the intersection. In addition, the cross walks should be clearly striped and different paving blocks should be used within the walks. The transition in paving materials might occur before the walkways as the change in the sound made by car tires as they move from one material to another (most often from asphalt to brick or concrete blocks) will alert the drivers to the need to reduce speeds.

Specific details on the design of sleeves and their exact locations are contained in other recommendations within this Master Plan.

In addition, traffic signal timing must be reconsidered throughout the Study Area, particularly along Fruitville Road and its bordering neighborhoods. Pedestrian crossing lights at Central Avenue, Osprey Avenue, East Avenue, and Lime Avenue — the primary pedestrian axes — must be engineered to function immediately upon request.

PROJECT: Sixth Street Connector (NG 5)

OBSERVATION: There is no clearly defined link connecting each of the three "walk-to-town" neighborhoods to one another.

DISCUSSION: The three neighborhoods included in this Master Plan line up side by side, in an east-west direction, bounded to the south by Fruitville Road and to the north by Tenth Street and Twelfth Street. They are defined, more or less, by a regular street grid, and are approximately the same geographic size. Much thought has been given to creating links that would overcome the pedestrian barrier formed by Fruitville Road and connect the neighborhoods to the Downtown Proper. Similar thought must be given to forming a clearly defined, aesthetically pleasing yet functional route that links all three neighborhoods.

Ideally, this linking street should not carry too much vehicular traffic, it should be located reasonably close to the social and geographic centers of the neighborhoods, and it should already be pedestrian friendly, or should have the capacity to be upgraded towards this end.

A review of the plans of the neighborhoods combined with a windshield survey of the neighborhoods themselves indicates that Sixth Street is the overwhelming choice to fulfill this function. With the exception of the interruption created by the standing rail lines parallel to Apricot Avenue, this street links the easternmost boundaries of Park East Neighborhood to the water's edge at the Bay, where it terminates at a piece of property that will be recommended for improvement as a small public park. Geographically, the street is almost at the center of each neighborhood, and the street forms important intersections with each of the three primary north-south neighborhood roads: Central Avenue, Osprey Avenue, East Avenue.

While current conditions along the street vary, certain stretches are already quite pleasant, with sidewalks and well developed trees, and the entire length has the potential to be upgraded into an important neighborhood street.

RECOMMENDATION: Treat Sixth Street along its entire length from Park East to the Bayfront as a primary east-west neighborhood connector. Provide regular streetscaping and sidewalks on at least one side of the street along its length. Create sleeves at the intersections of Sixth Street and US 41 and Washington Boulevard (US 301). At the points where Sixth Street enters a new neighborhood, from either the east or the west, install signage identifying the transition. As uses change in the Park East neighborhood, ensure that an easement is allocated to re-connect the Street across the current railway right-of-way.

PROJECT: Trash in the Streets (NG 6)

Ninth Street: Trash piles such as this one blight the neighborhoods five days per week

OBSERVATION: Sunday through Thursday morning, various areas in all three neighborhoods are blighted by an excessive amount of trash. This includes not just garbage cans or barrels, but piles of furniture, discarded materials, tires, etc.

DISCUSSION: Trash in the streets damages the pedestrian quality and the value of any neighborhood, and also creates a physical environment in which crime is more likely to occur. Within the subject neighborhoods, general trash collection occurs on Thursdays, but moving-out day and cleanup day tends to be Saturday. Due to their demographic makeup, these neighborhoods have an extremely high number of move-outs, and residents tend to clean their houses mainly on weekends. Green-barrel trash collection occurs on Monday, but the barrels sit on the curb all week, against the City code.

RECOMMENDATION: In wealthier neighborhoods-where citizens move less frequently, have greater leisure time, and can hire helpers-mid-week trash collection does not cause blight. It is only fair that these neighborhoods wait while poorer and more transient neighborhoods have their trash collected on Mondays. The City must provide its garbage contractor a schedule with early-week collection for less affluent neighborhoods. In exchange for this consideration, residents must remove their barrels promptly by Tuesday or face a fine.

PROJECT: Nomenclature and Terminology (NG 7)

OBSERVATION: City officials, residents, developers and other interested parties tend to use terminology very loosely, with little agreement on the precise meaning of critical terms and definitions.

DISCUSSION: Many words are commonly used with little agreement as to their precise meaning. Numerous parties discuss critical redevelopment issues such as live-work units, multi-family units, townhouses and duplexes with no clear consensus as to the proper operational meaning of these terms. This makes it extremely difficult to establish an effective dialogue for the on-going redevelopment of these neighborhoods.

RECOMMENDATION: The City should establish an agreed-upon definition of all potentially controversial words or terms, or of any word or term that lends itself to easy misinterpretation. These definitions should become part of the City's revised zoning and building codes, and should be distributed freely to neighborhood residents, developers, architects, planners and the like. Particular building types should be carefully and comprehensively defined in terms of their functions, their size and scale, their possible architecture, the relationship to the street and to their neighbors, their parking requirements and any additional idiosyncratic design or construction criteria.

PROJECT: Absentee Landlords (NG 8)

OBSERVATION: In all three neighborhoods a significant percentage of the residential units are for rent. It is obvious that in many instances, the landlords are not readily available, and attention to day-to-day issues varies considerably. Many of the properties in the neighborhoods are poorly maintained, often in violation of existing codes. In addition, most landlords do not police the behavior of their renters.

DISCUSSION: Home ownership is often considered an important sign of stability in neighborhoods of all economic strata. It is assumed that people who own the property where they reside will tend to look out for its upkeep and maintenance. These activities, in turn, strengthen the character of the neighborhood and help stabilize property values. In situations in which absentee landlords own many properties and do not attend to their day-to-day upkeep, there tends to be a general but steady decline in both neighborhood appearance and overall property values. While it is not critical that landlords and owners live on-site or even within the neighborhood, it is critical that people in positions of authority (either owners or designated managers) be readily accessible and pay regular attention to the condition and function of their properties.

In all three neighborhoods, due to the large rental population and the many absentee landlords, there is little motivation for good maintenance or behavior. Some landlords are good neighbors, but many behave like slumlords, dodging complaints and hiding their names and telephone numbers. Since these businesspeople are benefitting monetarily from their property in the neighborhood, they must be held responsible for the pubic performance of their investments. In addition, tenants (and homeowners) must also be held responsible for their own behavior through a streamlined code-enforcement process.

RECOMMENDATION: Property owners who do not live or work in the neighborhood and who own more than two pieces of rental property in any of these neighborhoods should designate someone that does live or work in the neighborhood as their neighborhood representative. The owner's phone number should be posted at a publicly accessible central location within each neighborhood.

The City should establish a Landlord Registration Program, where names and phone numbers are collected and published so that neighbors may contact them with complaints. Any landlords unwilling to enter the program or to comply with requests (also referred to the City) would be fined.

In addition, the City should study the possibility of creating an E-tiquette system (parking-style tickets left on doorknobs) whereby violations are hit with a single warning and then a fine. (Florida state law may not permit specific variations of this concept.) Such penalties would be small, but immediate enough to encourage compliance. The E-tiquettes must be created to distinguish between landlord and tenant violations. (Landlord citations would be mailed.)

PROJECT: Building Maintenance and Upkeep (NG 9)

OBSERVATION: Many buildings in the three neighborhoods appear to need basic maintenance and upkeep.

DISCUSSION: Demographically, these neighborhoods are among the poorer areas of the City of Sarasota (although they are not the poorest). Clearly many buildings lack proper maintenance. Often, these needs are cosmetic; paint is peeling or faded, minor renovations need to be made. Not only will these upgrades dramatically improve the physical appearance of the neighborhoods, they will help prevent further deterioration of the structures (which, without maintenance, will demand increasingly expensive remedies) and they will signal that the residents of the neighborhoods are looking out for their own welfare.

RECOMMENDATION: The City should give away paint to owners of all qualifying houses. The City should also look to establish partnerships with businesses and non-profit organizations to provide volunteers and additional supplies to help paint the buildings. Neighborhood volunteers could also be organized help to carry out these activities.

PROJECT: Dispersal of Social Services (NG 10)

OBSERVATION: The three subject neighborhoods, in particular the Rosemary Neighborhood, appear to have a higher-than-average concentration of social service agencies, non-profits and other care providers.

DISCUSSION: While social services are a necessary and often under-respected element of society, they can inadvertently become a negative influence. Concentrating these services and/or increasing their size to optimize administrative efficiencies makes sense from a financial and organizational point of view, but may allow the agencies to dominate their immediate surrounding. Long lines of people waiting for food or shelter may create the perception that the neighborhood is undesirable, even if many of these people are only visiting from other locations. Similarly, the presence of such agencies often creates the perception (but not necessarily the reality) that there will be problems with theft, vagrancy and other crimes.

The tendency in cities throughout the country in recent years has been to place social service agencies at the periphery of the downtown. These locations tend to be the oldest residential neighborhoods and are often in disrepair or advanced stages of deterioration. Prices tend to be low and the housing stock of poor quality. Generally, there has been relatively little opposition, as many of these in-town neighborhoods have been experiencing abandonment. Changes in Federal policies during the 1960s through 1980s also lead to the increasing demand for social services. The result tended to be a concentration of regional service agencies in a very small area. Not only can the agencies purchase land inexpensively, their clients can often afford to rent space in nearby apartments or converted houses.

RECOMMENDATION: Look to disperse social service agencies throughout the City, providing locations that match existing needs, and reduce the size of any one agency such that it does not overwhelm its immediate surroundings.

PROJECT: Housing Redevelopment (NG 11)

OBSERVATION: There are many vacant lots and abandoned buildings in all three neighborhoods.

DISCUSSION: These vacant and under-utilized parcels represent an opportunity for infill housing development. Rather than building new housing in bulk at the urban edge on new infrastructure — concentrating poverty and wasting resources, the City, Habitat for Humanity, the Hispanic Builders Association, and any other public-minded homebuilders should focus their resources on filling the "missing teeth" in existing neighborhoods. The City may have to play a role in securing and assembling parcels, and in working with potential developers.

RECOMMENDATION: New lower-income housing should be dispersed throughout the neighborhoods, never comprising more than 30% of a block face, to avoid an institutional look. Houses should have single garages (designed as discussed elsewhere in this document) and not carports, which visibly accumulate trash.

PROJECT: Preventing "New Blight" (NG 12)

Sixth Street: New Houses, while well-built, present unfriendly garage-fronts to the street.

Fifth Street: A New House with a Friendly Face.

OBSERVATION: New house, some built with City involvement, are incompatible with the existing architecture of the neighborhoods and damage the pedestrian experience.

DISCUSSION: The "snout house"-notorious for being outlawed last month in Portland, Oregon- is a residence whose front appearance is dominated by its garage door. Such designs have, unfortunately, become a staple of American suburban development, and result naturally from an attempt to include a garage in a single-family house on a narrow lot. The result is a house that presents an unfriendly face to the street and prohibits its residents from easily observing or interacting with the street life. These houses have been advocated due to a presumed desire for garage parking, yet observation suggests that few, if any, "snout house" owners park in their garages. In fact, a number of them use the garages like front porches, suggesting that such porches would be a welcome feature in these houses. The garages are also used for storage, something that could easily be provided elsewhere in the house.

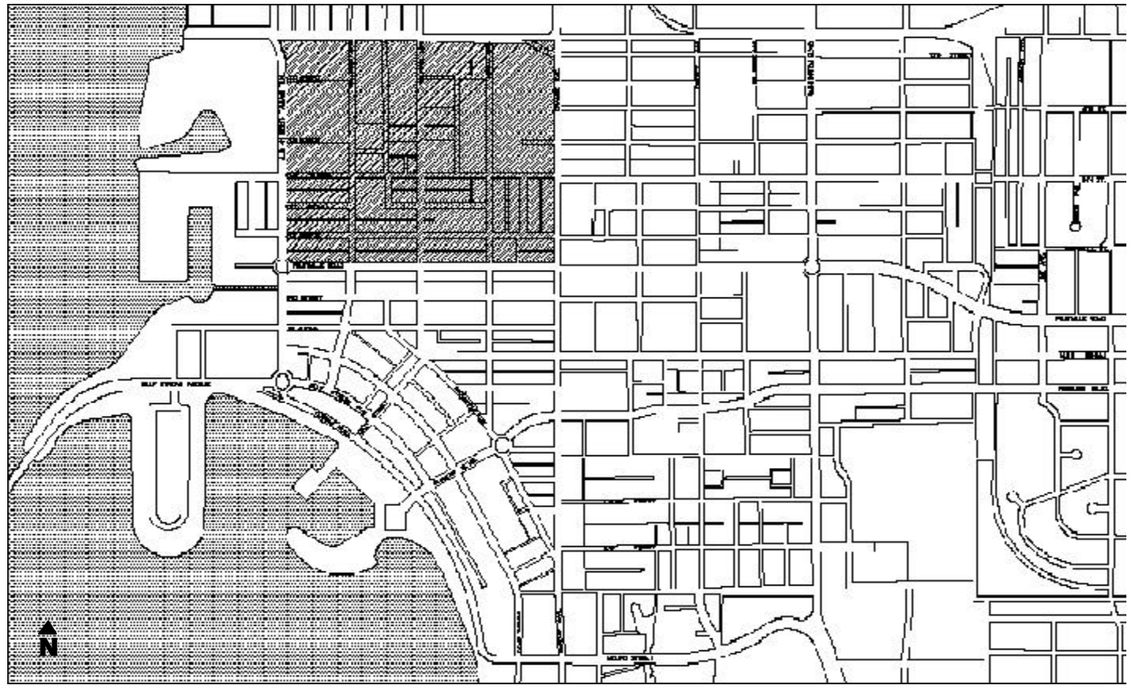
While many residents may indeed want two-car garages, the antisocial atmosphere generated by "snout houses" demands that alternative solutions be sought. When not served by a rear lane, two car-garages must not be allowed on narrow lots. Further, since people tend to park in front of their garages, garages should be set back from the house front to keep cars out of the front yard area. It will be up to architects and homebuilders to create adequate alternatives, but one solution that has been used elsewhere is the tandem garage, in which two cars park one behind the other in a narrow deep space.

RECOMMENDATION: The new Portland law does not allow a house to consist of more than 50% garage door frontage, nor may the garage sit in front of the rest of the front of the house. For the Study Area, we recommend the following wording: No house facing a street shall consist of a garage facade for more than 50% of the house facade. Further, garage facades shall be set back a minimum of 20' from the house facade, 10' if the house includes a front porch of 100 s.f. minimum size.

A typical existing house is shown in the in the Gillespie Park Neighborhood Section, with the proposed revised design. Note that in the revised design the garage is pulled back far enough from the street so that even if a car is not pulled into the garage or a second car is left in the driveway, its presence does not negatively affect the continuity of the streetscape or create the effect of being in a parking lot.

Intersection of Fifth Street and Central Avenue

The Charter School of Arts and Sciences



GENERAL

The westernmost of the three enclaves north of the Downtown Proper is currently known as the Rosemary District. This area accommodates numerous commercial uses related to the performing arts, and is regarded by some as less than a true residential community. In fact, this area has the full range of uses to qualify as a neighborhood, with a balance of commercial and residential uses ranging from apartments and live-work units to lofts and single family housing. This Master Plan recommends that the Rosemary District be renamed the Rosemary Neighborhood, and be treated no differently than the Gillespie Park Neighborhood and Park East Neighborhood.

Of the three "walk-to-town" neighborhoods, the Rosemary Neighborhood is located closest to the Downtown Proper business core. The relatively small size of the neighborhood allows for pedestrian accessibility in all directions, and it has the urban fabric of a traditional community, consisting of small blocks and alleys. The porous nature of its street network allows for multiple vehicular and pedestrian choices. The building stock includes a diverse range of historical structures including the church, the Ice House and numerous small houses. There is a full range of civic amenities such as the cemetery, the Charter School of Arts and Sciences, the Players Theater, Leonard Reid's historical house which is being converted into a daycare, a police substation, and a fire station. All these assets contribute to a potentially vibrant arts community that is a highly desirable place to work and live. Already, many with an entrepreneurial bent have started revitalizing the community by buying and renovating properties, and incubating new businesses.

These people and activities will eventually help create a livable, safe, pedestrian-friendly environment. Nonetheless, the perception remains that this is a neighborhood of poverty, crime, drug abuse, and a poorly maintained public realm. This perception stems, in part, from the concentration of substandard public housing. The city has taken some steps towards changing this perception, such as removing the night club at Central Avenue and 9th Street which was creating problems for adjacent properties. The "Rosemary District Plan of 1994" set a conceptual framework for revitalizing the neighborhood, including a public safety plan, infrastructure improvements, and mixed-use redevelopment. The present Master Plan builds on this earlier Plan, and provides specific techniques for achieving these goals.

The recommendations of this Master Plan use the existing positive characteristics and physical infrastructure as the basis for improving the civic realm in the neighborhood. All proposals can be achieved incrementally, as no drastic changes in property or land use are proposed. The recommendations are limited to replatting, swapping of land, and the small-scale assembly of properties.

PROJECT: Central Avenue Gateway (RN 1)

OBSERVATION: The intersection of Central Avenue and Fruitville Road is of very poor pedestrian quality.

DISCUSSION: Central Avenue is the main pedestrian corridor connecting the neighborhood to the Downtown Proper. Fruitville Road creates a barrier to pedestrian flow. It is difficult to cross, and the corners at the intersection are not well defined by building frontages.

Existing Intersection of Fruitville Road and Central Avenue

RECOMMENDATION: Create a sleeve at the intersection of Central Avenue and Fruitville Road.

PROJECT: Infill Buildings along Central Avenue (RN 2)

Empty Lots along Central Avenue

Prepared by Duany Plater-Zyberk & Company - October 25, 2000
Adopted with Revisions - January 22, 2001 - Resolution No. 01R-1336

OBSERVATION: Central Avenue has a lot of "missing teeth" (empty street frontage) which make the pedestrian experience inconsistent.

DISCUSSION: Several recently renovated storefronts along Central Avenue help create the feeling of a revived main street. But there are also empty parking lots and blank walls which interrupt the street frontage and discourage pedestrian activity.

Central Avenue has the potential to become a vibrant, mixed-use pedestrian spine for the neighborhood, connecting the more commercial southern edge of the community with the civic area to the north, including the school, the cemetery and the theater.

RECOMMENDATION: Use infill building types to complete the Central Avenue frontage and create a continuous positive pedestrian experience. Incorporate the following building types:

- Liner buildings (attached to existing blank walls, or screening parking lots) – this type can be used on the northeast corner of the intersection of Central Avenue and Fourth Street; on the southwest corner of the intersection of Central Avenue and Fifth Street.
- Mixed-use buildings (with parking in the back) – these can be small apartment buildings (4-, 6- and 8-plex) with retail or office space on the ground floor. This type can be used on the southeast corner of the intersection of Central Avenue and Fourth Street; on the northeast corner of the intersection of Central Avenue and Eighth Street.
- Live-work units – this type can accommodate the need to incubate home businesses. Lot sizes can vary from 24 to 48 feet in width. These can be developed along Central Avenue at the intersections of Sixth Street and Seventh Street.

For more details on infill building types, see Chapter VII "Infill Architecture."

PROJECT: A Civic Square along Central Avenue at the Intersection with Sixth Street (RN 3)

OBSERVATION: Central Avenue needs a defined civic space.

DISCUSSION: Central Avenue runs straight through the neighborhood without interruption for more than ten blocks. This is too long to create a continuously interesting pedestrian experience. Drivers tend to speed in spite of the recent streetscape improvements which include parallel parking on both sides. The street needs a sense of place; this can be achieved by introducing a civic square at the intersection with Sixth Street. This action will be part of the overall strategy to transform Sixth Street into a pedestrian friendly spine connecting each of the three neighborhoods to one another and to the waterfront.

RECOMMENDATION: Create a square at the intersection of Central Avenue and Sixth Street by replacing the existing storage facility. The property owner can swap this land with the City which owns parcels in close proximity (for example, at the northeast corner of Central Avenue and Seventh Street). The square will be designed to slow traffic flow on Central Avenue as the circulation will become one way around the square. The building frontage to the west of the square should be continuous; this can be achieved with live-work units, or shops with apartments above. The east frontage should also be completed with an infill building. The north edge of the square will be defined by the facade of the existing charter school, which should be architecturally improved. A new entrance or a tower would be appropriate for this corner. The square can be used for markets, festivals or other community activities. Its landscape treatment should correspond to its function which means it should be simple and urban in character – either entirely paved with formally planted trees around it, or grassed with intersecting pedestrian paths.

PROJECT: Infill Buildings on Empty Parcels throughout the Neighborhood (RN 4)

OBSERVATION: There are many empty parcels in the Rosemary Neighborhood.

DISCUSSION: Walking and driving along the streets of Rosemary Neighborhood one notices that the building fabric is quite disconnected and that there are many vacant lots. These conditions represent an opportunity for careful infill development which should respect the historical character of the community but will bring new opportunities for economic development and general neighborhood improvement. Small scale, mixed-use building types are appropriate as they can be built incrementally, with small investments, and they can successfully complete the urban fabric.

An Empty Parcel Next to the Old Grocery Store

Parking lot in front of the McCown Towers

RECOMMENDATION: Use the building types proposed in Chapter VII - Infill Architecture - to complete the urban fabric of the neighborhood. For example a liner building can be used to screen the large parking lot in front of the McCown Towers; live-work units can be used to infill the empty lots along Fifth Street west of Central Avenue, a mixed-use building (apartments and commercial) can be used to infill the block between Fifth and Sixth Street east of Central Avenue. Adequate parking (generally at the rear of structures) should be provided to support uses in the new infill buildings.

Cohen Way Public Housing.

PROJECT: St. Martha Catholic School Conversion (RN 5)

OBSERVATION: St. Martha Catholic School has a very good location on the west side of Orange Avenue, between the Rosemary Neighborhood and the Gillespie Park Neighborhood, within walking distance of the Downtown Proper. The School is also an ideal facility for conversion to residential use. The classrooms have high, loft-like ceilings, big windows and handsome proportions. The courtyards are wide and full of light, and surrounded by covered galleries.

DISCUSSION: If the Catholic diocese decides to sell the school it will be a great opportunity for the City to purchase it and convert it into loft-type housing for artists. Its proximity to the various performing arts venues and the activity in the Downtown Proper will induce the residentts to walk, filtering through the neighborhood.

As an alternative, the building can also be used for a charter school. This will be a long term investment for the City, but not too many resources should be needed to implement this project.

RECOMMENDATION: The City should purchase the buildings of St. Martha Catholic School and convert them into artist housing or a charter school.

PROJECT: Storefront Improvements (RN 6)

OBSERVATION: The Rosemary Neighborhood needs a more clearly-defined, commercial, art-oriented identity. Some storefronts along Central Avenue have been recently renovated and can be regarded as good examples of storefront design and maintenance (for example the shops on the east side of Central Avenue at 5th Street). Others need renovation and a consistent signage strategy.

DISCUSSION: Storefront design has to comply with a series of simple rules in order to provide a harmonious street frontage and create an inviting pedestrian atmosphere. If there are awnings or arcades they have to cover the entire sidewalk to provide shade and shelter. Trees have to be planted between storefronts not to obscure the signs and entrances. The materials, proportions and configurations of the storefront design are of crucial importance for the consistency of retail experience along Central Avenue.

RECOMMENDATION: Adopt a signage ordinance as a part of the Transect - Based Neighborhood Development (TND) Code. Comply with the Architectural Standards and Frontage Standards in the TND Code.

Successful Storefront Renovation along Central Avenue.

Undesirable Street Frontage along Central Avenue.

PROJECT: Reclassification of Thoroughfare Types (RN 7)

OBSERVATION: Throughout the Rosemary Neighborhood, automobiles travel too fast for pedestrian comfort. The majority of streets in the neighborhood are designed for through-traffic which results in high traffic volumes and travel speeds.

DISCUSSION: Traditional Neighborhood Design corrects for singular emphasis on the automobile in roadway design 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. Four basic design categories provide a range of design options appropriate for the broad range of urban conditions. These are thoroughly discussed in Chapter VI "Transportation" of this Master Plan.

RECOMMENDATION: Applying the Thoroughfare Definitions found in Chapter VI "Transportation" to those thoroughfares identified as "A-Streets" in the Rosemary Neighborhood produces the following reclassification of thoroughfares:

Speed Movement

No thoroughfares fall under this designation within Rosemary Neighborhood.

Free Movement

CS-60-42; This thoroughfare-type includes two, twelve-foot travel lanes with 45 degree angled parking along one side of the street. In addition, a six-foot planting should be placed on the side of the street opposite the angled parking with six-foot wide sidewalks along both sides of the street. This design treatment should be applied to Fifth Street between Central and Lemon Avenues.

ST-60-34; This thoroughfare-type includes two, ten-foot travel lanes with designated seven-foot parallel parking bays along both sides of the street. A seven-foot planting strip for street trees and a six-foot wide sidewalk should also be placed on each side of the street. This design treatment should be applied to Fourth and Sixth Streets.

ST-50-27; Similar to ST-60-34, this design has parking on one side only to accommodate the right-of-way constraints found on some of the neighborhood streets. It allows for a six and a half-foot planting strip for street trees and a five-foot wide sidewalk along both sides of the street. This design treatment should be applied to Orange and Central Avenues.

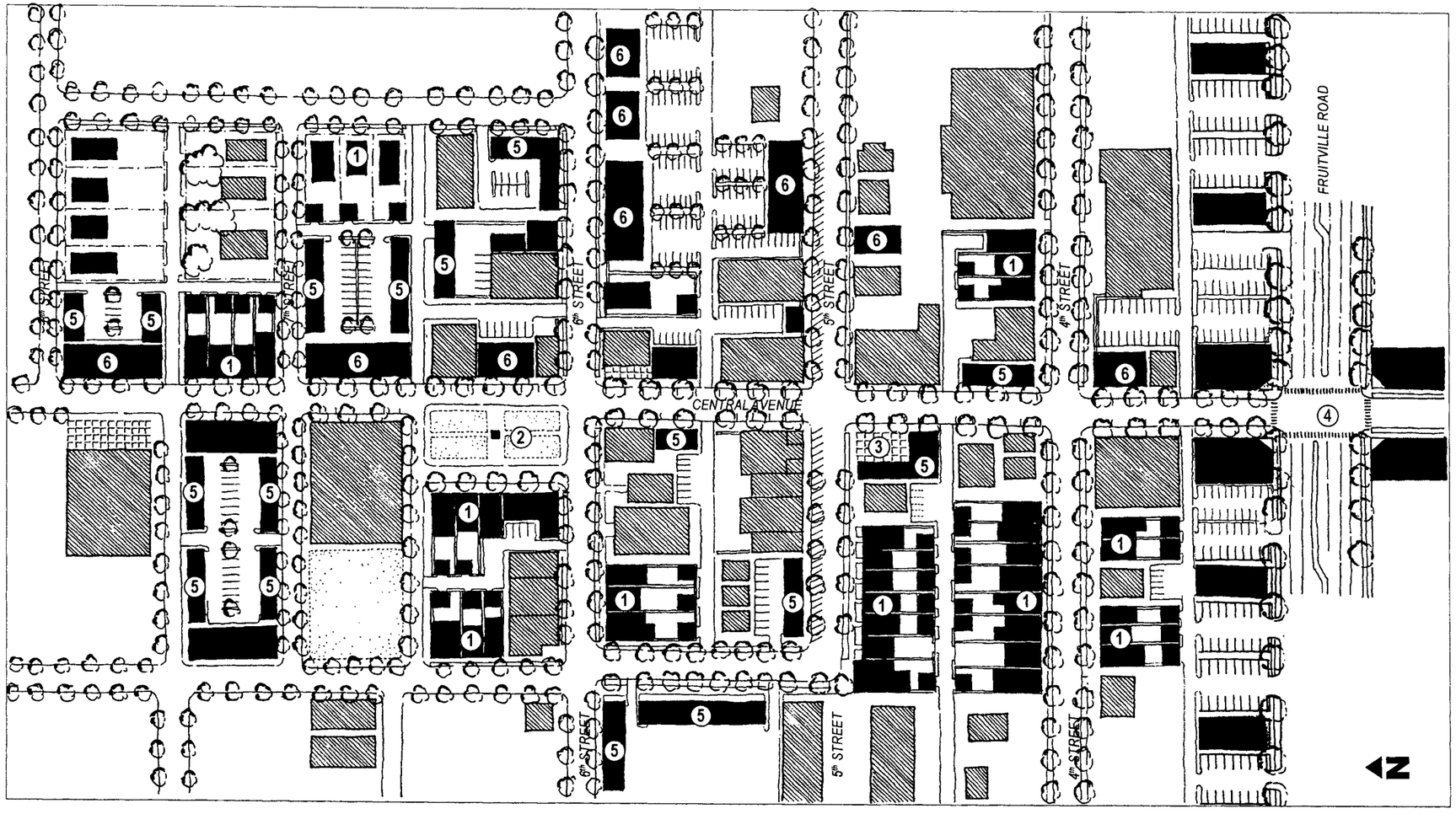
Slow Movement

No thoroughfares fall under this designation within Rosemary Neighborhood.

Yield Movement

ST-50-24a; This thorougfare-type includes two, twelve-foot travel lanes with parallel parking allowed on either side of the street. A seven-foot planting strip for street trees and a six-foot wide sidewalk should be placed along both sides of the street. This design treatment should be applied to Fifth Street between US 41 and Coconut Avenue, Cohen Way, and Kumquat Court.

① INFILL LIVE WORK UNITS
② NEW SQUARE (RN 3)
③ ATTACHED PLAZA
④ "A SLEEVE" AT FRUITVILLE AND CENTRAL AVE. (RN 1)
⑤ INFILL LINER BUILDINGS (RN 2) (RN 4)
⑥ INFILL MIXED-USED / OR APARTMENT BUILDINGS (RN 4)
EXISTING BUILDINGS
PROPOSED INFILL BUILDINGS



PROPOSED PROJECT RN 1, RN 2, RN 3 AND RN 4

Gillespie Park

GENERAL

The Gillespie Park Neighborhood is approximately 127 acres in size, and is located due east of the Rosemary Neighborhood, bounded by Orange Avenue on the west and Washington Boulevard (US 301) on the east. The neighborhood focuses on the 10-acre Gillespie Park, which includes a police sub-station/meeting hall and a covered pavilion. The neighborhood is primarily residential in character, but also includes some child-care, and a small number of commercial establishments. The residential uses include multi-family, duplex and single-family houses. Much of the neighborhood is rental property (59% of residential use) with absentee landlords. The street system is comprised of essentially one street type: free-moving 2-way traffic, with no on-street parking, on 24 feet of pavement in right-of-ways that vary in width from 40 to 60 feet.

A primary concern for residents of Gillespie Park and the City is the perception that the neighborhood is unsafe. Actual data suggest a slightly higher incidence of index crimes in comparison with the rest of the City, but the physical appearance and social perceptions are by far more significant issues. The generally run down appearance of many properties, including some public right-of-ways, the haphazard treatment of garbage (both before and after weekly pickup), the predominance of absentee landlords, the proximity of social services to the Park, and the absence of any defined civic center (as opposed to the open space of the Park) create a perception that no one cares about the neighborhood. The fact that the southern edge of the neighborhood is the heavily traveled Fruitville Road is perceived by many as a negative factor, and there is particular concern about commercial encroachment from the south.

Prepared by 2000 Duany Plater-Zyberk & Company - October 25, 2000
Adopted with Revisions - January 22, 2001 - Resolution No. 01R-1336

PROJECT: Land Assembly and Redevelopment (GP 1)

OBSERVATION: Vacant lots, abandoned buildings and structures in need of considerable repair mar the overall perception of the neighborhood.

DISCUSSION: The high percentage of absentee landlords combined with the large number of poorly maintained properties and their generally low monetary value create an atmosphere of disrepair and decay. Where possible, the City can look to jump start new development by purchasing and assembling tracts of land for sale (with or without subsidy) to developers, builders, and individuals willing to create projects that will enhance the neighborhood. Without initial intervention by the City, however, it is unlikely that the private sector will be able to realize the financial targets necessary to undertake projects of this nature.

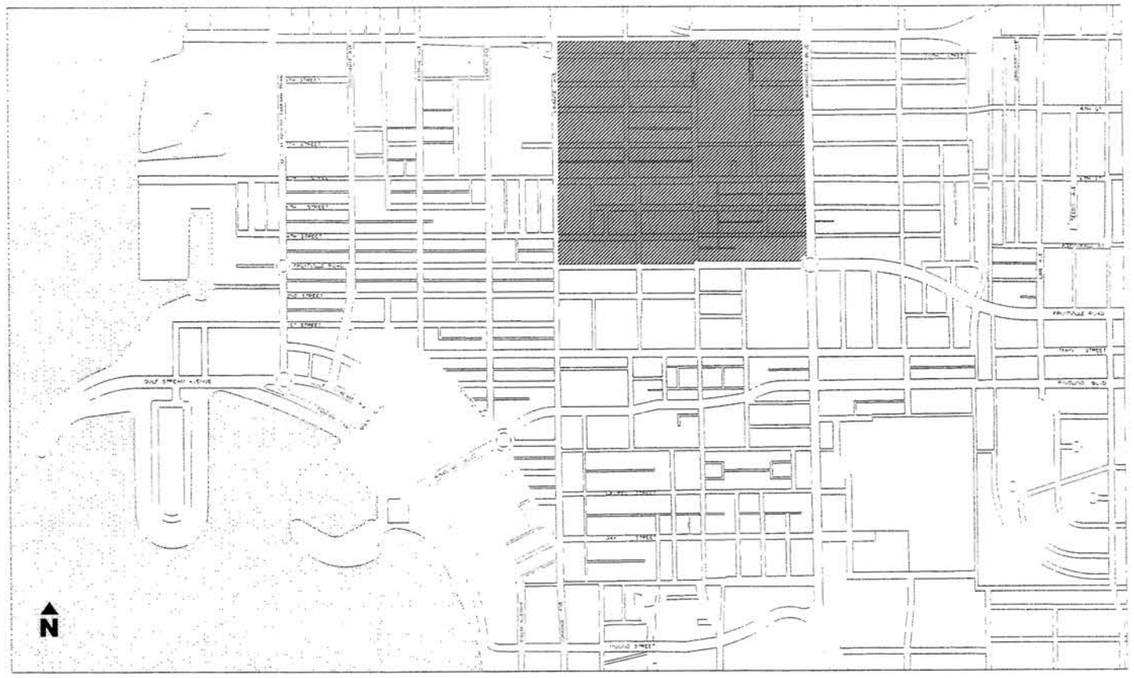
RECOMMENDATION: Acquire vacant and abandoned properties, and apply code enforcement to ensure that substandard buildings are improved. Where possible, bundle these acquisitions and solicit interest from local developers willing to work on desirable infill projects.

PROJECT: Infrastructure Upgrades and Maintenance (GP 2)

OBSERVATION: The condition of the streets and public right-of-ways within the neighborhood is haphazard at best.

DISCUSSION: There is no uniformity of conditions of streets and alleys within the neighborhood. Some streets include curbs and gutters, and have streetlights; others are barely navigable due to deteriorated pavement, lack of curbs and generally low-level right-of-way conditions. While the current situation may technically be workable for residents and visitors, the aesthetics and irregularity add to the sense that no one cares about the neighborhood.

RECOMMENDATION: Through its Neighborhood Action Strategies, the City has worked with the residents of the neighborhood to determine primary concerns and to establish a hierarchical list of projects to complete. There is a comprehensive listing of objectives under the goal of improving the general condition and maintenance of the Gillespie Park Neighborhood. All of the objectives relating to physical infrastructure should be carried out.



PROJECT: Redevelopment of the Block between Fruitville Road and Fourth Street from Orange Avenue to Washington Boulevard (US 301) (GP 3)

OBSERVATION: The types and styles of buildings along Fourth Street are eclectic, but predominantly residential. Nonetheless, proposals to replace vacant lots and rental properties along Fourth Street with commercial uses have met with opposition because only the lots fronting Fruitville Road have commercial zoning.

Existing Houses Along Fourth Street

DISCUSSION: Fruitville Road, at the southern edge of the neighborhood, is a heavily traveled arterial. The blocks fronting Fruitville Road are standard sizes for the neighborhood, approximately 210

Existing Houses Along Fourth Street

Gillespie Park

GENERAL

The Gillespie Park Neighborhood is approximately 127 acres in size, and is located due east of the Rosemary Neighborhood, bounded by Orange Avenue on the west and Washington Boulevard (US 301) on the east. The neighborhood focuses on the 10-acre Gillespie Park, which includes a police sub-station/meeting hall and a covered pavilion. The neighborhood is primarily residential in character, but also includes some child-care, and a small number of commercial establishments. The residential uses include multi-family, duplex and single-family houses. Much of the neighborhood is rental property (59% of residential use) with absentee landlords. The street system is comprised of essentially one street type: free-moving 2-way traffic, with no on-street parking, on 24 feet of pavement in right-of-ways that vary in width from 40 to 60 feet.

A primary concern for residents of Gillespie Park and the City is the perception that the neighborhood is unsafe. Actual data suggest a slightly higher incidence of index crimes in comparison with the rest of the City, but the physical appearance and social perceptions are by far more significant issues. The generally run down appearance of many properties, including some public right-of-ways, the haphazard treatment of garbage (both before and after weekly pickup), the predominance of absentee landlords, the proximity of social services to the Park, and the absence of any defined civic center (as opposed to the open space of the Park) create a perception that no one cares about the neighborhood. The fact that the southern edge of the neighborhood is the heavily traveled Fruitville Road is perceived by many as a negative factor, and there is particular concern about commercial encroachment from the south.

Prepared by 2000 Duany Plater-Zyberk & Company - October 25, 2000
Adopted with Revisions - January 22, 2001 - Resolution No. 01R-1336

PROJECT: Land Assembly and Redevelopment (GP 1)

OBSERVATION: Vacant lots, abandoned buildings and structures in need of considerable repair mar the overall perception of the neighborhood.

DISCUSSION: The high percentage of absentee landlords combined with the large number of poorly maintained properties and their generally low monetary value create an atmosphere of disrepair and decay. Where possible, the City can look to jump start new development by purchasing and assembling tracts of land for sale (with or without subsidy) to developers, builders, and individuals willing to create projects that will enhance the neighborhood. Without initial intervention by the City, however, it is unlikely that the private sector will be able to realize the financial targets necessary to undertake projects of this nature.

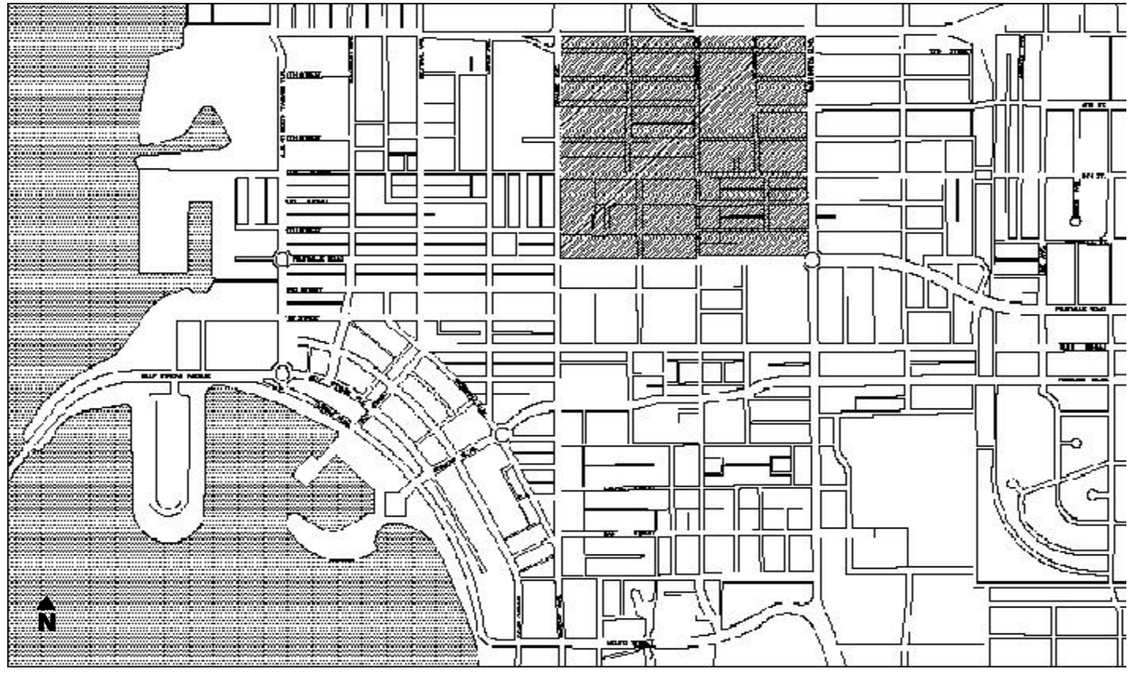
RECOMMENDATION: Acquire vacant and abandoned properties, and apply code enforcement to ensure that substandard buildings are improved. Where possible, bundle these acquisitions and solicit interest from local developers willing to work on desirable infill projects.

PROJECT: Infrastructure Upgrades and Maintenance (GP 2)

OBSERVATION: The condition of the streets and public right-of-ways within the neighborhood is haphazard at best.

DISCUSSION: There is no uniformity of conditions of streets and alleys within the neighborhood. Some streets include curbs and gutters, and have streetlights; others are barely navigable due to deteriorated pavement, lack of curbs and generally low-level right-of-way conditions. While the current situation may technically be workable for residents and visitors, the aesthetics and irregularity add to the sense that no one cares about the neighborhood.

RECOMMENDATION: Through its Neighborhood Action Strategies, the City has worked with the residents of the neighborhood to determine primary concerns and to establish a hierarchical list of projects to complete. There is a comprehensive listing of objectives under the goal of improving the general condition and maintenance of the Gillespie Park Neighborhood. All of the objectives relating to physical infrastructure should be carried out.



PROJECT: Redevelopment of the Block between Fruitville Road and Fourth Street from Orange Avenue to Washington Boulevard (US 301) (GP 3)

OBSERVATION: The types and styles of buildings along Fourth Street are eclectic, but predominantly residential. Nonetheless, proposals to replace vacant lots and rental properties along Fourth Street with commercial uses have met with opposition because only the lots fronting Fruitville Road have commercial zoning.

Existing Houses Along Fourth Street

DISCUSSION: Fruitville Road, at the southern edge of the neighborhood, is a heavily traveled arterial. The blocks fronting Fruitville Road are standard sizes for the neighborhood, approximately 210

Existing Houses Along Fourth Street

feet in width. At present lots facing Fruitville Road are zoned commercial; lots facing Fourth Street are zoned residential. The narrow size of the blocks, however, means that commercial properties tend to be relatively shallow; no more than 115 feet. This depth is impractical for auto-oriented commercial development, particularly given the extensive parking demands of such uses. Essentially, new development along Fruitville Road is stymied by the small size of the lots.

The tendency of the owners of property located on Fruitville Road is to acquire the lots immediately behind them to enlarge their site area and make their property commercially viable. This tendency has been resisted vehemently by neighborhood residents. The challenge of this project is to break the current deadlock of vacant and deteriorating properties along Fruitville Road and Fourth Street, and to provide a realistic transition between the commercial strip and residential areas.

RECOMMENDATIONS: To the extent possible, seek a solution that alleviates the primary concerns of both parties. Expand the commercial potential of the blocks to the point that a reasonable variety of commercial development options becomes possible. At the same time, adhere to the "like-faces-like" urban design principle, thereby ensuring that both sides of Fourth Street retain similarity in character, scale and use. This transition requires both re-zoning and subsequent design guidelines to ensure the effectiveness of the change.

Initially, rezone the back half of the lots facing Fourth Street and all lots facing Fruitville Road to the Neighborhood Center zone district. This will increase the commercial potential of the blocks, without diminishing the residential character of Fourth Street. The rezoning must include provisions that assure that housing on Fourth Street shall be in place and has received certificates of occupancy prior to granting certificates of occupancy for commercial development on Fruitville Road. Priority should be placed on preserving existing homes along the south side of Fourth Street.

Establish design guidelines that demonstrate the economic potentials of the new platting, and also ensure that new development is coordinated to create a cohesive and effective whole.

New commercial buildings along Fruitville Road should generally be narrow with the short side against the right-of-way. At intersections, buildings should be built directly to the edge of the right-of-way on both streets creating a sleeve which enhances the pedestrian experience and adds to the sense of place. On mid-block lots, buildings should be organized to optimize parking between structures. Depending on the size and type of use in each building, one or two bays of parking may be required. The commercial frontage along Fruitville Road could extend as far as 130 feet in depth, with a 20 foot alley separating the commercial use from the liner buildings fronting on Fourth Street.

Residential lots facing Fourth Street and backing up to the commercial uses along Fruitville Road will be only 60 feet deep. Specific structures need to be designed to take advantage of these lots. Several examples of such transitional building types are included here and others are highlighted in Chapter VII "Infill Architecture". Each assumes a shallow lot depth. In all options, parking is accommodated directly off of the alleyway. This leaves the Fourth Street frontage clear of any drives or curb-cuts. This frees up space for guest parking and creates a more continuous building frontage to minimize the impact of the commercial development on residences along the north side of Fourth Street.

The Intersection of Osprey Avenue and Fourth Street

The scale, height and intensity of these building should be similar to that permitted or proposed across the street to work best with the existing or proposed options on the north side of Fourth Street.

PROJECT: Redevelopment of Osprey Avenue from Fruitville Road to Fourth Street (GP 4)

OBSERVATION: Osprey Avenue is the major pedestrian link between the Gillespie Park Neighborhood, including Gillespie Park itself, and the Downtown Proper. At present, however, the street has discontinuous frontage and is poorly organized. There is no logical or useful treatment of the public realm, no continuity of uses and no cohesive architecture along this connection. In addition, there are no neighborhood commercial uses along Osprey that serve the needs of residents.

DISCUSSION: The intersection of Fourth Street and Osprey Avenue lends itself to the creation of a civic and commercial node within the neighborhood, something currently lacking in the Gillespie Park Neighborhood. One block north of Fruitville Road, this location can take advantage of proximity to both pending commercial development along Fruitville Road and its central location to many surrounding residences.

RECOMMENDATION: A large Banyan tree can be found on the east side of Fourth Street. There is also a Live Oak tree of similar size on the west side of the same block. The tree on one side of the street or the other should be saved as the focal point of a small neighborhood plaza surrounded by mixed-use live-work buildings. The plan proposes saving the trees on the east side, however, a solution (essentially a mirror image) saving the tree on the west side would be equally acceptable and successful (perhaps more so because the public space would receive more shade late in the day). Commercial uses that have been repeatedly suggested for this location include a post office, a video rental shop, a coffee shop, a bagel store, and stores for kids.

PROJECT: Street Trees along Sixth Street (GP 5)

OBSERVATION: Sixth Street functions as the primary east-west artery within the neighborhood, but little has been done to distinguish it from every other street in the neighborhood.

DISCUSSION: Plans currently under consideration, propose to install Crepe Myrtles along Sixth Street. Residents in the neighborhood like the Crepe Myrtle for its color, but it is not a particularly

Sixth Street: A View Looking West

distinguished choice of tree. A more monumental street tree could reinforce the importance of this street within the neighborhood.

RECOMMENDATION: Adapt the current plans by alternating Crepe Myrtles with Live Oaks along Sixth Street. This will give the residents the color they desire and, in the long term, the full overhead canopy characteristic of many desirable streets.

PROJECT: Redevelopment of the Intersection of Sixth Street and Orange Avenue (GP 6)

OBSERVATION: Vacant lots terminate the view westward down Sixth Street from Gillespie Park Neighborhood into Rosemary Neighborhood and eastward from Rosemary Neighborhood into Gillespie Park Neighborhood.

The Intersection of Sixth Street and Orange Avenue

DISCUSSION: As Sixth Street proceeds across Orange Avenue, moving from Gillespie Park Neighborhood westward into the Rosemary Neighborhood, there is a slight misalignment. This misalignment of Sixth Street as it crosses Orange Avenue could potentially highlight the transition from one neighborhood to the next, causing traffic to slow somewhat and serving as an entry feature for both neighborhoods. The current detailing of this intersection does not highlight this potential, but instead leaves the visitor with a vague sense that neither neighborhood is properly maintained.

RECOMMENDATION: The proposed design shows two small pocket parks created along Sixth Street, one on either side of Orange Avenue. (Pocket parks are small public spaces attached to adjacent uses). These parks allow drivers to navigate the north/south misalignment that occurs along Sixth and provide a coherent, well-designed civic transition between neighborhoods. In addition, the design shows how the adjacent properties could be developed or redeveloped with residential uses to take full advantage of these new civic entrance amenities.

PROJECT: Crosswalks (GP 7)

OBSERVATION: Crosswalks are not available at all major pedestrian crossings within the Gillespie Park Neighborhood.

DISCUSSION: Gillespie Park Neighborhood is one of the designated "walk-to-town" neighborhoods. It has been stressed that the proximity of the neighborhood to the Downtown Proper makes it an ideal candidate for residents who are looking to live and work in close proximity. Nonetheless, location alone will not suffice; the neighborhood needs to be enhanced to be as pedestrian-friendly as possible.

RECOMMENDATION: Supplement existing and proposed crosswalks at the following intersections so that pedestrians can cross each intersection in all four directions: Fruitville Road and Orange Avenue; Fruitville Road and Osprey Avenue; Fruitville Road and Washington Boulevard; Sixth Street and Orange Avenue, Sixth Street and Osprey Avenue; Sixth Street and Washington Boulevard; and, Tenth Street and Orange Avenue; Tenth Street and Osprey Avenue; Tenth Street and Washington Boulevard. (Some of these locations are also discussed in the section on Fruitville Road and the section on sleeves.)

PROJECT: Neighborhood Identification (GP 8)

OBSERVATION: There is an absence of significant signage denoting the arrival at or departure from the Gillespie Park Neighborhood. At present, the most recognizable signs are the temporary ones that have been erected at the corners of the neighborhoods, identifying the City's efforts at undertaking the on-going Neighborhood Activity Strategies. Key intersections, however, do not have any signage.

Temporary Sign in front of the Walgreens

Among these are the intersections of Washington Boulevard (US 301) and Orange Avenue at Tenth Street, at Sixth Street, and at Fruitville Road. Although functionally adequate as entrances to the neighborhood, these intersections are not identified as such. This is a missed opportunity to provide civic identity and instill a sense of pride and presence.

DISCUSSION: These intersections, which see considerable automobile, bicycle and pedestrian traffic, need to be identified as entrances into the neighborhood. Apparently new, permanent, stucco signs are currently planned for neighborhood entrances, however the design of these signs is not yet available. The materials, scale and proportions of these signs are very important to help create a positive image of the neighborhood. The lettering on each sign should be discrete. The signs/piers/posts/walls need not be exactly identical but should unmistakably belong to the same neighborhood.

RECOMMENDATION: Provide entrance identification similar to that proposed for Sixth Street and Osprey Avenue, but without the image of the park in the middle. Using Cherokee Park and McClellan Park entrance piers as models, design elegant entrances for Sixth Street at Orange Avenue, Sixth Street at Washington Boulevard (US 301), Osprey Avenue at Fruitville Road, and Osprey Avenue at Tenth Street.

PROJECT: Land North of Gillespie Park (GP 9)

OBSERVATION: There is an area of vacant and under utilized land across the tracks north of Gillespie Park.

DISCUSSION: Though not in the Study Area, this land was proposed as a potential site for a new school (connected to the neighborhood) or for expansion of Gillespie Park.

RECOMMENDATION: Changes within the neighborhood proper should remain the priority, but investigation into the ownership and possible future use of this property should be undertaken in an effort to cooperate with the land owners to preserve and ideally enhance the Gillespie Park Neighborhood.

Prepared by 2000 Duany Plater-Zyberk & Company - October 25, 2000
Adopted with Revisions - January 22, 2001 - Resolution No. 01R-1336

PROJECT: Reclassification of Thoroughfare Types (GP 10)

OBSERVATION: Automobiles travel too fast for pedestrian comfort through the neighborhood. This is because the majority of streets in the Gillespie Park Neighborhood are designed for through-traffic, which results in high traffic volumes and travel speeds.

DISCUSSION: Traditional Neighborhood Design corrects for singular emphasis on the automobile in roadway design 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. Four basic design categories provide a range of design options appropriate for the broad range of urban conditions. These will be thoroughly discussed in the Transportation Section of this report.

RECOMMENDATION: Applying the Thoroughfare Definitions found in Chapter VI "Transportation" to those thoroughfares identified as "A-Streets" in the Gillespie Park Neighborhood results in the following reclassification of thoroughfares:

Speed Movement

No thoroughfares fall under this designation within the Gillespie Park Neighborhood.

Free Movement

ST-60-34; This thoroughfare-type includes two, ten-foot travel lanes with designated seven-foot parallel parking bays along both sides of the street. A seven-foot planting strip for street trees and a six-foot wide sidewalk should also be placed on each side of the street. This design treatment should be applied to Fourth Street, between Orange Avenue and Osprey Avenue, and along Sixth Street.

ST-50-27; Similar to ST-60-34, this design has parking on one side only to accommodate the right-of-way constraints found on some of the neighborhood streets. It allows for a six and a half-foot planting strip for street trees and a five-foot sidewalk to be placed along both sides of the street. This design treatment should be applied to Orange Avenue.

Slow Movement

ST-50-24b; This thoroughfare-type includes two, twelve-foot travel lanes with parallel parking allowed along one side of the street. A seven-foot planting strip for street trees and a six-foot wide sidewalk should be placed on each side of the street. This design treatment should be applied to Osprey Avenue.

ST-40-24b; This thoroughfare-type includes two, twelve-foot travel lanes with parallel parking allowed along one side of the street. A three-foot planting strip for street trees and a five-foot wide sidewalk should be placed on each side of the street. This design treatment should be applied to Gillespie Avenue.

Yield Movement

ST-50-24a; This thoroughfare-type includes two, twelve-foot travel lanes with parallel parking allowed on either side of the street. A seven-foot planting strip for street trees and a six-foot wide sidewalk should be placed on each side of the street. This design treatment should be applied to Fifth Street, Seventh Street, Eighth Street, Ninth Street, and Tenth Street, as well as Goodrich Avenue.

ST-40-24a; This thoroughfare-type includes two, twelve-foot travel lanes with parallel parking allowed on either side of the street. A three-foot planting strip for street trees and a five-foot wide sidewalk should be placed on each side of the street. This design treatment should be applied to Fourth Street between the alley east of Osprey Avenue and Washington Boulevard (US 301).

① PROPOSED POCKET PARKS WITH EXISTING TREES

② PROPOSED ATTACHED PLAZA

③ PROPOSED LIVE-WORK UNITS

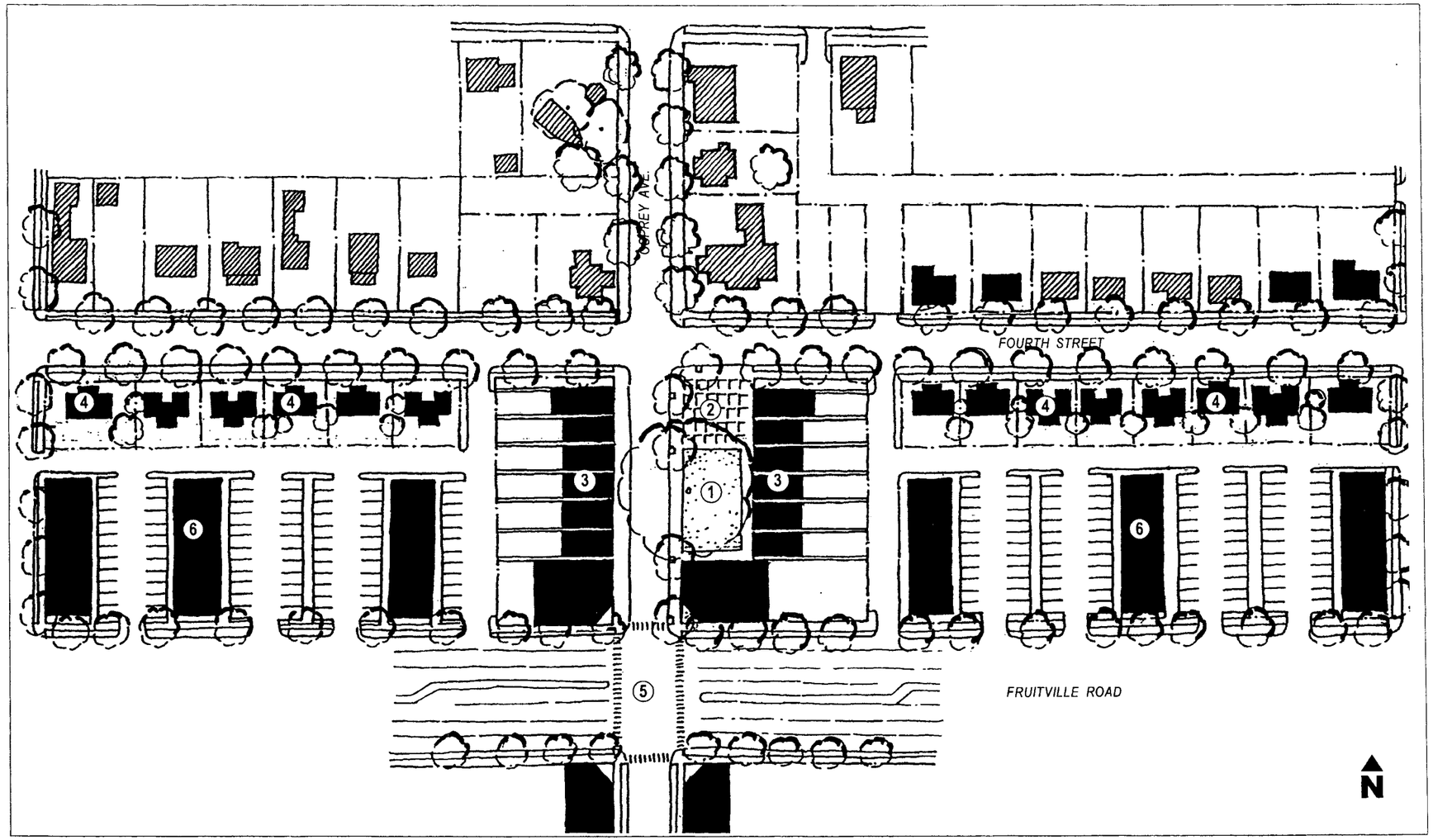
④ PROPOSED "LINER"/RESIDENTIAL UNITS

⑤ PROPOSED "SLEEVE"

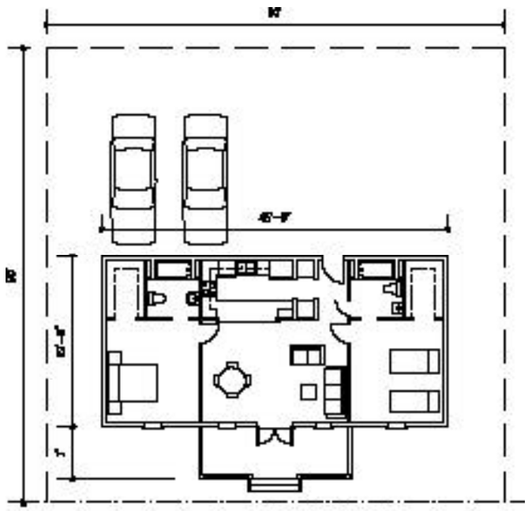
⑥ PROPOSED COMMERCIAL BUILDINGS ALONG FRUITVILLE ROAD

EXISTING BUILDINGS

PROPOSED INFILL BUILDINGS



PROPOSED PROJECT GP 3 AND GP 4



FLOOR PLAN

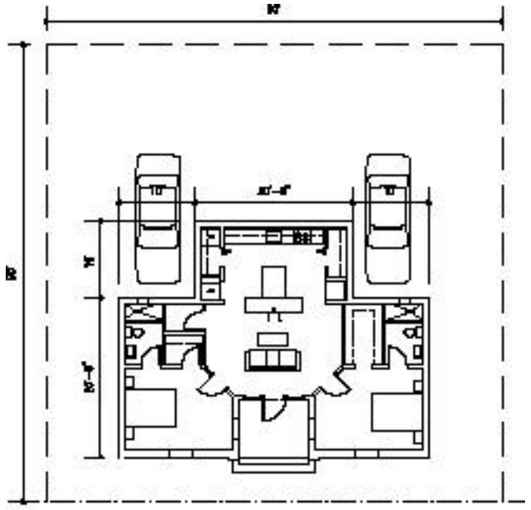
ELEVATION - OPTION A

ELEVATION - OPTION B

ELEVATION - OPTION C

INTERIOR: 1,028 SF

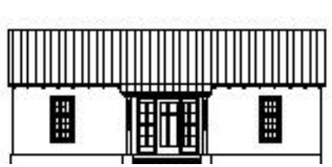
COVERED: 140 SF



FLOOR PLAN

ELEVATION - OPTION A

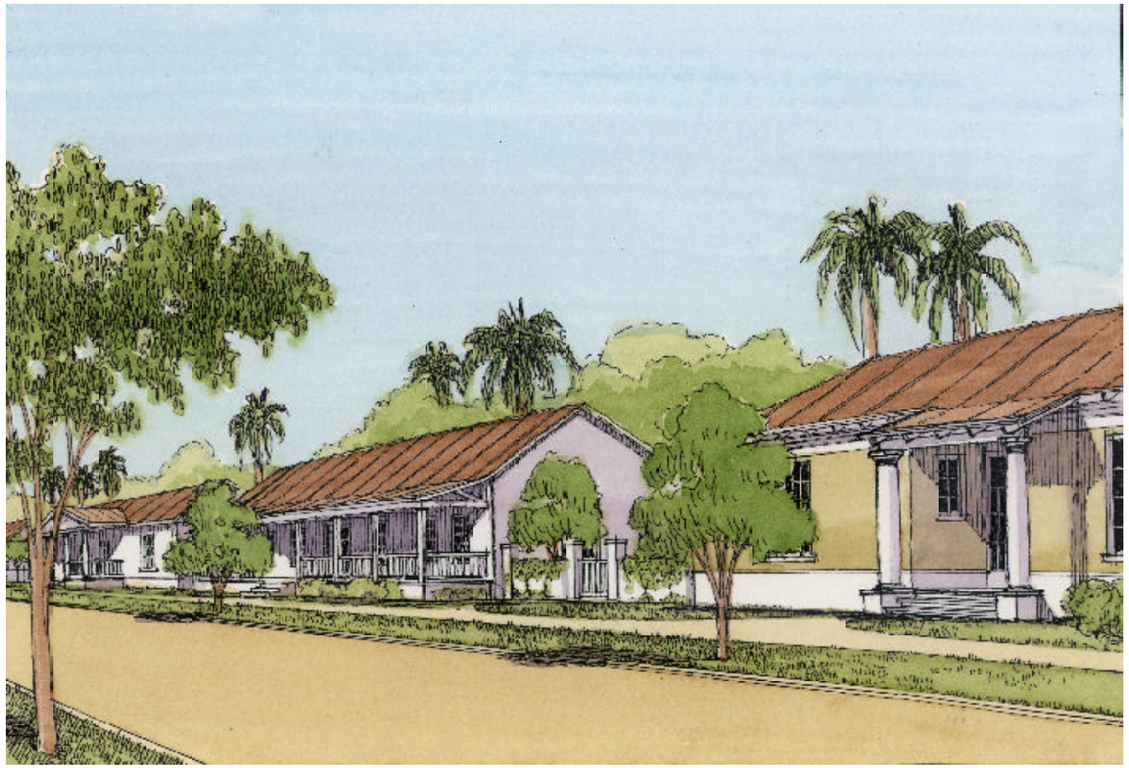
ELEVATION - OPTION B



ELEVATION - OPTION C

INTERIOR: 979 SF

COVERED: 71 SF



PROJECT GP 3 - PROPOSED “LINER” RESIDENTIAL UNITS ALONG FOURTH STREET

The drawing to the left shows two alternatives of “liner” residential buildings along the south side of Fourth Street. The units are single story to match the north side of the street, and are modest in size to fit on the lots which have approximate dimensions 60 by 60 feet. The design attempts to keep the residential character of the surrounding community and create an effective buffer from the commercial along Fruitville Road.

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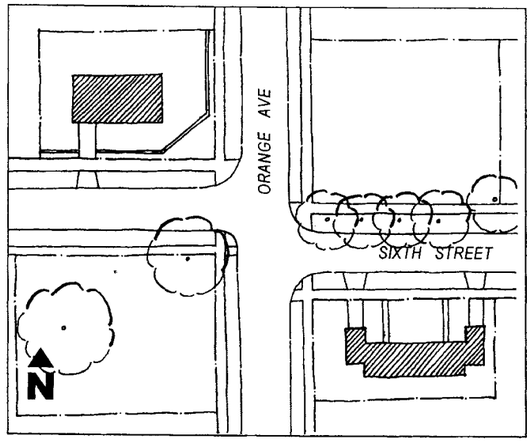
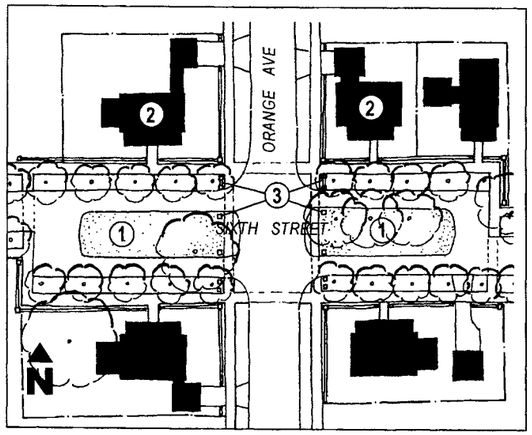


EXISTING CONDITIONS



PROPOSED DETAILED PLAN - GP 6

① PROPOSED POCKET PARKS PRESERVING EXISTING TREES

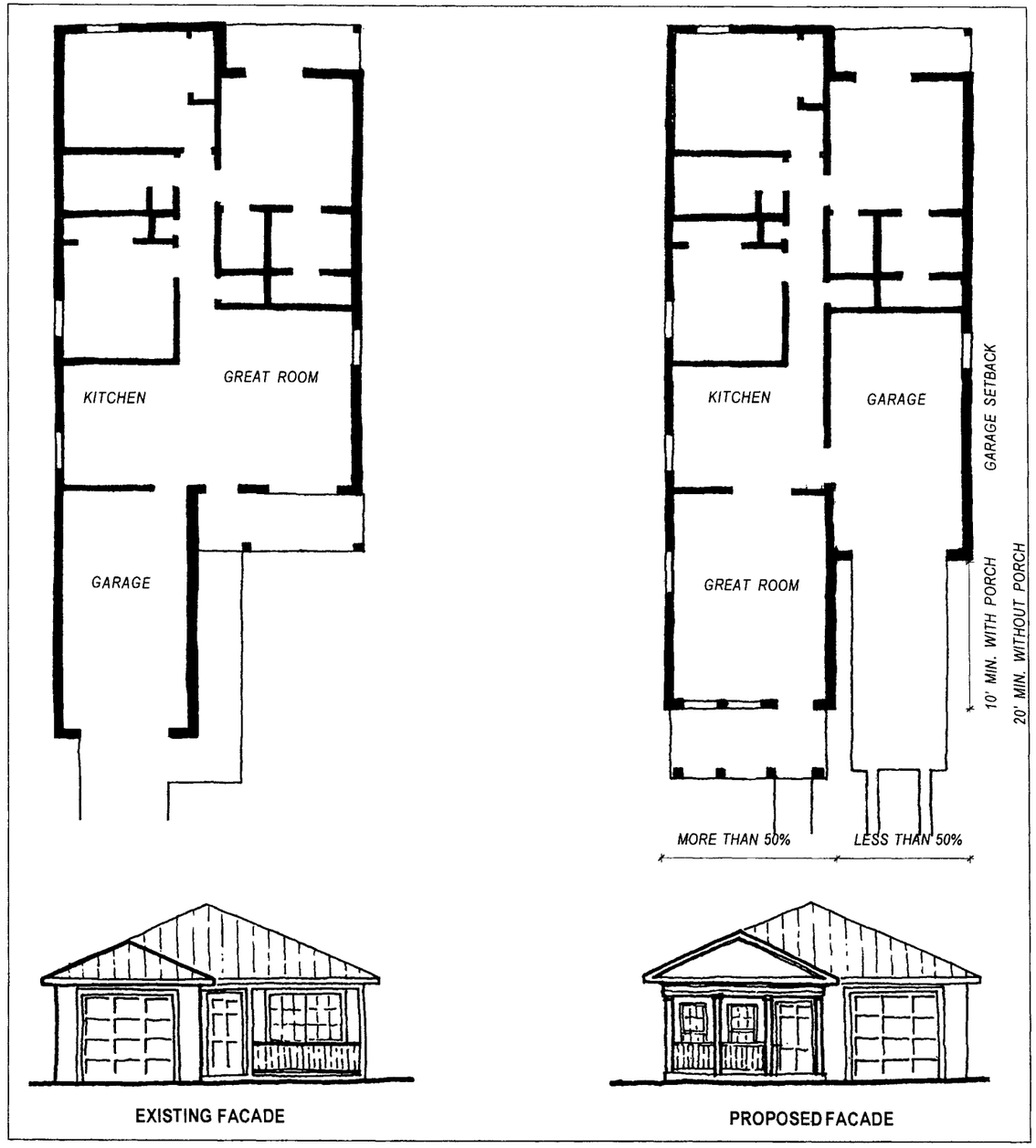
② PROPOSED NEW HOUSES

③ PROPOSED NEIGHBORHOOD GATEWAYS

EXISTING BUILDINGS

PROPOSED INFILL BUILDINGS

Many new houses built in the "walk to town" neighborhoods show a great deal of concern and sympathy for the traditional architecture of Florida. Nonetheless, most are marred by a garage that thrusts forward and prevents the porch or the habitable portion of the house from fully participating in the life of the fronting street. This creates a streetscape comprised primarily of boring garage doors lined up at the street edge, and hinders visibility from the windows facing towards the street, resulting in an environment that is perceived as being unsafe if not downright dangerous. A typical existing house is shown on the left with the proposed revised design on the right. Note that in the revised proposal the garage is pulled back far enough from the street so that even if a car is not pulled into the garage or a second car is left in the driveway, its presence does not negatively affect the harmony of the streetscape or create the effect of being in a parking lot.



EXISTING FACADE

PROPOSED FACADE

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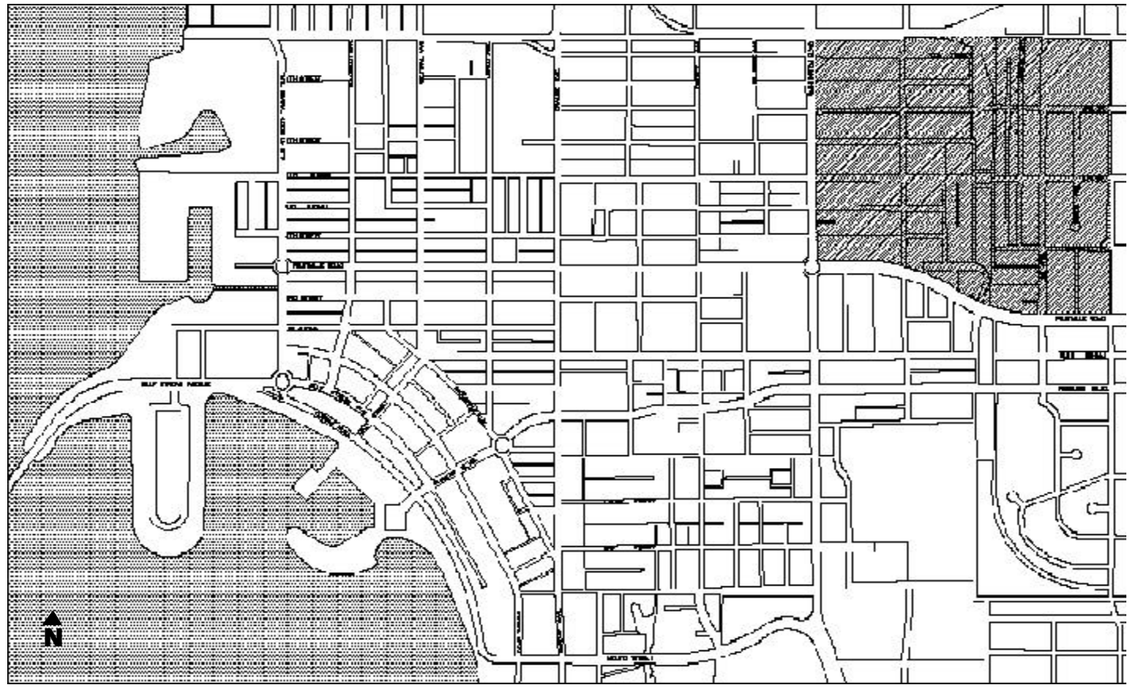
Lime Avenue: Speeding cars and an absence of on-street parking damage pedestrian life.

Sixth Street: Typical in its lack of tree cover.



GENERAL

Due east of Gillespie Park Neighborhood is the Park East Neighborhood. The portion of the neighborhood that is within the Study Area is bounded on the west by Washington Boulevard (US 301) and on the east by Shade Avenue. A lightly-used railroad right-of-way bisects the neighborhood from north to south. This neighborhood displays the greatest diversity in terms of character and use, ranging from near-rural residential conditions at the eastern edge, to light industrial at the center, and somewhat more mixed residential to the west. Park East (the portion within the Study Area) is the largest of the three "walk-to-town" neighborhoods, encompassing 178 acres and containing 1,034 people.

Technically, the Park East Neighborhood is not a single neighborhood; rather, it consists of an urban residential neighborhood centered on East Boulevard, an intermediate industrial district situated between the railroad tracks and Lime Avenue, and a small suburban residential area east of Lime Avenue. Each of these three sectors has its own character, which should be reinforced. The suburban sector is almost rural in quality, and needs only limited intervention to remain viable. The industrial district is generally healthy; it will never be beautiful, but interventions along Lime Avenue and Eighth Street can improve its visual impact on passers-by. The western neighborhood presents the greatest opportunity for fruitful intervention. It displays many of the same strengths and weaknesses of the neighborhoods to its west, and many of the weaknesses can be corrected through limited and inexpensive changes.

PROJECT: Traffic Calming (PE 1)

OBSERVATION: Cars drive too fast for pedestrian comfort throughout the neighborhood, particularly on the three through streets: East Avenue, Lime Avenue and Eighth Street.

DISCUSSION: Several streets — Fourth Street and Fifth Street between Washington Boulevard (US 301) and East Avenue, Aspinwall Avenue, Shade Avenue (north of Aspinwall), and Seeds Avenue, Lime Avenue, and Mango Avenue-are less than 24 feet wide, and do not pose a problem. The remainder are wide enough to require traffic calming. Already, seven speed tables are planned for East Avenue and Tenth Street. Traffic calming through speed humps, wiggling roadways, and other constructions is expensive, and only necessary when lane widths are incorrect; this can often be fixed for the price of paint.

RECOMMENDATION: No curbs will be moved, since re-striping alone can solve the speeding problem. Applying this hierarchy to the neighborhood results in the following striping configurations within the existing pavement widths:

- Lime Avenue: add 7' parking lane on east side; relocate center stripe.
- Tenth Street east of Lime Avenue: add 7' parking lane to south side; relocate center stripe.
- Shade Avenue (from Fruitville Road to Aspinwall Avenue): add 7' parking lane to the west side; remove unjustified right-hand turn lane; relocate center stripe.
- Eighth Street: add 7' parking lane on north side; relocate center stripe.
- East Avenue: add 7' parking lane to the east side; relocate center stripe.
- All other 24'-wide streets (including Sixth Street should it ever cross the railroad right-of-way): remove all striping and encourage on-street parking.

PROJECT: Street Trees (PE 2)

OBSERVATION: Most streets in the neighborhood suffer from inadequate tree planting.

DISCUSSION: There are few determinants of residential property value more powerful than tree cover. At present, there appears to be a sporadic tree-planting program in which residents may request trees from the City, but no neighborhood-wide initiative or plan for such planting is in place. Four of the five trees offered to citizens are problematic: Live Oak (slow growth), Black Olive (street-staining fruit), Queen Palm (little shade), and Crepe Myrtle (more bush than tree). The fifth tree option is the East Polatka Holly.

Within the neighborhood, conditions vary, with planting strips ranging from 2' to 12' in width. There are sporadic electric wires within these strips, but there are opportunities to plant in front yards as well.

RECOMMENDATION: Complete a Neighborhood Street Tree plan either within the Public Works Department or commissioned from a local landscape architect that assigns trees based upon available rights-of-ways and wire clearance. Where the right-of-way is too narrow, place trees on the outer edge of the front yard. Residential streets may have a variety of trees, but a single type per street is recommended for identity. As described below, trees are being specified for East Avenue, Lime Avenue, and Eighth Street as part of those improvements.

Plant trees as soon as possible according to the Plan. If not already in place, establish a City Nursery such that street trees are planted and

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nurtured for future planting. Expand tree stock to include the following trees: American Elm and Jacaranda. Funding is available from the existing City-wide Street Tree Program.

PROJECT: Front-Lawn Parking (PE 3)

Eighth Street: Even with driveways, residents choose to park on lawns instead.

OBSERVATION: The appearance of the neighborhood is negatively affected by residents who park on their front lawns.

DISCUSSION: A lack of on-street space and high demand for parking induces people to turn their front lawns into parking lots. Many have been paved, while others consist simply of dead grass. The best solution would be to park all cars on the street, but since supply will never match demand, on-site parking should be shielded by hedges running down side property lines.

RECOMMENDATION: The introduction of on-street parking must be accompanied by signage and education so that it is used. In addition, the City could offer a deal to residents and landlords, with two options. The City will resod lawns and plant trees in front yard if the owners maintain them; or, the City will plant side hedges in front yards if the property owners maintain them. As part of its code enforcement, the City could go so far as to fine residents for parking on their lawns when on-street or driveway parking is available.

PROJECT: Commercial Vehicle Parking (PE 4)

OBSERVATION: Many of the neighborhood residents own and operate large commercial vehicles, which they bring home at night, compounding the front-lawn parking problem.

DISCUSSION: A line must be drawn as to the point at which commercial vehicles become aesthetic and functional nuisances.

RECOMMENDATION: The Codes should be amended to include provisions prohibiting selected commercial vehicles from being parked overnight in residential neighborhoods. Further study will be needed to specify the exact types of vehicles for which this ordinance will apply.

PROJECT: Fencing (PE 5)

Tenth Street: Chain link fences create hostile street space.

Seventh Street: Planted with a hedge, chain link fence is less threatening.

Eighth Street: Picket fences create a friendly street space.

OBSERVATION: Chain link fencing, associated with industrial uses, brings down the value of residential neighborhoods.

DISCUSSION: The challenge is convincing neighbors to replace their chain link fences with picket fences. Some intermediate solutions are possible.

RECOMMENDATION: The City may wish to establish a fund to be used in assisting property owners who are willing to remove their chain link fences. For those unwilling to do so, the City should offer to plant a hedge along the fence to be maintained by the property owner. For owners that wish to build new chain link fences, the City should insist on a green paint finish as a minimum concession, paying the additional cost if any.

PROJECT: Satellite Dishes (PE 6)

OBSERVATION: A few streets are blighted by houses that look like radio stations, destroying the residential atmosphere of the neighborhood.

DISCUSSION: While some cities choose to outlaw them, satellite dishes may easily be hidden on the back of the house or in rear yards.

RECOMMENDATION: The new City Code should include the following language: Radar antennas, satellite dishes, and other similar unsightly equipment may not be installed in locations that are visible from frontages.

PROJECT: Crossing Washington Boulevard (US 301) (PE 7)

Washington Boulevard:

OBSERVATION: For both pedestrians and drivers, crossing Washington Boulevard (US 301) can be a frustrating and harrowing experience.

DISCUSSION: Given its width and the speed of its traffic, Washington Boulevard (US 301) is a significant barrier. Because no streetlights are present, drivers must wait a long time to cross and then speed to the other side. Pedestrians trying to reach Gillespie Park are presented with a daunting challenge.

RECOMMENDATION: A streetlight should be considered for Sixth Street, the primary east-west vehicular axis through the neighborhoods. In addition, the intersection should be reconfigured as a sleeve in order to thoroughly facilitate the pedestrian experience. In the short term, at the very least, a pedestrian-crossing light should be placed along Sixth Street, the primary east-west pedestrian axis.

PROJECT: Missing Sidewalks (PE 8)

OBSERVATION: The Park East Neighborhood Action Strategy recommends that sidewalks be placed in the following locations:

- Aspinwall Street between Apricot Avenue and Shade Avenue

- Fourth Street between Washington Boulevard (US 301) and East Avenue.

All of these may not be necessary.

DISCUSSION: Limited right-of-way width sometimes makes sidewalks only possible at the expense of tree cover. On narrow rural-feeling roads (approximately 20 feet wide or less), pedestrians are comfortable walking in the roadway. On non-major roads in non-retail neighborhoods, one sidewalk is adequate.

RECOMMENDATION: Given their rural quality, Fourth Street and Aspinwall Streets do not need sidewalks. Money allocated for these should instead be spent on street trees.

PROJECT: Repaving (PE 9)

OBSERVATION: The Park East Neighborhood Action Strategy recommends many streets for repaving. Several of these have already been completed. The need for such repaving is not evident.

DISCUSSION: Fresh pavement causes cars to drive faster, increases solar heat gain, and costs money that can be better spent elsewhere. While crumbling, potholed roads should be repaved, none of the designated streets are in bad condition. The slightly rough quality of an older pavement surface is appropriate to a quiet residential neighborhood.

RECOMMENDATION: Repaving should be delayed until repairs are truly necessary. Money allocated for this should instead be spent on street trees.

PROJECT: Curb and Gutter Placement (PE 10)

OBSERVATION: The Park East Neighborhood Action Strategy recommends that curbs and gutters be placed in the following locations:

- Eighth Street east of the railroad tracks.
- Aspinwall Street east of Seeds Avenue.
- Fifth Street between Washington Boulevard (US 301) and East Avenue.
- Fourth Street between Washington Boulevard (US 301) and East Avenue
- Seeds Avenue.

DISCUSSION: The above named streets are not unsightly; their lack of curb and gutter gives them an appealing rustic appearance that is not out of keeping with the surrounding landscape and architecture. Particularly in the case of Aspinwall Street and Seeds Avenue, curb and gutter would look out of place. The money would be better spent on tree cover.

However, streets subject to periodic stormwater runoff and drainage problems should be considered for both curb and gutter placement and additional street trees.

RECOMMENDATION: Where necessary for functional reasons, curbs and gutters should be added to the streets designated in the Neighborhood Action Strategies. However, if curbs and gutters are being considered for cosmetic reasons, take the money and reallocate it to tree planting.

PROJECT: Striping (PE 11)

OBSERVATION: A number of streets are currently being striped in accordance with high-speed configurations.

DISCUSSION: The recent and planned street striping within the neighborhood is creating travel lanes 12'-wide and larger, consistent with high-speed travel.

RECOMMENDATION: All future re-striping shall conform to the lane width recommendations provided above.

PROJECT: Brick Intersections (PE 12)

OBSERVATION: There are plans to place brick pavers at some of the major intersections along Sixth Street, similar to the pattern found along Osprey Avenue.

DISCUSSION: These interventions are quite expensive and probably do not slow traffic any better than a simpler, cheaper brick paving insert. Further, the circular pattern being contemplated is more appropriate to a new suburban pedestrian mall than a traditional urban neighborhood.

RECOMMENDATION: With the re-striping already recommended, these traffic-calming measures may not be necessary, and the money might be better spent on street trees. However, if brick intersections are mandated, the pattern should simply be a square of red brick framed between four (striped) asphalt crosswalks.

PROJECT: The Commercial/Residential Seam (PE 13)

OBSERVATION: There is, or will be, pressure from the commercial establishments on the North side of Fruitville Road to expand northward to Fourth Street between Washington Boulevard (US 301) and East Avenue. The area east of East Avenue, bounded by Fruitville Road, Audubon Avenue, Aspinwall Street and Seeds Avenue which contains deeper lots may be considered for placement in the Neighborhood Center zone.

DISCUSSION: Fruitville Road, at the southern edge of the neighborhood, is a heavily traveled arterial. The blocks fronting Fruitville Road are standard sizes for the neighborhood, approximately 210 feet in width. At present lots facing Fruitville Road are zoned commercial; lots facing Fourth Street are zoned residential. The narrow size of the blocks, however, means that commercial properties tend to be relatively shallow; no more than 115 feet. This depth is impractical for auto-oriented commercial development, particularly given the extensive parking demands of such uses. Essentially, new development along Fruitville Road is stymied by the small size of the lots.

Owners of property on Fruitville Road will look to acquire the lots immediately behind them to enlarge their site area and make their property commercially viable. At other locations along Fruitville Road, this tendency has been resisted by neighborhood residents.

RECOMMENDATIONS: For the area generally bounded by Fruitville Road, Washington Boulevard, Fourth Street, and East Avenue, expand the commercial potential of the blocks to the point that a reasonable variety of commercial development options becomes possible. At the same time, adhere to the "like-faces-like" urban design principle, thereby ensuring that both sides of Fourth Street are similar in character, scale and use. This transition requires re-zoning and design guidelines to ensure the effectiveness of the change.

Initially, rezone the back half of the lots facing Fourth Street and all lots facing Fruitville Road to the Neighborhood Center zone district. This will increase the commercial potential of the blocks, without diminishing the residential character of Fourth Street. The rezoning must include provisions that assure that housing on Fourth Street shall be in place and has received certificates of occupancy prior to granting certificates of occupancy for commercial development on Fruitville Road. Priority should be placed on preserving existing homes along the south side of Fourth Street.

Establish design guidelines that demonstrate the economic potentials of the new platting, and also ensure that new development is coordinated to create a cohesive and effective whole.

New commercial buildings along Fruitville Road should generally be narrow with the short side against the right-of-way. At intersections, buildings should be built directly to the edge of the right-of-way on both streets creating a sleeve which enhances the pedestrian experience and adds to the sense of place. On mid-block lots, buildings should be organized to optimize parking between structures. Depending on the size and type of use in each building, one or two bays of parking may be required. The commercial frontage along Fruitville Road could extend as far as 130 feet in depth, with a 20 foot alley separating the commercial use from the liner buildings fronting on Fourth Street.

Residential lots facing Fourth Street and backing up to the commercial uses along Fruitville Road will be only 60 feet deep. Specific structures need to be designed to take advantage of these lots. Several examples of such transitional building types are included in Gillespie Park Neighborhood Section. Each assumes a shallow lot depth. In all options, parking is accommodated directly off of the alleyway. This leaves the Fourth Street frontage clear of any drives or curb-cuts. This frees up space for guest parking and creates a more continuous building frontage to minimize the impact of the commercial development on residences along the north side of Fourth Street. The scale, height and intensity of these buildings should be similar to that permitted or proposed across the street to work best with the existing or proposed options on the north side of Fourth Street.

PROJECT: The Neighborhood Center (PE 14)

East Avenue between Seventh and Eighth: The empty lot.

Eighth Street west of East Avenue: The church.

OBSERVATION: The Park East Neighborhood needs a center.

DISCUSSION: A number of opportunities discussed in the Park East Neighborhood Action Strategy have come together around the intersection where the primary east-west and north-south axes meet. At Eighth Street and East Avenue there exists:

- A community church, vital but in need of a facelift.
- A large empty lot, owned by the church and used for overflow parking, identified in the Action Strategy as a likely green space.
- A number of empty or decrepit lots, identified in the Action plan as targets for housing redevelopment.
- A plan to place a police substation and community meeting hall in this neighborhood.

Taken together, these items suggest that a neighborhood center should be placed at this location.

RECOMMENDATION: The end of the block between Seventh Street and Eighth Street, facing East Avenue, should be purchased by the City from the church. A 20'-wide roadway (one-way traffic with parallel parking) should be placed at the church's eastern property line, creating a detached square at the center of the neighborhood. The church would be asked to use the income received from the sale of the property for physical improvements, and would be assured that adequate on-street parking would be available in the surrounding neighborhood for its parishioners (rarely more than twenty vehicles).

The empty lot to the south of the church would be purchased for the police substation and meeting hall. Between the rear of the church and the police substation would be located a plaza, the design of which would include an attractive wall to its rear and perhaps some enhancement to the back of the church.

The underutilized lot to the north of the new square would be subdivided, so that another structure could be placed at the corner of East Avenue and Eighth Street, providing further spatial definition to the square. With a southern exposure, this building would ideally be a corner store (no liquor license) or live-work unit opening onto a wide sidewalk with room for tables. The remaining lots would be replatted as shown and redeveloped with new houses. As indicated, rear lanes would be inserted to allow for row houses facing the new square, giving it a firm edge.

PROJECT: Lumberyard Site (PE 15)

OBSERVATION: The large lumberyard is bounded by the railroad tracks, Audubon Place, Eighth Street and Third Street.

DISCUSSION: The neighbors and City wisely suggest that this property revert to general neighborhood (residential) use. However, it lacks the street infrastructure to function properly in that manner. A new north-south avenue should run from Third Street to Eighth Street, serving house lots backing up to the railway, and reconnecting the neighborhood's streets into a network.

RECOMMENDATION: As delineated in the illustration, a new avenue (possibly Nolen Avenue) ties the neighborhood back together. Since the railway will be largely unused, Second Street, Aspinwall, and Sixth Street are allowed to cross and reconnect in the east-west direction. To complete the network, Audubon Place continues north to Seventh Street. At Sixth Street, a small green is provided to relieve the fabric. Where possible, rear lanes have been added to allow friendly house fronts. Finally, looking twenty years out, the diagram recognizes that the self-storage unit at Third Street sits at a civic site of potential citywide significance, terminating long vistas from the west and the north.

PROJECT: The Industrial Seam (PE 16)

OBSERVATION: At the eastern ends of Eighth Street, Ninth Street and Tenth Street, towards the railroad tracks, the industrial uses from the east have impinged westward into the residential neighborhood.

DISCUSSION: The long-term value of the neighborhood will improve if these areas are rezoned to neighborhood general use and are slowly converted to residential properties as they come up for sale.

RECOMMENDATION: Replace the industrial zone in these areas with the Neighborhood General Zone (see Codes in General). If the parcel north of the lumberyard comes up for sale, it too should revert to residential use, and Nolen Avenue (described above) should connect to these streets as well. Ultimately, industrial use should not extend west of the railroad tracks.

PROJECT: Linear Parks (PE 17)

Shade Avenue right-of-way: Ready for enhancement.

OBSERVATION: The Park East Neighborhood Action Strategy designates possible linear parks along Fruitville Road and Shade Avenue, and Eighth Street connection between Jefferson Avenue and Tuttle Avenue.

DISCUSSION: Fruitville Road, sundered by heavy traffic, is not an appropriate place for a linear park. With limited investment, however, Shade Avenue between Tenth Street and Aspinwall Street could be a very pleasant environment. Between Eighth Street and Sixth Street, it is a well-shaded rural road. Between Sixth Street and Aspinwall Streets, it is a relatively pretty drainage ditch that simply needs neatening and perhaps some furniture. North of Eighth Street, the Shade Avenue right-of-way runs along the edge of the Park Vista apartments, where it could hold a simple pedestrian path.

RECOMMENDATION: Do not place a linear park along Fruitville Road. Tend to Shade Avenue between Eighth Street and Sixth Street, to enhance its rural road character. Neaten up the drainage ditch edge between Sixth Street and Aspinwall Street, adding sod, a gravel or shell path, trees, and potentially some benches and small lights. Continue the path between Eighth and Tenth Streets, with small lights if desired.

PROJECT: East Avenue Improvement (PE 18)

OBSERVATION: The Park East Neighborhood Action Strategy recommends a beautification project for East Avenue.

DISCUSSION: The Neighborhood Action Strategy recommends sidewalk improvements, pedestrian-style lighting, street trees, crosswalks, and benches. The current plan is to place 15'-tall acorn-style lamps 50' on center for the length of the street, but lamps should be a bit shorter, and are better used to mark intersections. Benches are best placed in the square at Eighth Street rather than along the roadway.

RECOMMENDATION: Chose a signature tree for the length of East Avenue within the neighborhood, to be planted at a frequent regular interval paired on both sides of the street. Place four 12'-tall low-wattage acorn-style lamps at each intersection, with one additional lamp at midblock if required for safety. Complete sidewalks on both sides of the street wherever possible. Paint simple crosswalks in the

asphalt at each crossing. If bricks in the roadway are desired, simply fill the square areas surrounded by the crosswalks at the Sixth and Eighth Street intersections; however, the money would be better spent on trees. Re-striping the travel lanes has already been discussed above.

PROJECT: Lime Avenue Improvement (PE 19)

Lime Avenue: Parking lots to the east should be shielded with hedges.

OBSERVATION: The Park East Neighborhood Action Strategy recommends a beautification project for Lime Avenue.

DISCUSSION: The Action Strategy recommends sidewalk improvements, pedestrian-style lighting, street trees, and intersection improvements. The current plan is to place 15'-tall acorn-style lamps 50' on center, like those on East Avenue.

Lime Avenue is an unusual street in that it has relatively nice houses and yards on its east side and parking lots and retail and light-industrial buildings on its west side, calling for an asymmetrical treatment. Pedestrian traffic should be kept to the east, while the parking lots to the west should be shielded from the roadway with hedges. Street lights should be handled as on East Avenue.

RECOMMENDATION: Choose a signature tree for the length of Lime Avenue within the neighborhood-perhaps Small Leafed Lime-to be planted at a frequent regular interval paired on both sides. Where the tree strip is not wide enough, the tree should be placed at the edge of the front yards. Plant a continuous low hedge on the western side shielding the parking lots. Place four 12'-tall low-wattage acorn-style lamps at each intersection, with one additional lamp at midblock if required for safety. Paint simple crosswalks in the asphalt at each crossing. Bricks in the roadway are not appropriate for this street. Re-striping the travel lanes has already been discussed above.

PROJECT: Neighborhood Signs (PE 20)

OBSERVATION: The Park East Neighborhood Action Strategy recommends placing gateway signs at the following locations:

- Eighth Street and Tuttle Avenue
- Washington Boulevard (US 301) and Eighth Street
- Twelfth Street and East Avenue
- Fruitville and East Avenues

DISCUSSION: Although the neighborhood may have specific boundaries, the signs should be placed where the neighborhood begins perceptually.

RECOMMENDATION: The gateway signs on East should be located midblock between Fruitville Road and Fourth Street, and at the ACL right-of-way just north of Tenth Street.

PROJECT: Tree Lots (PE 21)

Sixth Street and Audubon Avenue: One of several tree lots worth preserving.

OBSERVATION: Beautiful tree lots exist at Sixth Street and Audubon Avenue, Sixth Street and Lime Avenue, and Aspinwall Street at Lime Avenue.

DISCUSSION: These lots are not ideally located for public parks, and the park funding should be concentrated on the square planned at East Avenue and Eighth Street. However, it would be a pity to lose these trees to development.

RECOMMENDATION: The City must work with the owners of these properties to ensure that any future construction saves as many trees as possible.

PROJECT: Reclassification of Thoroughfare Types (PE 22)

OBSERVATION: Automobiles travel too fast for pedestrian comfort through the neighborhood. The majority of streets in Park East Neighborhood are designed for through-traffic which results in high traffic volumes and travel speeds.

DISCUSSION: Traditional Neighborhood Design corrects for singular emphasis on the automobile in roadway design 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. Four basic design categories provide a range of design options appropriate for the broad range of urban conditions. These will be thoroughly discussed in the Transportation Section of this Master Plan.

RECOMMENDATION: Applying the Thoroughfare Definitions found in the Transportation Section to those thoroughfares identified as "A-Streets" in the Park East Neighborhood results in the following reclassification of thoroughfares:

Speed Movement

No thoroughfares fall under this designation within Park East Neighborhood.

Free Movement

ST-60-34; This thoroughfare-type includes two, ten-foot travel lanes with designated seven-foot parallel parking bays along both sides of the street. A seven-foot planting strip for street trees and a six-foot wide sidewalk should be placed along each side of the street. This design treatment should be applied to Sixth Street between Washington Boulevard (US 301) and the railroad tracks.

ST-50-27; Similar to ST-60-34, this design has parking on one side only to accommodate the right-of-way constraints found on some of the neighborhood roads. It also allows for a six and a half-foot planting strip for street trees and a five-foot wide sidewalk should be placed on each side of the street. This design treatment should be applied to Shade Avenue and Lime Avenue.

Slow Movement

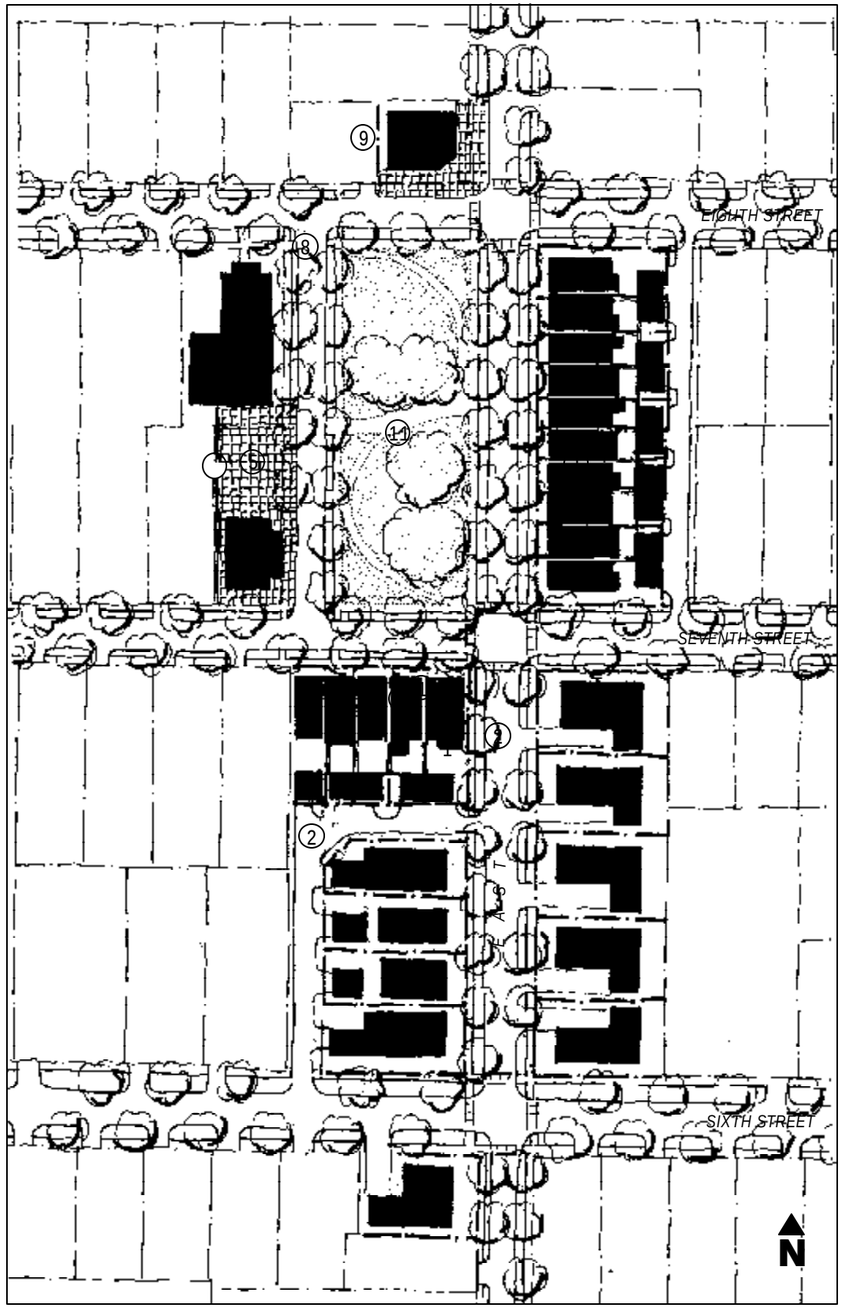
ST-50-24b; This thoroughfare-type includes two, twelve-foot travel lanes with parallel parking allowed along one side of the street. A seven-foot planting strip for street trees and a six-foot wide sidewalk should be placed along each side of the street. This design treatment should be applied to Third Street, between Audubon Place and the railroad tracks, Sixth Street, between the railroad tracks and Shade Avenue, Eighth Street, and the new thoroughfare proposed between Eighth Street and Third Street.

Yield Movement

ST-50-24a; This thoroughfare-type should be designed to include two, twelve-foot travel lanes with parallel parking allowed on either side of the street. A seven-foot planting strip for street trees and a six-foot wide sidewalk should be placed along each side of the street. This design treatment should be applied to Seventh Street, Ninth Street and Tenth Street.

ST-40-24a; This thoroughfare-type include twos, twelve-foot travel lanes with parallel parking allowed on either side of the street. A three-foot planting strip for street trees and a five-foot wide sidewalk should be placed one each side of the street. In cases were right-of-way further constrain this configuration a reduction in planting strip and sidewalk widths are needed to facilitate design. This design treatment should be applied to Audubon Place, Fourth Street between Washington Boulevard and Audubon Place, and Fifth Street between Washington Boulevard and Audubon Place.

PARK EAST NEIGHBORHOOD

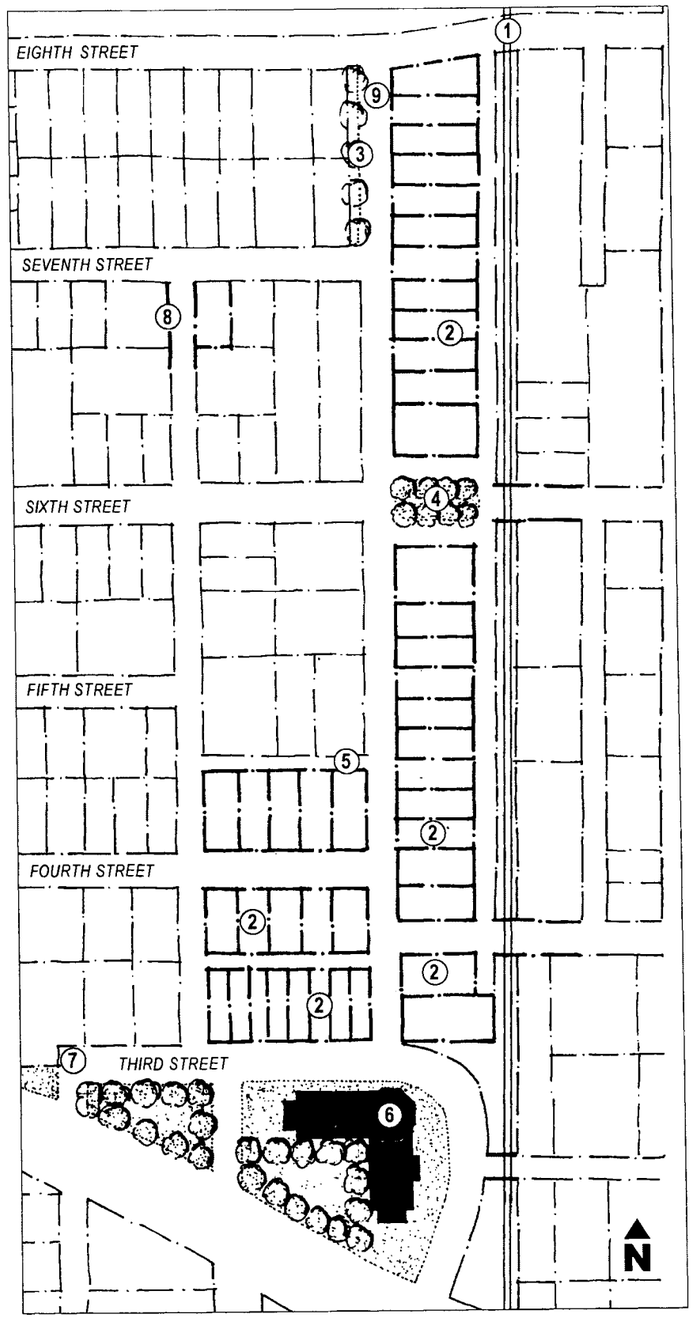


PROPOSED PROJECT PE 14

This drawing below illustrates the concept of incorporating small-scale civic or public structures into the walk-to-town neighborhoods outside the Downtown. The scale and siting of these civic buildings must be similar to the scale and siting of nearby residential structures. In addition, the architecture of these buildings must be stylistically sympathetic to the architecture of the surrounding residences. Parking should not be allowed to dominate the street frontages, and the activities of the buildings should not be allowed to overwhelm the nearby locale.

THE POLICE STATION

① ROWHOUSES FACING PARK
② NEW ALLEY
③ NEW INFILL HOUSES ON REPLATTED LOTS
④ NEW POLICE SUBSTATION / MEETING HALL
⑤ PLAZA
⑥ WALL
⑦ EXISTING CHURCH
⑧ NEW 20' ROADWAY
⑨ LOT SUBDIVIDED
⑩ NEW CORNER STORE WITH WIDE SIDEWALK
⑪ NEW PARK



1. NEW INDUSTRIAL ZONE EDGE AT RAILROAD TRACKS
2. NEW LOTS
3. LINEAR PARK
4. POCKET PARK
5. NEW ALLEY
6. CIVIC SITE REPLACES SELF - STORAGE
7. TRIM THIRD STREET HERE
8. AUDUBON LANE TROUGH TO SEVENTH STREET
9. NEW STREET

PROPOSED PROJECT PE 15

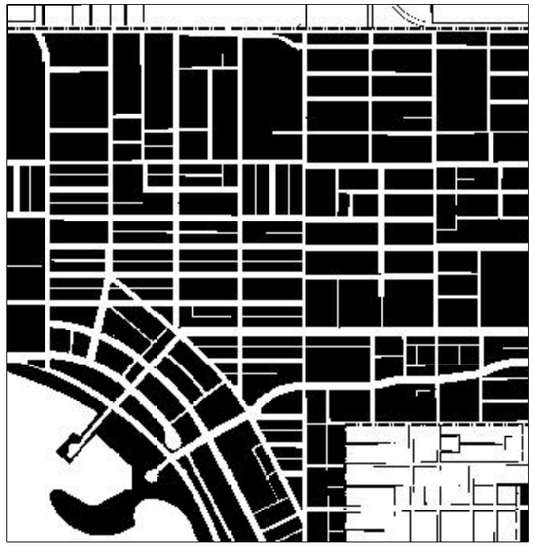
Sarasota's prosperity is partly due to its effective transportation system. In his 1924 town plan, John Nolen specified the small city block sizes essential to walkability. A good block size for maximizing pedestrian comfort and utility is approximately 250 feet by 350 feet. At 330 feet by 660 feet, Sarasota's downtown blocks are larger than optimal, but are still a good size for walking. In addition, many of these blocks have alleys oriented in the long direction.

The images on this page show how favorably Sarasota's downtown block size compares to those of Boston and Savannah, cities with two of the country's most walkable downtowns. With this fine grained block size to its advantage, Sarasota can begin to focus on the other key elements of walkability found in cities like Boston and Savannah, such as buildings fronting the street (without setbacks), adequate sidewalks, narrower street width, a mix of land uses, and street trees.

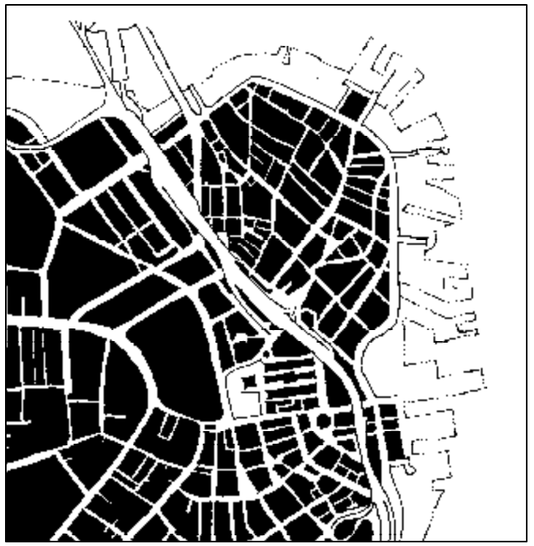
Auto mobility and parking have overshadowed pedestrian, bicycle and transit issues in Sarasota until very recently. SCAT is performing transit service on a broad area coverage strategy. Hopefully increased funding will allow more frequent service via reduced headways to attract more riders, including choice riders, to the system. The city has established traffic calming and sidewalk programs. A Master Plan for Pedestrianized Intersections is underway with improvements to 112 intersections in this Plan.

As with many Florida cities, Sarasota's transportation system was out of balance with its long standing emphasis on auto mobility only. Now initial steps are being taken to increase walkability and thus to enhance pedestrian, bicycle and transit use. Sarasota's ultimate transportation planning goal must be to balance all transportation modes available to its citizens. This can be achieved with increased focus on pedestrian movement. Walkability is the foundation for a successful urban transportation system. Bicycle, transit and auto/truck elements must also be included, but in ways that do not discourage pedestrians. Areas or Districts identified by policy for major pedestrian emphasis (building upon the Master Plan for Pedestrianized Intersections) should be planned accordingly.

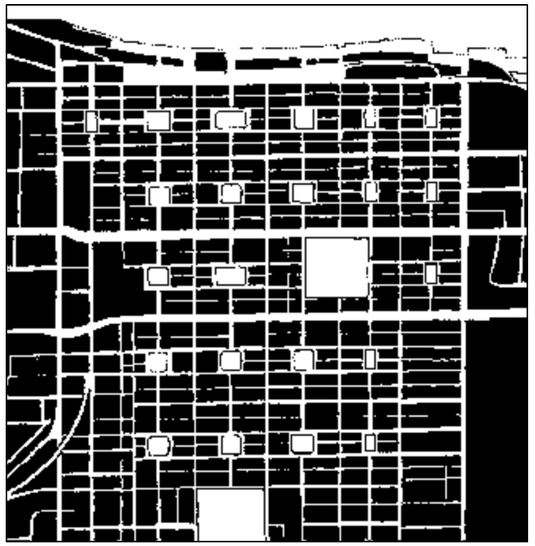
Auto traffic is compatible with healthy pedestrian environments when drivers obey a posted speed limit of 30 miles per hour or less and yield to pedestrians at intersections. Traffic elements such as roundabouts are rapidly increasing in popularity and acceptance as safety enhancing, traffic calming additions to the transportation system. However, transportation projects alone will not be effective unless land development regulations complement this pedestrian scale design policy. Sarasota is adopting a broad view of the many elements that yield a livable city. This emerging style will benefit the city immensely.



SARASOTA



BOSTON



SAVANNAH

All recommendations in this plan seek to further these principles of pedestrian scale in urban design. The Projects listed below are concepts developed during and after the week long Charrette in Sarasota. They are individual action items, yet are designed to complement the overall goal of creating a rejuvenated, more livable community.

The purpose of this guiding document is to lead Sarasota towards creating a more walkable, livable downtown. The recommendations found in the plan are supported by the opinions of experienced architects, landscape architects, engineers, and planning professionals who attended the week long charrette. Implementing the recommendations made in this report will put Sarasota at the forefront of creating a livable community. Experts in the above fields are only beginning to conduct statistical analysis on the results of these improvements, however the cumulative experiences of the attendees at the charrette support the feasibility for implementing the recommended improvements. The next step for the City of Sarasota is to conduct data analysis on the specific locations discussed in the Master Plan to design and implement the ideas outlined in these pages.

Recreation Walkers enjoy a stroll that terminates at their point of origin.

When Destination Walkers take a trip, their purpose is to reach a new location.

Prepared by Duany Plater-Zyberk & Company - October 25, 2000
Adopted with Revisions - January 22, 2001 - Resolution No. 01R-1336

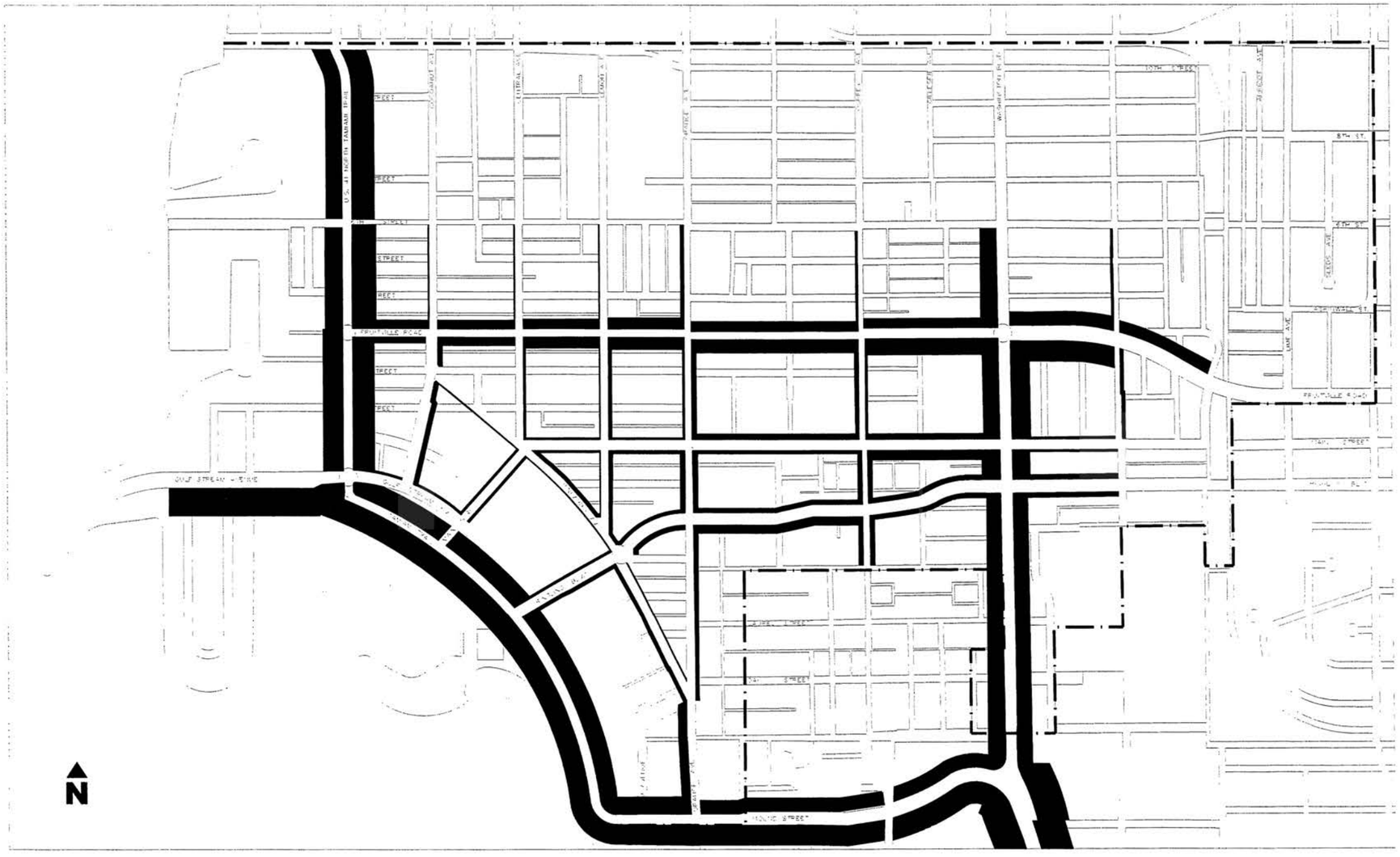
PROJECT: US 41 as Bayfront Barrier (T 1)

OBSERVATION: High speed, high volume traffic on US 41 severely limits pedestrian and bicycle access to the Bay and degrades the experience for those who would walk to visit the area. The park primarily operates as a regional "drive to" and "drive by" attraction. Although many drivers glimpse a view of the Bay, the full potential of this marvelous recreational experience is not realized due to the limited pedestrian comfort in accessing the park.

DISCUSSION: In the peak season, US 41 traffic currently averages 1,700 southbound vehicles during the PM peak hour and 1,500 for the peak hour northbound flow. The current posted speed is 40 miles per hour, however, the design speed is higher and drivers have only enforcement to encourage them to maintain a lawful speed.

In the past, discussions occurred between FDOT and the City of Sarasota regarding removal of the US 41 designation from Tamiami Trail along the Bayfront. (This street might then be renamed Bayfront Drive, the term that will be used in this section of the document to indicate the new, de-designated roadway.) One purpose for this potential realignment was to allow application of more flexible design criteria to the landscaped portion the road. Due to a lack of agreement by all parties, the concept was eventually set aside. This issue should be revisited considering the importance of redeveloping the Bayfront in a more pedestrian friendly way.

Based on the Charrette planning and subsequent analysis, a new proposal has emerged. To reroute US 41, the City would turn over Fruitville Road to FDOT and would take on Bayfront Drive and Mound Street from FDOT. US 41 is shifted to local control from the Gulf Stream Avenue intersection on the north to the Washington Boulevard (US 301) and Mound Street intersection on the south. Ringling Causeway/ Gulf Stream Avenue is also designated as State Road 789 and, thus, would require extension northward to the US 41 and Fruitville Road intersection to provide continuity for the state road system. Interaction with FDOT and the Federal Highway Administration to achieve these reassignments of administrative responsibility would require considerable effort and coordination, with the MPO for example, but would significantly improve the vitality of Downtown Sarasota by reconnecting the City with the Bay.



VEHICLES PER HOUR - PER DIRECTION

Prepared by Duany Plater-Zyberk & Company - October 25, 2000
Adopted with Revisions - January 22, 2001 - Resolution No. 01R-1336

The redesign of Bayfront Drive as a pedestrian-friendly environment requires a street design that lowers automobile travel speeds and reduces average daily traffic volumes on the street. However, before a design concept can be developed, a proper analysis of traffic redistribution must take place to measure the impacts of changes to US 41 on the Downtown traffic network. A validated traffic assignment model, used by the Sarasota/Manatee Metropolitan Planning Organization, was applied to several conceptual designs along the Bayfront.

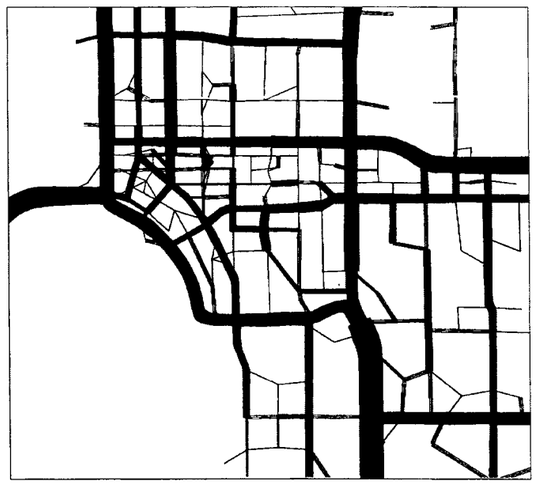
1. **NO BUILD** – Maintain US 41 as it currently operates.

2. **ALTERNATIVE A** – A one way pair consisting of Bayfront Drive as a two-lane, southbound street and a modified Gulf Stream Avenue as a two-lane northbound street. Both Bayfront Drive and Gulf Stream Avenue would be designed for a 30-mph speed limit, with a four-way stop sign at the intersections with Main Street and Ringling Boulevard.

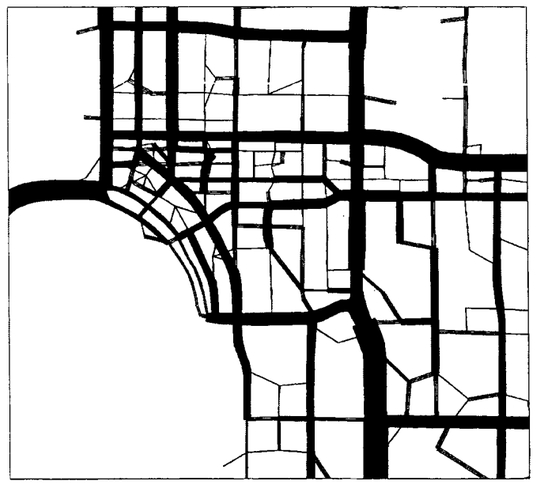
3. **ALTERNATIVE B** – Bayfront Drive would be reconstructed as a two-lane street, with travel in both directions, including parallel parking along both sides of the street between the intersection with Main Street and the intersection with Ringling Boulevard. The new street would be designed for a 25-mph speed limit and four way stops at the intersections with Main Street and Ringling Boulevard.

Traffic assignments, developed by the MPO's consultant (URS Greiner Woodward Clude, Inc.), currently performing the regional MPO plan update, indicate the magnitude of impacts to other Downtown streets due to the "taming" of Tamiami Trail at Bayfront Drive. The three "Bandwidth Plots" at the right graphically summarize the amount of traffic carried on each street in the traffic network for each of the three alternatives. The width of the bands on the maps corresponds to the amount of traffic carried on the particular street - the wider the band the higher the volume of traffic. The table below summarizes the average daily traffic volumes (AADT), rounded to the nearest hundred, for selected streets from the alternative assignments.

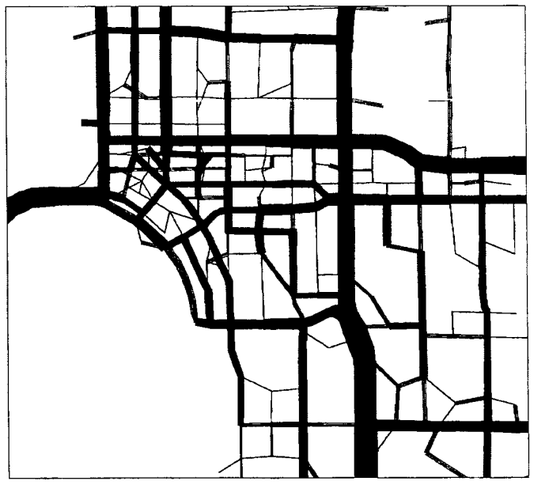
Based on the MPO traffic assignment models, the Downtown street network can absorb the diverted traffic created by both of the conceptual designs for US 41. Additional traffic volume from the renamed Bayfront Drive would be diverted to Main Street (1,500 vehicles per day), Fruitville Road (5,500 vehicles per day), and Washington Boulevard (US 301) (4,600 vehicles per day). In addition, many smaller commercial streets in the Downtown area gain increments of traffic. This demonstrates the potential redistribution of traffic from Bayfront Drive is dispersed throughout the Downtown street network.



EXISTING



ALTERNATIVE A



ALTERNATIVE B

US 41 Re-distribution at Bayfront

1995 Peak Season Daily Traffic from MPO Travel Models *

City of Sarasota Downtown Master Plan

	From	To	No Build	Alternative A	Alternative B
US 41, Mound Street	Orange Avenue	Osprey Avenue	35,600	31,000	26,000
US 41, Bayfront Drive	Ringling Boulevard	Main Street	33,100	13,400	12,500
US 41, N. Tamiami Trail	Gulf Stream Avenue	First Street	42,500	35,000	33,200
US 41, N. Tamiami Trail	Fruitville Road	Sixth Street	33,100	27,300	28,300
Main Street	Lemon Avenue	Orange Avenue	7,500	9,000	9,000
Ringling Boulevard	Osprey Avenue	US 301	17,900	18,400	21,300
Fruitville Road	US 41	Cocoanut Avenue	19,800	25,200	25,300
US 301	US 41, Mound Street	Ringling Boulevard	45,900	51,600	50,500

* = AADT figures entered into this table represent the calculated average count for each segment, rounded to the nearest hundred (000), based on the most recent Traffic Assignment Runs conducted by URS

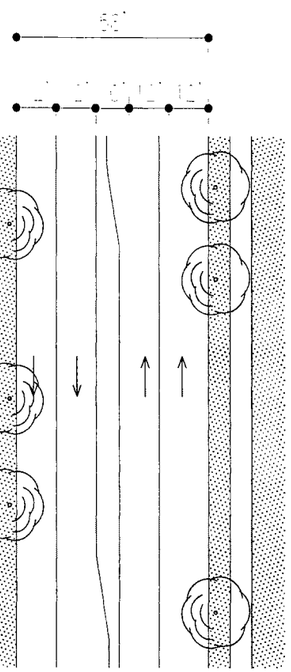
Source: Traffic assignments developed by URS for regional plan update

RECOMMENDATION: Initiate studies to re-route US 41 to Fruitville Road and to Washington Boulevard (US 301). This route would re-join existing US 41 at the Mound Street intersection. Redesign the section of Bayfront Drive, between Gulf Stream Avenue and Mound Street as a two lane street with parallel parking on the both sides. Four way stop control at both Ringling Boulevard and Main Street would manage auto speed and increase pedestrian comfort. Parking along the road would calm the traffic and provide additional parking for Bayfront activity.

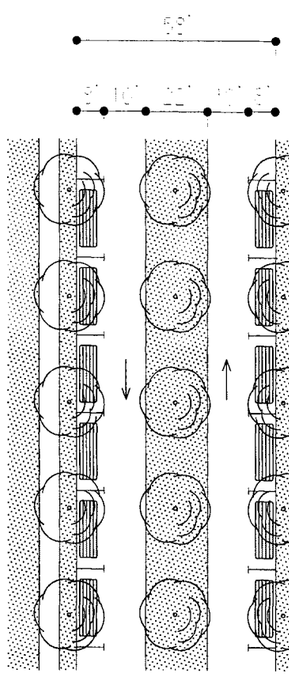
This design, with corresponding streetscape improvements, would successfully open the Bayfront to Downtown residents and visitors.

Concurrent with the above studies and redesign the designation of US 41 as a "Scenic Highway" north of its existing intersection with US 301 should be pursued with the Florida Department of Transportation (FDOT).

In cooperation with the Town of Longboat Key, Sarasota County, Manatee County, the Metropolitan Planning Organization, and FDOT, the City should explore the possibility of FDOT constructing an additional bridge to Longboat Key.



EXISTING CONDITIONS



PROPOSED REDESIGN

Ⓐ PRESERVE EXISTING PAVEMENT WIDTH

Ⓑ ENLARGE MEDIAN

Ⓒ ASSIGN PARALLEL PARKING ON BOTH SIDES OF THE STREET

Ⓓ REDUCE THE NUMBER OF LANES FROM FOUR TO TWO

Ⓔ PLANT TREES AT REGULAR INTERVALS OF 30 FEET, WHERE POSSIBLE

PROJECT: Roundabouts (T 2)

OBSERVATION: Heavy traffic volumes at major intersections on US 41 and Washington Boulevard (US 301) require multiple turn lanes and increasingly long traffic signal cycles. A triple left turn has even been proposed at one intersection to meet the adopted traffic level of service standard. Pedestrian crossings range from 60 feet to 84 feet yielding 20 to 28 second crossing times for older pedestrians walking at 3 feet per second. These wider intersections convey a negative impression of Sarasota as simply another suburban scale, strip-commercial city without distinction.

DISCUSSION: Modern roundabouts are increasingly popular as American drivers become more familiar with their operation and their outstanding safety records accumulate. When compared to standard traffic signals, roundabouts can, under many conditions, achieve equal or better traffic service. The aesthetic quality of roundabouts, however, is much greater than standard width intersections. In strong contrast to the solid asphalt square at the center of a major signalized intersection, roundabouts are an excellent opportunity for significant landscaping, art, sculpture and other features that provide pleasing vistas from each approaching street corridor. Sarasota's cultural image is already one of quality and charm. The addition of roundabouts in key "gateway" locations would set a new Florida standard for combining the aesthetic and operational elements of urban design.

In addition to the aesthetic appeal of roundabouts, safety is greatly improved. High speed, right angle crashes occur when drivers with poor sight or attention fail to see red signals. These side door crashes are often very serious. When they happen, crashes at roundabouts occur with a low angle, glancing impact yielding much lower levels of damage and dramatically reduced fatality rates. Much of this safety gain is due to reduced top end speed at the intersections. An article published by the Insurance Institute for Highway Safety, May 13, 2000 states the following:

> Researchers at Ryerson Polytechnic University, the Institute and the University of Maine studied crashes and injuries at 24 intersections before and after construction of roundabouts. The study found a 39 percent overall decrease in crashes and a 76 percent decrease in injury producing crashes. Collisions involving fatal or incapacitating injuries fell as much as 90 percent.

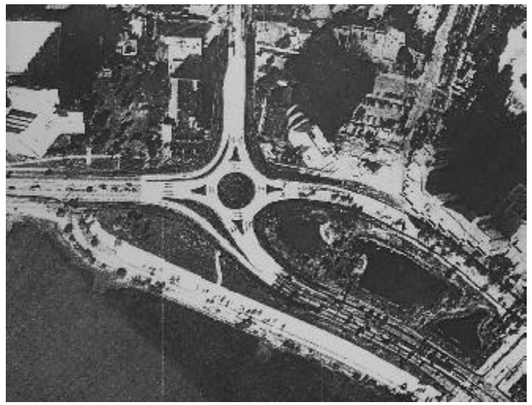
A roundabout traffic operations analysis performed two years ago for the US 41 and Gulf Stream Drive intersection indicates a two lane roundabout should perform well except for the south leg (US 41). This analysis, performed as part of a development proposal, used some default general assumptions for which new data are available. Specifically, the size traffic gap American drivers find acceptable for their entry into traffic has been measured. It is 2.7 seconds to 2.9 seconds. The roundabout analysis performed at US 41/Gulf Stream Avenue assumed over 3 seconds for this gap. An assumed gap acceptance of less than 3 seconds yields a higher intersection capacity, thus, the previous analysis would show a higher level of service, if re-evaluated.

Traffic reduction from the modified US 41 concept would also improve the proposed roundabout's performance and it would likely fall within today's performance standards. Even if a minor drop below the traffic LOS Standard occurs, it would be justified if safety, livability and aesthetic considerations are on par with traffic flow goals.

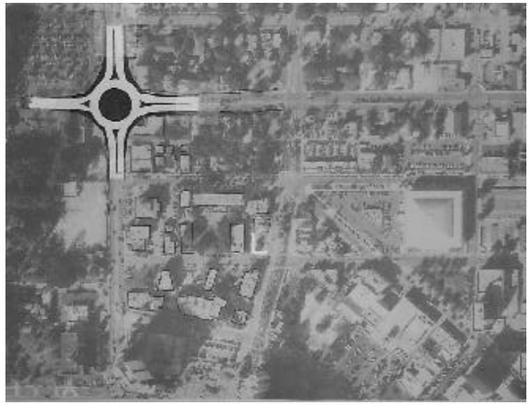
RECOMMENDATION: Traffic roundabouts are recommended for four major intersections:

1. US 41and Gulf Stream Avenue
2. US 41 and Fruitville Road
3. Fruitville Road and US 301
4. Pineapple Avenue and Ringling Boulevard

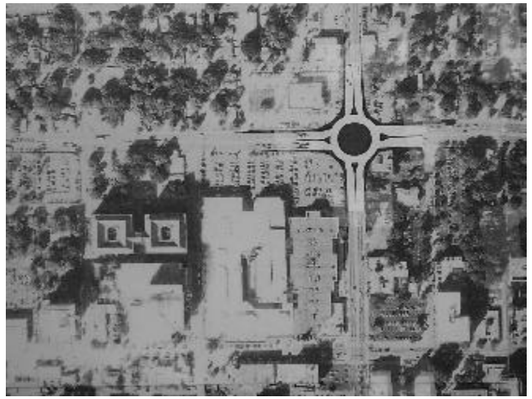
The first three of these will require two circulating lanes and free flow right turn (or bypass) lanes where heavy right turns are expected. The Pineapple and Ringling roundabout will only require one circulating lane. As an alternative, or addition, to the Pineapple and Ringling roundabout, a roundabout at the intersection of Ringling Boulevard and Palm Avenue should also be explored. Since roundabouts are new to Florida, approval of two lane roundabouts must occur at the FDOT Central Office in Tallahassee. Obviously, close coordination with FDOT will be essential for these projects.



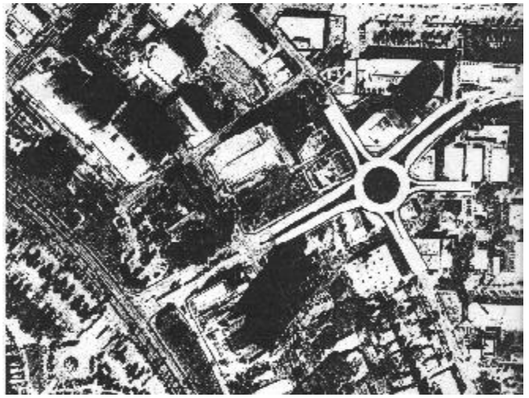
1 - US 41 AND GULF STREAM AVENUE



2 - US 41 AND FRUITVILLE ROAD



3 - FRUITVILLE ROAD AND US 301



4 - PINEAPPLE AVENUE AND RINGLING BLVD

New operational analysis should be performed for these roundabouts using both the latest available peak season traffic counts, and the best traffic estimates, assuming the relocation of US 41 discussed above. Integration with the ongoing MPO Long Range Plan Update is essential for planning technical support and policy approval. Based on the best available information at Charrette time, all four roundabouts will achieve acceptable operating levels. Implementation of the proposed roundabouts will be subject to the results of detailed study and analysis.

Intersection of US 41 and Gulf Stream with extensive paved area

Prepared by Duany Plater-Zyberk & Company - October 25, 2000

Adopted with Revisions - January 22, 2001 - Resolution No. 01R-1336

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.

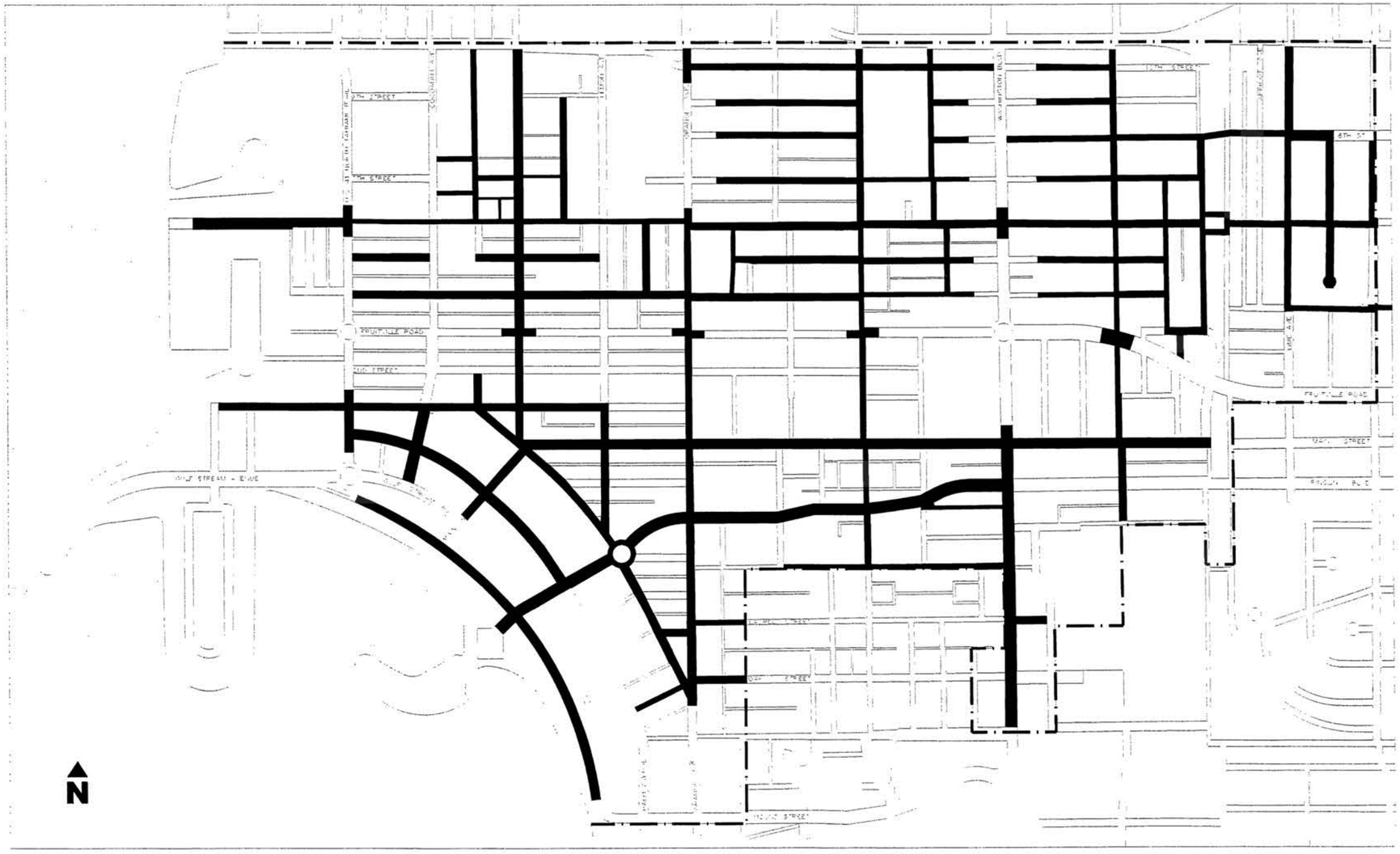
DISCUSSION: Today's street design policy documents define the function of streets in relation to automobile driver needs only. This severely limits the consideration of pedestrian movement as a major purpose for urban streets. The American Association of State Highway and Transportation Officials (AASHTO) "Green Book," A Policy on Geometric Design of Highways and Streets Chapter1, 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.



Prepared by Duany Plater-Zyberk & Company - October 25, 2000
Adopted with Revisions - January 22, 2001 - Resolution No. 01R-1336

Four basic design categories provide a range of design options appropriate for the broad range of urban conditions. Although not the only focus of the designer, a target design speed for each street helps determine its character. The four classifications include: speed movement (35 mph), free movement (30 mph), slow movement (20 mph), and yield movement (15 mph). By comparison, in Sarasota it is 30 miles per hour within built up urban areas and 25 miles per hour in predominantly residential areas. The four classifications are discussed below:

Speed Movement

Thoroughfares designed for speed movements have vehicular speed maximums of 35 miles per hour. Common design characteristics include two or more automobile travel lanes at 12 feet each, parallel parking, wide sidewalks, and trees in individual planting areas.

Free-flow Movement

Free-flow movement thoroughfares have vehicular design speeds set at 30 miles per hour. Common design characteristics include automobile travel lanes at 10 feet each, wide sidewalks, parallel parking, and placement of street trees.

Slow Movement

On thoroughfares where slow movements are desired, design speeds of 20 miles per hour are established. They typically include two automobile travel lanes (generally less than 10 feet wide per lane), parallel parking lanes along one or both sides of the street, wide sidewalks, and trees in individual planting areas.

Yield Movement

Streets requiring yield movements are designed and posted at 15 miles per hour. They typically include two automobile travel lanes that are narrower than 9 feet, parallel parking lanes, wide sidewalks, and street trees placed in individual planting areas. When two vehicles approach from opposite directions, yield streets require one to pull over so the other can pass by. Obviously, low volumes are typical of yield streets.

These four street classifications provide the necessary tools for implementing the enhanced walkability needed in the urban environment. Within each classification, a specific design vocabulary is established to help roadway designers specify a desired relationship between pedestrian and automobile. It is important that motor vehicles should not be excluded from the pedestrian environment. Recent history has shown that separation of the two modes is counter-productive to a walking culture since pedestrians would become isolated and more vulnerable. Increased walkability in the urban environment also promotes more viable transit systems. Every transit trip begins and ends with a walking trip.

Within Sarasota, the following pedestrian oriented, functional thoroughfare types are established to encourage a balance between pedestrian, bicycle, transit and automobile travel:

Boulevard (BV): A long-distance, free movement thoroughfare traversing an urbanized area. Boulevards are flanked by parking, sidewalks and parkways that complement buildings along the sides.

Avenue (AV): A limited-distance, free movement thoroughfare connecting civic locations within an urbanized area. Unlike a boulevard, its trajectory is terminated. An avenue may be conceived as an elongated square.

Residential Street (ST): A slow-movement thoroughfare suitable for Residential Zones.

It is urban in character with raised curbs, storm-drain inlets, and striped on-street parking. A single species of tree is planted in opportunistic alignment and confined by individual planters along a sidewalk of maximum width.

Commercial Street (CS): A slow-movement thoroughfare suitable for Center and Core Zones, providing frontage for higher-density mixed-use buildings such as shop houses, shops and offices. It is urban in character with raised curbs, storm-drain inlets, and striped on-street parking. A single species of tree is planted in opportunistic alignment and confined by individual planters along a sidewalk of maximum width, with areas accommodating street furniture. Clear trunks and high canopies are necessary to avoid shopfronts, signage, and awnings.

Alley (AL): A narrow access way to the rear of more urban buildings.

Alleys provide service areas, parking access, and utility easements. Alleys have no sidewalks, landscaping, or building setbacks. As they are used by trucks and must accommodate dumpsters, they should be paved from building face to building face, with drainage by inverted crown at the center.

Prior to the assignment of street classifications, thoroughfares with the highest walkability potential were identified. These special emphasis thoroughfares, labeled as "Primary Streets A" were developed during the design charette. Participants included citizens, City of Sarasota staff, other state and local staff, and members of the design team. "A" Streets are identified for initial pedestrian enhancement. "B" Streets are important to the transportation network, but are not reclassified as walkable streets at this time. In the future, some of the "B" Streets may be classified as "A" Streets. See the diagram on the previous page.

LOS Discussion: New designs and improvements for conventional streets seek to achieve the highest practical levels of service for automobiles. However, these streets are not pedestrian-friendly. Within the City of Sarasota, specific thoroughfares have been identified to promote higher pedestrian activity. Design treatments for these thoroughfares will not reduce automobile congestion. Although some automobile trips will initially become walking trips, the streets will fill with medium- to high-levels of congestion based on convenience.

However, market research suggests that many neighborhoods sought out by residents as preferred places to live exhibit street sizes and networks similar to those proposed as "A" Streets in this Master Plan. Within these older neighborhoods, automobile levels-of-service on the streets are typically very low - from LOS D to E. This is, in part, because traffic is slowed and inconvenienced due to more pedestrian-friendly street design. Although these levels-of-service would not seem to attract new residents, studies show that the quality of traffic flow along these older streets does not adversely affect housing choice.

Until the thoroughfare standards are adopted, level-of-service for transportation concurrency analysis should continue to be measured for automobile traffic using traditional trip generation/distribution practices accepted by the City of Sarasota Growth Management Department. When new thoroughfare standards are adopted for the "A" Street network, level-of-service analysis should be broadened to reflect the available transportation service provided by all modes based on the new road configurations. Therefore, growth would continue to be approved since mobility can be provided by a mix of modes.

While maintaining the current level-of-service system, officials from the City of Sarasota should begin discussions with private developers to modify the Transportation Concurrency Exception Area (TCEA) for the entire study area included in the Master Plan. The TCEA should be adjusted to further promote pedestrian-scale design for new construction. Eligible streets will be all those classified as "A" Street segments. This ensures "A" Streets are fostering the preferred pedestrian-scale development pattern.

Negotiations between the public and private sectors should identify appropriate goals, policies, and procedures for evaluating individual projects to determine if they meet the requirements of the TCEA. Potential concessions may include a reduction in parking spaces, reduced front yard building setbacks, promoting mixed-use development, or increasing overall building densities. When a project meets the standards set by the City, an exemption certificate from transportation concurrency is awarded to the development.

The next step for the City of Sarasota is to review the current automobile level-of-service standards set for thoroughfares within the Study Area to determine necessary changes to be made to modify the TCEA. Private interests should be invited into negotiations with the City to reach agreement on how the approval process will work to gain a clear understanding of how design principles will yield pedestrian-scale development. Once current standards have been reviewed and a process for approving development within the TCEA has been approved, the City of Sarasota should start the legal process for modifying the TCEA in the Downtown.

The Transect

The primary purpose for classification of pedestrian oriented streets in Sarasota is to allow specific design solutions for different locations along the Transect. The Transect describes the significant variety in urban form occurring from the most rural to most urban sections.

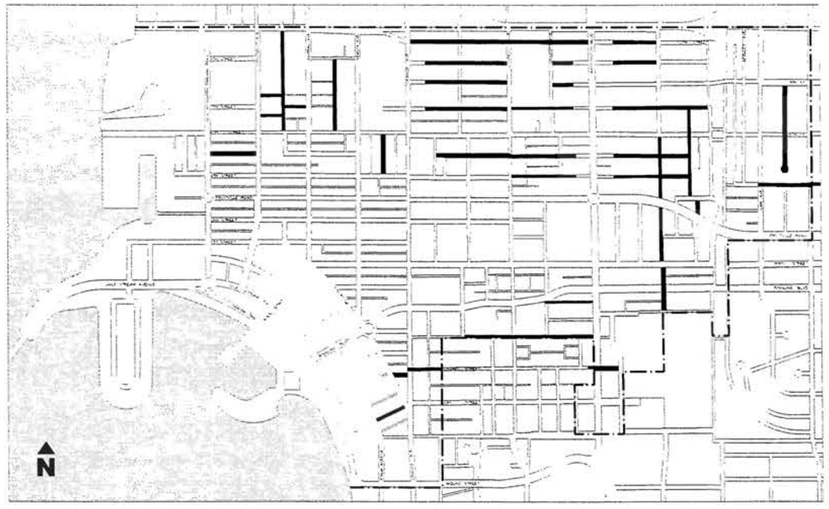
Beginning at the City center, near Five Points, the character of land use changes from west to east and from south to north. The street network design should match this transition from more urban characteristics of Downtown Sarasota to more residential areas found north of Fruitville Road. Streetscapes must vary from the high buildings by the Bay to the commercial Main Street corridor, to the dense Government Center. Careful consideration of pavement widths and pedestrian sleeves should also respect this natural transition.

Careful consideration has been given to manage automobile travel speeds by design. Travel lanes have been reduced and parallel parking, street trees, and wide sidewalks have been introduced to help create a sense of caution for the driver that advises him to maintain posted speed limits.

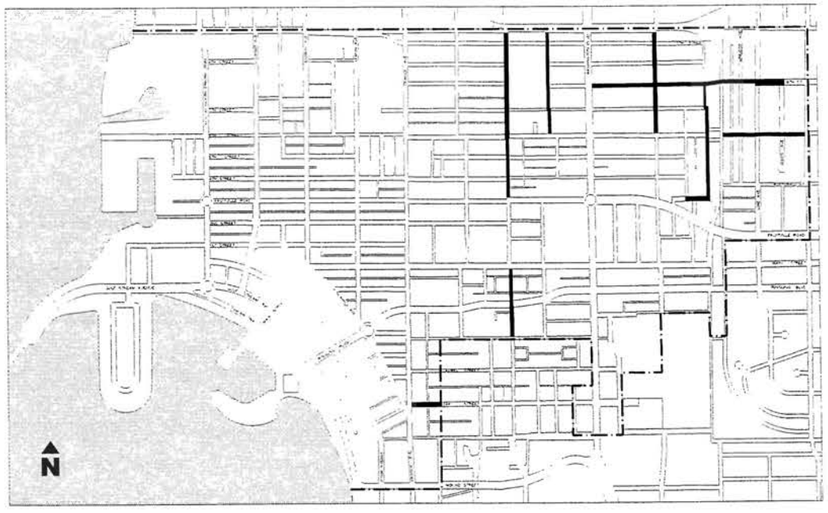
In the City of Sarasota, pedestrian sleeves are introduced to provide comfortable crossing locations at major thoroughfares. All twelve pedestrian sleeves located in the Sarasota pedestrian network provide access to the most important features of the area - Main Street and the waterfront. They are placed in narrow rights-of-way that help provide a sense of enclosure to the pedestrian with at least one lane of parallel parking located along the street.

The following pedestrian oriented, functional thoroughfare types are established to encourage a balance between pedestrian, bicycle, transit and automobile travel. Street design codes indicate the street type, the approximate right-of-way required, and the pavement width. Maps displaying the locations of these thoroughfare types can be found on the following pages.

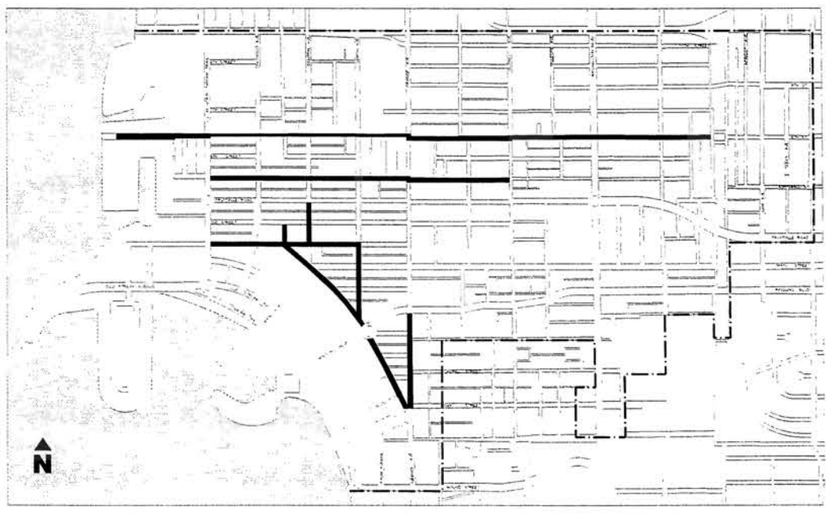
RECOMMENDATION: The functional thoroughfare types listed above are recommended for adoption in the City's Engineering Design Criteria Manual (EDCM). The adopted Master Plan should include these functional thoroughfare types by street location to facilitate proper design for all travel modes, including walking.



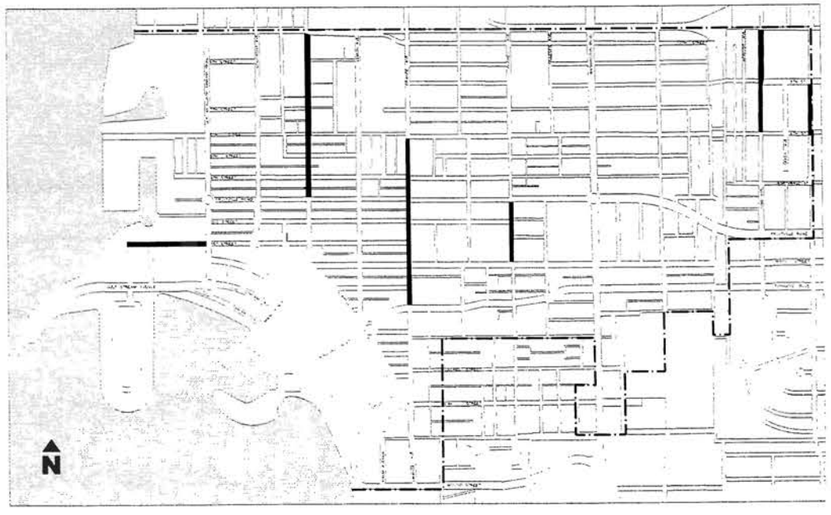
ST-50-24a; This yield movement thoroughfare, designed for automobile speeds of 15 miles per hour, provides two travel lanes with an alternating parking pattern which aids in maintaining the speed limit. A seven-foot planting strip and six-foot wide sidewalk are placed along both sides of the street. In some cases the right-of-way available for this street type design is forty feet. Adjustments are made to reduce the travel lane, planting strip, and sidewalk widths to allow for the constraint (ST-40-22a).



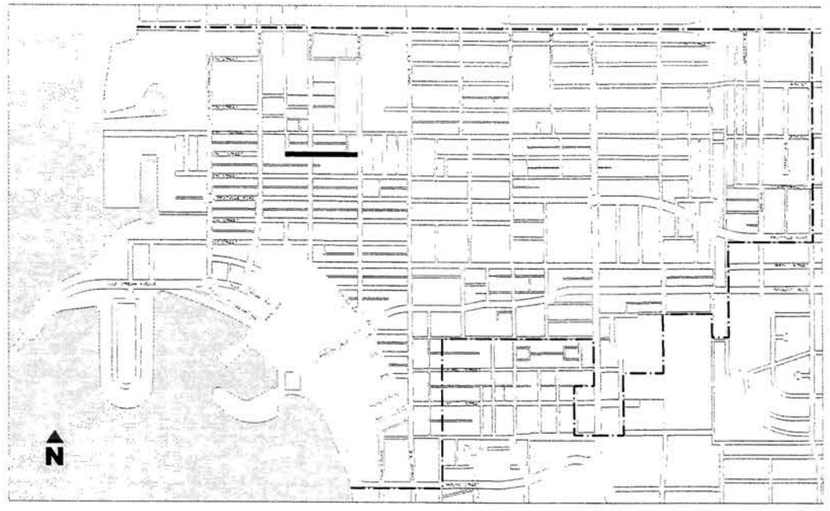
ST-50-24b; Similar to ST-50-24a, this design has parking on one side only to accommodate the slightly higher traffic volumes on these streets. It also allows for a seven-foot planting strip and six-foot sidewalk along both sides of the street. Right-of-way constraints in Sarasota create one additional street classifications for this design type (ST-40-24b). Adjustments are made to reduce travel lane, planting strip, and sidewalk widths to accommodate the design constraints.



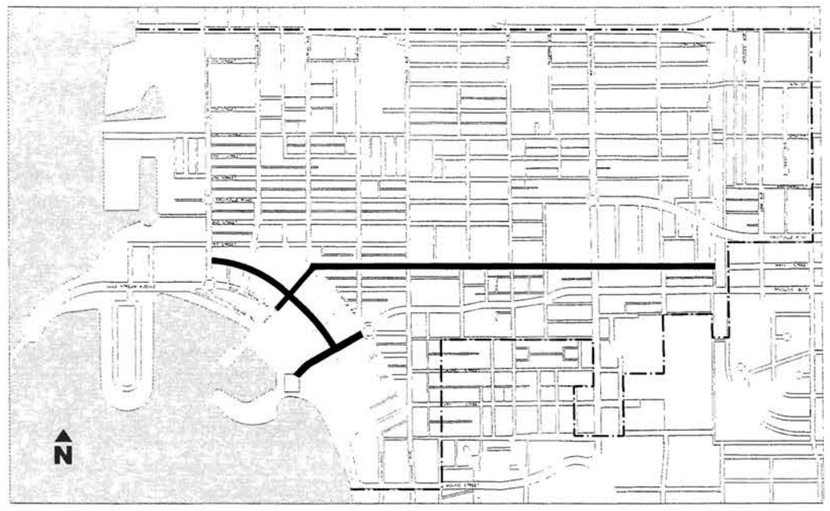
ST-60-34; This free movement thoroughfare is designed to limit automobile speeds to 30 miles per hour. It provides two travel lanes with parallel parking on both sides of the thoroughfare. A seven-foot planting strip for street trees and a six-foot wide sidewalk should be placed along both sides of the street



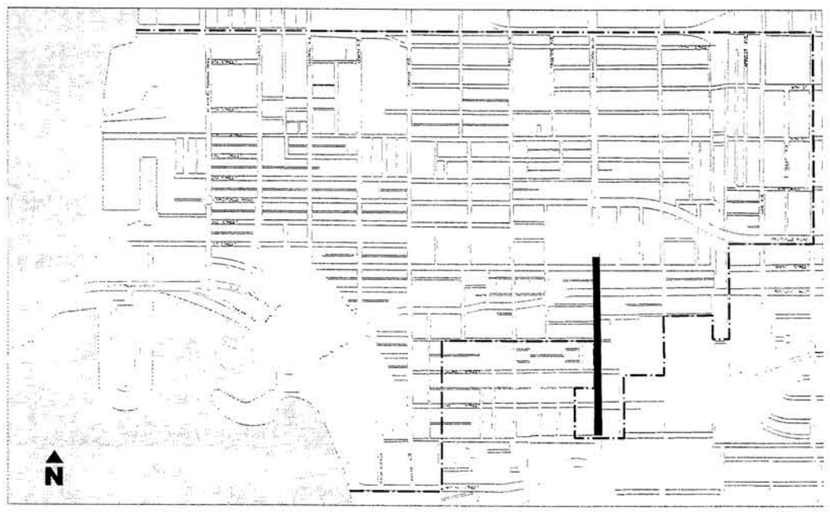
ST-50-27; Similar to ST-60-34, this design has parking on one side only to accommodate the right-of-way constraints found on some of the neighborhood roads. The planting strips and sidewalk widths are reduced accordingly.



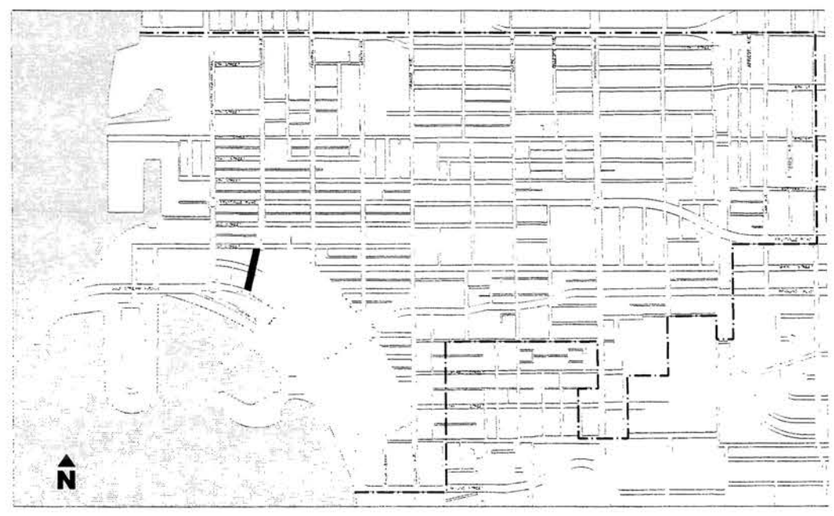
CS-60-42; This slow movement thoroughfare is designed to limit automobile speeds to 20 miles per hour. It provides two travel lanes with 45 degree angled parking along one side of the thoroughfare. A six-foot planting strip is placed on the side opposite the angled parking. A six-foot sidewalk should also be placed along both sides of the street.



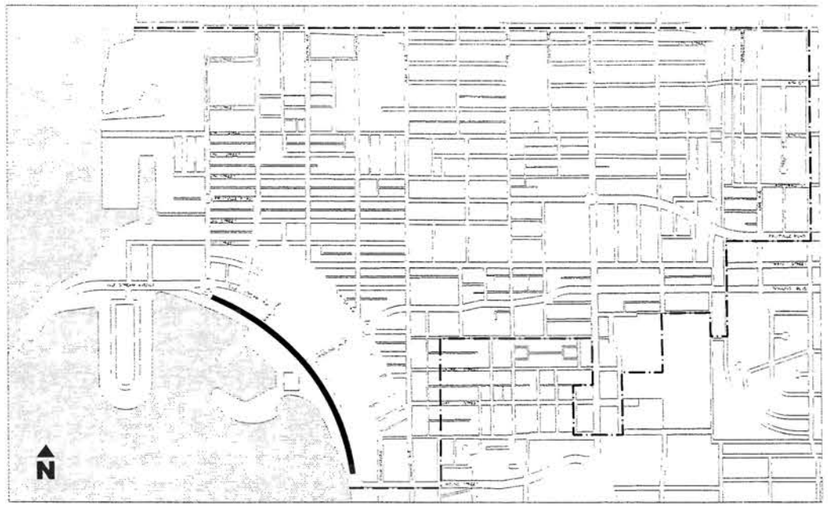
CS-80-56; This slow movement thoroughfare is designed to limit automobile speeds to 20 miles per hour. Angle parking at 45 degrees on both sides of the thoroughfare yields maximum parking and calms traffic in this highly pedestrian area. Generous sidewalk widths add to the sense of place and walkability.



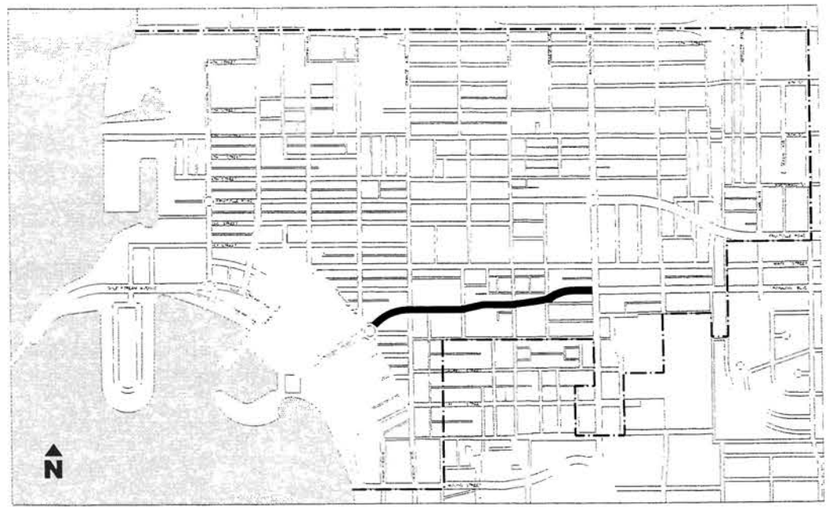
CS-80-60; This speed movement thoroughfare is designed to include four travel lanes with parallel parking along both sides. Accommodations for left-turn lane bays will also be provided at intersections where their presence is needed. A ten-foot sidewalk with street trees planted at a comfortable spacing should also be placed on both sides of the street.



AV-68-34; This free movement thoroughfare is designed for automobile speeds of 30 miles per hour. It provides two travel lanes with parallel parking along both sides. A ten foot median, planted with street trees, separates the two travel lanes. Generous sidewalks are also provided along both sides of the avenue.



BV-84-58; This thoroughfare type is designed to include two travel lanes with parallel parking along both sides of the street. A landscaped median separates the two travel lanes. A six-foot sidewalk should also be placed on both sides of the street with individual planting sites spaced comfortably apart.



BV-110-60; This speed movement thoroughfare is designed to include four travel lanes, two in each direction, with parallel parking along both sides of the street. A landscaped median separates the directional travel lanes. A twelve-foot sidewalk should also be placed on both sides of the street with individual planting sites spaced comfortably apart.

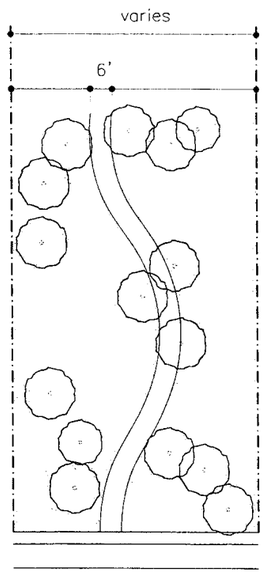
THOROUGHFARE TYPES

PT: Path
LA: Lane
ST: Street
PS: Passage
AL: Alley
CS: Commercial Street
AV: Avenue
BV: Boulevard

bp: Bike Path (optional as noted)
Bike Route (all, u.n.o.)
bl: Bike Lane (optional as noted)

ST-57-20-bl

- Bicycle Lane
- Pavement Width
- Right of Way Width
- Thoroughfare Type

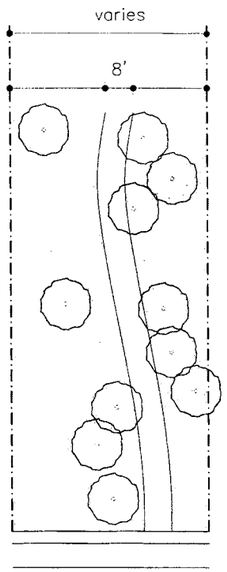


Thoroughfare: the urban element that provides the major part of the public open space as well as paved lanes for vehicles. A thoroughfare is endowed with two attributes: capacity and character. Capacity is the number of vehicles that can move safely through a segment of thoroughfare within a given time period. It is physically manifested by the number of lanes and their width, by the centerline radius, the curb radius, and the superelevation of the pavement. Character is the suitability of a thoroughfare as a setting for pedestrian activities and as a location for a variety of building types. Character is physically manifested by the thoroughfare's associated building and frontage types as determined by its location within the transect.

Path: a pedestrian way traversing a park or the country-side. Paths should connect directly with the sidewalk network.

PT-00-6

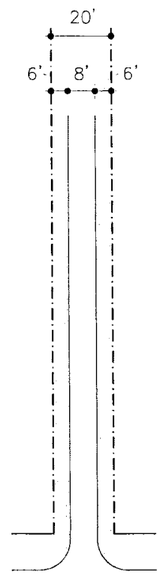
Type	Path
Movement	Pedestrian Only
Design Speed	N/A
R.O.W. Width	varies
Pavement Width	N/A
Traffic Flow	N/A
Number of Parking Lanes	N/A
Curb Type	N/A
Curb Radius	N/A
Planter Width	varies
Planter Type	continuous
Planting Pattern	Single and cluster, avg. 1/30 ft.
Tree Type	See Landscape Standards
Street Light Type	None
Street Light Spacing	N/A
Bike Way Type	N/A
Bike Way Width	N/A
Sidewalks	One
Sidewalk Width	6 ft.



Bike Trail: an independent bicycle way generally running through the countryside or parallel with parkways and highways.

BT-00-8

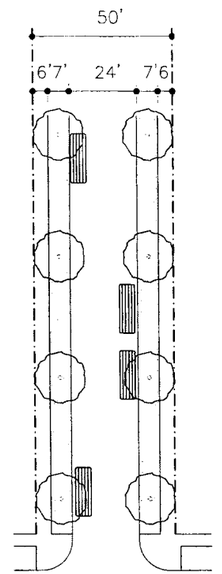
Type	Bike Path
Movement	Bicycles & Pedestrians Only
Design Speed	N/A
R.O.W. Width	varies
Pavement Width	N/A
Traffic Flow	N/A
Number of Parking Lanes	N/A
Curb Type	N/A
Curb Radius	N/A
Planter Width	varies
Planter Type	continuous
Planting Pattern	Single and cluster, avg. 1/30 ft.
Tree Type	See Landscape Standards
Street Light Type	None
Street Light Spacing	N/A
Bike Way Type	Bike Path
Bike Way Width	8'
Sidewalks	none
Sidewalk Width	N/A



Lane: a vehicular access way located to the rear of more rural lots providing access to parking and outbuildings and utility easements. Lanes are paved as lightly as possible (to driveway standards) and may be just gravel or left unpaved and should be as rural as possible in character.

LA-20-8

Type	Lane
Movement	Yield Movement
Design Speed	15 MPH
R.O.W. Width	20 ft.
Pavement Width	8 ft.
Traffic Flow	One Way
Number of Parking Lanes	None
Curb Type	Swale
Curb Radius	15 ft. max
Planter Width	6-7.5 each
Planter Type	Continuous
Planting Pattern	None
Tree Type	See Landscape Standards
Street Light Type	None
Street Light Spacing	None
Bike Way Type	Bike Route
Bike Way Width	N/A
Sidewalks	None
Sidewalk Width	N/A



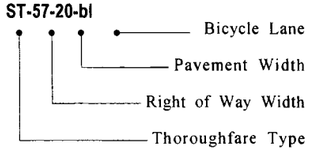
Street: a local, yield-movement thoroughfare suitable for General, Center, and Core Zones, Streets provide frontage for higher-density buildings such as offices, shops, apartment buildings, and rowhouses. A street is urban in character, with raised curbs, closed drainage, wide sidewalks, parallel parking, and trees in continuous planting areas. Character may vary somewhat, however, responding to the enfronting commercial or residential uses.

ST-50-24-a

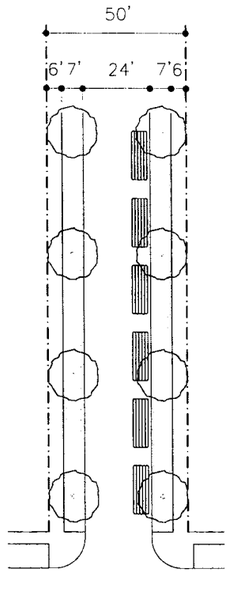
Type	Residential Street
Movement	Yield Movement
Design Speed	15 MPH
R.O.W. Width	50 ft.
Pavement Width	24 ft.
Traffic Flow	Two Ways
Number of Parking Lanes	Both Sides
Curb Type	Raised or None
Curb Radius	15 ft. max
Planter Width	7 ft.
Planter Type	Continuous
Planting Pattern	Allee 30 ft. o.c.
Tree Type	See Landscape Standards
Street Light Type	
Street Light Spacing	
Bike Way Type	Bike Route, Optional Bike Path
Bike Way Width	6 ft.
Sidewalks	Both Sides
Sidewalk Width	6 ft.

THOROUGHFARE TYPES

PT:	Path
LA:	Lane
ST:	Street
PS:	Passage
AL:	Alley
CS:	Commercial Street
AV:	Avenue
BV:	Boulevard
bp:	Bike Path (optional as noted)
	Bike Route (all, u.n.o.)
bl:	Bike Lane (optional as noted)



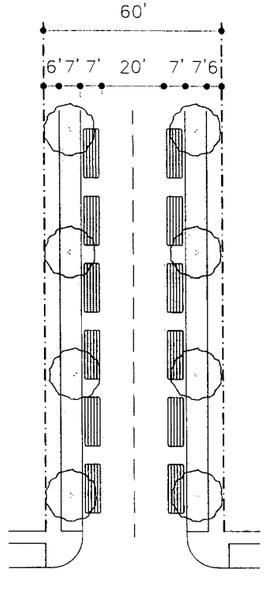
Thoroughfare: the urban element that provides the major part of the public open space as well as paved lanes for vehicles. A thoroughfare is endowed with two attributes: capacity and character. Capacity is the number of vehicles that can move safely through a segment of thoroughfare within a given time period. It is physically manifested by the number of lanes and their width, by the centerline radius, the curb radius, and the superelevation of the pavement. Character is the suitability of a thoroughfare as a setting for pedestrian activities and as a location for a variety of building types. Character is physically manifested by the thoroughfare's associated building and frontage types as determined by its location within the transect.



Street: a local, slow-movement thoroughfare suitable for General, Center, and Core Zones, Streets provide frontage for higher-density buildings such as offices, shops, apartment buildings, and rowhouses. A street is urban in character, with raised curbs, closed drainage, wide sidewalks, parallel parking, and trees in continuous planting areas. Character may vary somewhat, however, responding to the enfronting commercial or residential uses.

ST-50-24-b

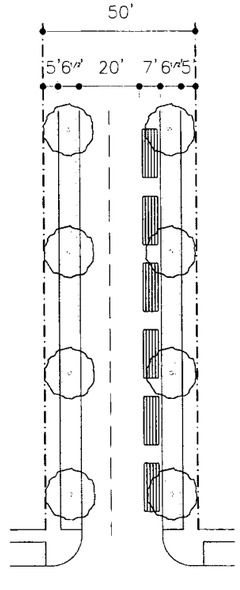
Type	Residential Street
Movement	Slow Movement
Design Speed	20 MPH
R.O.W. Width	50 ft.
Pavement Width	24 ft.
Traffic Flow	Two Ways
Number of Parking Lanes	One Side
Curb Type	Raised or None
Curb Radius	15 ft. max
Planter Width	7 ft.
Planter Type	Continuous
Planting Pattern	Allee 30 ft. o.c.
Tree Type	See Landscape Standards
Street Light Type	
Street Light Spacing	
Bike Way Type	Bike Route, Optional Bike Path
Bike Way Width	6 ft.
Sidewalks	Both Sides
Sidewalk Width	6 ft.



Street: a local, free-movement thoroughfare suitable for General, Center, and Core Zones, Streets provide frontage for higher-density buildings such as offices, shops, apartment buildings, and rowhouses. A street is urban in character, with raised curbs, closed drainage, wide sidewalks, parallel parking, and trees in continuous planting areas. Character may vary somewhat, however, responding to the enfronting commercial or residential uses.

ST-60-34

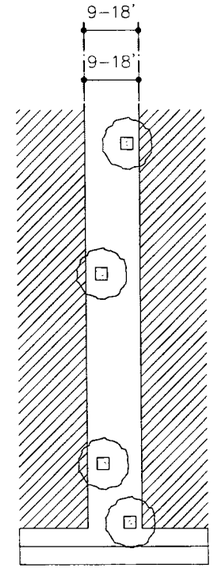
Type	Residential Street
Movement	Free Movement
Design Speed	30 MPH
R.O.W. Width	58 ft. min
Pavement Width	34 ft.
Traffic Flow	Two Ways
Number of Parking Lanes	One Side
Curb Type	Raised or None
Curb Radius	15 ft. max
Planter Width	7 ft.
Planter Type	Continuous
Planting Pattern	Allee 40 ft. o.c.
Tree Type	See Landscape Standards
Street Light Type	
Street Light Spacing	
Bike Way Type	Bike Route
Bike Way Width	N/A
Sidewalks	Both Sides
Sidewalk Width	6 ft.



Street: a local, free-movement thoroughfare suitable for General, Center, and Core Zones, Streets provide frontage for higher-density buildings such as offices, shops, apartment buildings, and rowhouses. A street is urban in character, with raised curbs, closed drainage, wide sidewalks, parallel parking, and trees in continuous planting areas. Character may vary somewhat, however, responding to the enfronting commercial or residential uses.

ST-50-27

Type	Residential Street
Movement	Free Movement
Design Speed	30 MPH
R.O.W. Width	50 ft. min
Pavement Width	27 ft.
Traffic Flow	Two Ways
Number of Parking Lanes	One Side
Curb Type	Raised or None
Curb Radius	15 ft. max
Planter Width	6 1/2" ft.
Planter Type	Continuous
Planting Pattern	Allee 40 ft. o.c.
Tree Type	See Landscape Standards
Street Light Type	
Street Light Spacing	
Bike Way Type	Bike Route
Bike Way Width	N/A
Sidewalks	Both Sides
Sidewalk Width	5 ft.



Passage: a pedestrian connector passing between buildings. Passages provide shortcuts through long blocks and connect rear parking areas with street frontages. Passages may be roofed over and lined by shopfronts.

PS-18-0

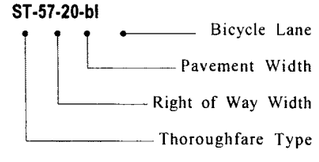
Type	Passage
Movement	Pedestrian Only
Design Speed	N/A
R.O.W. Width	9-18 ft.
Pavement Width	N/A
Traffic Flow	N/A
Number of Parking Lanes	N/A
Curb Type	N/A
Curb Radius	N/A
Planter Width	Varies
Planter Type	Individual
Planting Pattern	Occasional
Tree Type	See Landscape Standards
Street Light Type	
Street Light Spacing	
Bike Way Type	N/A
Bike Way Width	N/A
Sidewalks	One
Sidewalk Width	9-18 ft.

Prepared by Duany Plater-Zyberk & Company - October 25, 2000

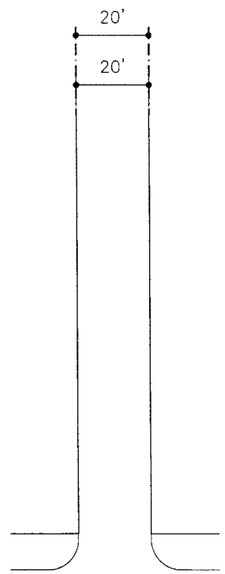
Adopted with Revisions - January 22, 2001 - Resolution No. 01R-1336

THOROUGHFARE TYPES

PT:	Path
LA:	Lane
ST:	Street
PS:	Passage
AL:	Alley
CS:	Commercial Street
AV:	Avenue
BV:	Boulevard
bp:	Bike Path (optional as noted)
	Bike Route (all, u.n.o.)
bl:	Bike Lane (optional as noted)



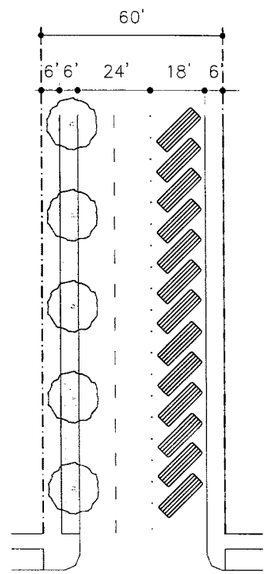
Thoroughfare: the urban element that provides the major part of the public open space as well as paved lanes for vehicles. A thoroughfare is endowed with two attributes: capacity and character. Capacity is the number of vehicles that can move safely through a segment of thoroughfare within a given time period. It is physically manifested by the number of lanes and their width, by the centerline radius, the curb radius, and the superelevation of the pavement. Character is the suitability of a thoroughfare as a setting for pedestrian activities and as a location for a variety of building types. Character is physically manifested by the thoroughfare's associated building and frontage types as determined by its location within the transect.



Alley: a narrow vehicular access way to the rear of more urban lots providing service areas, parking access, and utility easements. Alleys, as they are used by trucks and must accommodate dumpsters, should be paved from building face to building face, with drainage by inverted crown at the center.

AL-20-20

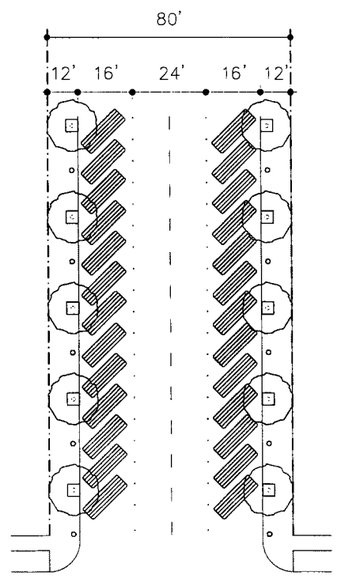
Type	Alley
Movement	Slow Movement
Design Speed	20 MPH
R.O.W. Width	20 ft.
Pavement Width	20 ft.
Traffic Flow	Two Ways
Number of Parking Lanes	None
Curb Type	None
Curb Radius	15 ft. max
Planter Width	None
Planter Type	None
Planting Pattern	None
Tree Type	None
Street Light Type	
Street Light Spacing	
Bike Way Type	Bike Route
Bike Way Width	N/A
Sidewalks	None
Sidewalk Width	N/A



Commercial Street: this thoroughfare-type should be designed to include two, twelve foot-travel lanes with 45 degree angled parking along one side of the street. In addition, a six-foot planting should be placed on the side of the street opposite the angled parking with six-foot wide sidewalks along both sides of the street. This design treatment should be applied to Fifth Avenue between Central and Lemon Avenue.

CS-60-42

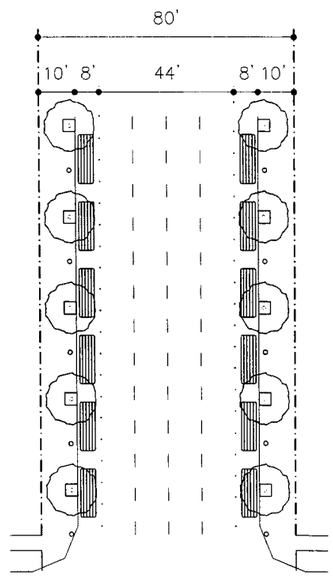
Type	Commercial Street
Movement	Slow Movement
Design Speed	20 MPH
R.O.W. Width	60 ft.
Pavement Width	42 ft.
Traffic Flow	Two Ways
Number of Parking Lanes	One Side
Curb Type	Raised
Curb Radius	15 ft. max
Planter Width	
Planter Type	Continuous
Planting Pattern	Allee 30 ft. o.c.
Tree Type	See Landscape Standards
Street Light Type	
Street Light Spacing	30 ft. intervals
Bike Way Type	Bike Route
Bike Way Width	N/A
Sidewalks	Both Sides
Sidewalk Width	6 ft.



Commercial Street: a local, slow-movement thoroughfare suitable for Center and Core Zones, providing frontage for higher-density mixed-use buildings such as shophouses, shops and offices. It is urban in character with raised curbs, storm-drain inlets, and striped on-street parking. A single species of tree is planted in opportunistic alignment and confined by individual planters create a sidewalk of maximum width, with areas accommodating street furniture. Clear trunks and high canopies are necessary to avoid shopfronts, signage, and awnings.

CS-80-56

Type	Commercial Street
Movement	Slow Movement
Design Speed	20 MPH
R.O.W. Width	80 ft.
Pavement Width	56 ft.
Traffic Flow	Two Ways
Number of Parking Lanes	Both Sides
Curb Type	Raised
Curb Radius	15 ft. max
Planter Width	4 ft.
Planter Type	Individual
Planting Pattern	Allee 30 ft. o.c.
Tree Type	See Landscape Standards
Street Light Type	
Street Light Spacing	30 ft. intervals
Bike Way Type	Bike Route
Bike Way Width	N/A
Sidewalks	Both Sides
Sidewalk Width	12 ft.



Commercial Street: a local, speed-movement thoroughfare suitable for Center and Core Zones, providing frontage for higher-density mixed-use buildings such as shophouses, shops and offices. It is urban in character with raised curbs, storm-drain inlets, and striped on-street parking. A single species of tree is planted in opportunistic alignment and confined by individual planters create a sidewalk of maximum width, with areas accommodating street furniture. Clear trunks and high canopies are necessary to avoid shopfronts, signage, and awnings.

CS-80-60

Type	Commercial Street
Movement	Speed Movement
Design Speed	35 MPH
R.O.W. Width	80 ft.
Pavement Width	60 ft.
Traffic Flow	Two Ways
Number of Parking Lanes	Both Sides
Curb Type	Raised
Curb Radius	15 ft. max.
Planter Width	4 ft.
Planter Type	Individual
Planting Pattern	Allee 30 ft. o.c.
Tree Type	See Landscape Standards
Street Light Type	
Street Light Spacing	30 ft. intervals
Bike Way Type	Designated Bike Lane
Bike Way Width	4 ft.
Sidewalks	Both Sides
Sidewalk Width	10 ft.

THOROUGHFARE TYPES

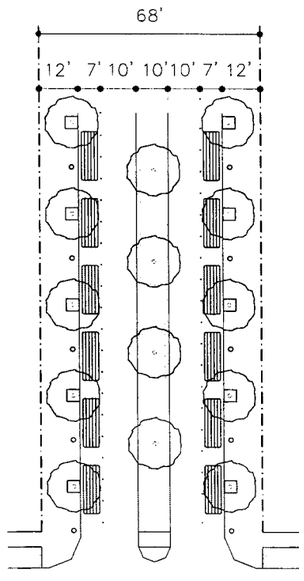
PT: Path
LA: Lane
ST: Street
PS: Passage
AL: Alley
CS: Commercial Street
AV: Avenue
BV: Boulevard

bp: Bike Path (optional as noted)
Bike Route (all, u.n.o.)
bl: Bike Lane (optional as noted)

ST-57-20-bl

- Bicycle Lane
- Pavement Width
- Right of Way Width
- Thoroughfare Type

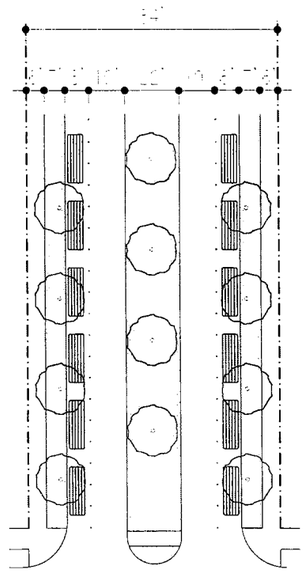
Thoroughfare: the urban element that provides the major part of the public open space as well as paved lanes for vehicles. A thoroughfare is endowed with two attributes: capacity and character. Capacity is the number of vehicles that can move safely through a segment of thoroughfare within a given time period. It is physically manifested by the number of lanes and their width, by the centerline radius, the curb radius, and the superelevation of the pavement. Character is the suitability of a thoroughfare as a setting for pedestrian activities and as a location for a variety of building types. Character is physically manifested by the thoroughfare's associated building and frontage types as determined by its location within the transect.



Avenue: a short, axial thoroughfare with its axis usually terminated. An avenue may be conceived as an elongated square.

AV-68-34

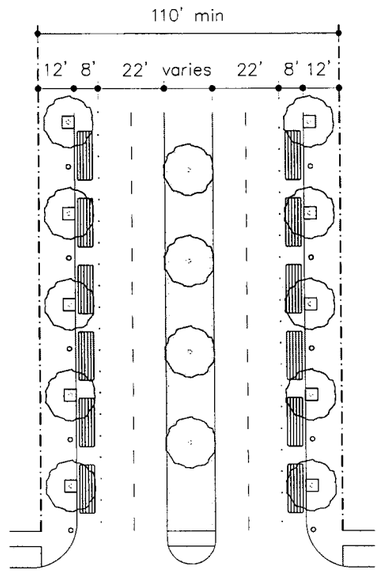
Type	Commercial Avenue
Movement	Free Movement
Design Speed	30 MPH
R.O.W. Width	68 ft. min
Pavement Width	17 ft. and 17 ft.
Traffic Flow	One Way Each Side
Number of Parking Lanes	One Side Each Side
Curb Type	Raised
Curb Radius	15 ft. max
Planter Width	4 ft.
Planter Type	Individual
Planting Pattern	Staggered Allee 30 ft. o.c.
Tree Type	See Landscape Standards
Street Light Type	
Street Light Spacing	30 ft. intervals
Bike Way Type	Bike Route, Optional Bike Lane
Bike Way Width	4 ft.
Sidewalks	Both Sides
Sidewalk Width	12 ft.



Boulevard: this thoroughfare-type should be designed to include two, ten-foot travel lanes with designated parallel parking along both sides of the street. A twenty two-foot landscaped median separates the two travel lanes. A six-foot sidewalk should also be placed on both sides of the street with continuous planting on both sides. This design treatment should be applied to Bayfront Drive.

BV-84-58

	Commercial Avenue
	Slow Movement
	20 MPH
	84 ft.
	18 ft. and 18 ft.
	One Way Each Side
	One Side Each Side
	Raised
	15 ft. max
	7 ft.
	Continuous
	Allee 30 ft. o.c.
	See Landscape Standards
	30 ft. intervals
	Bike Route, Optional Bike Lane
	4 ft.
	Both Sides
	6 ft.



Boulevard: a long-distance, speed movement thoroughfare traversing an urbanized area. A boulevard is flanked by parking, sidewalks, and planters buffering the buildings along the sides.

BV-110-60

	Commercial Avenue
	Speed Movement
	35 MPH
	110 ft. min
	30 ft. and 30 ft.
	One Way Each Side
	One Side Each Side
	Raised
	15 ft. max
	4 ft.
	Individual
	Allee 30 ft. o.c.
	See Landscape Standards
	30 ft. intervals
	Bike Route, Optional Bike Lane
	4 ft.
	Both Sides
	12 ft.

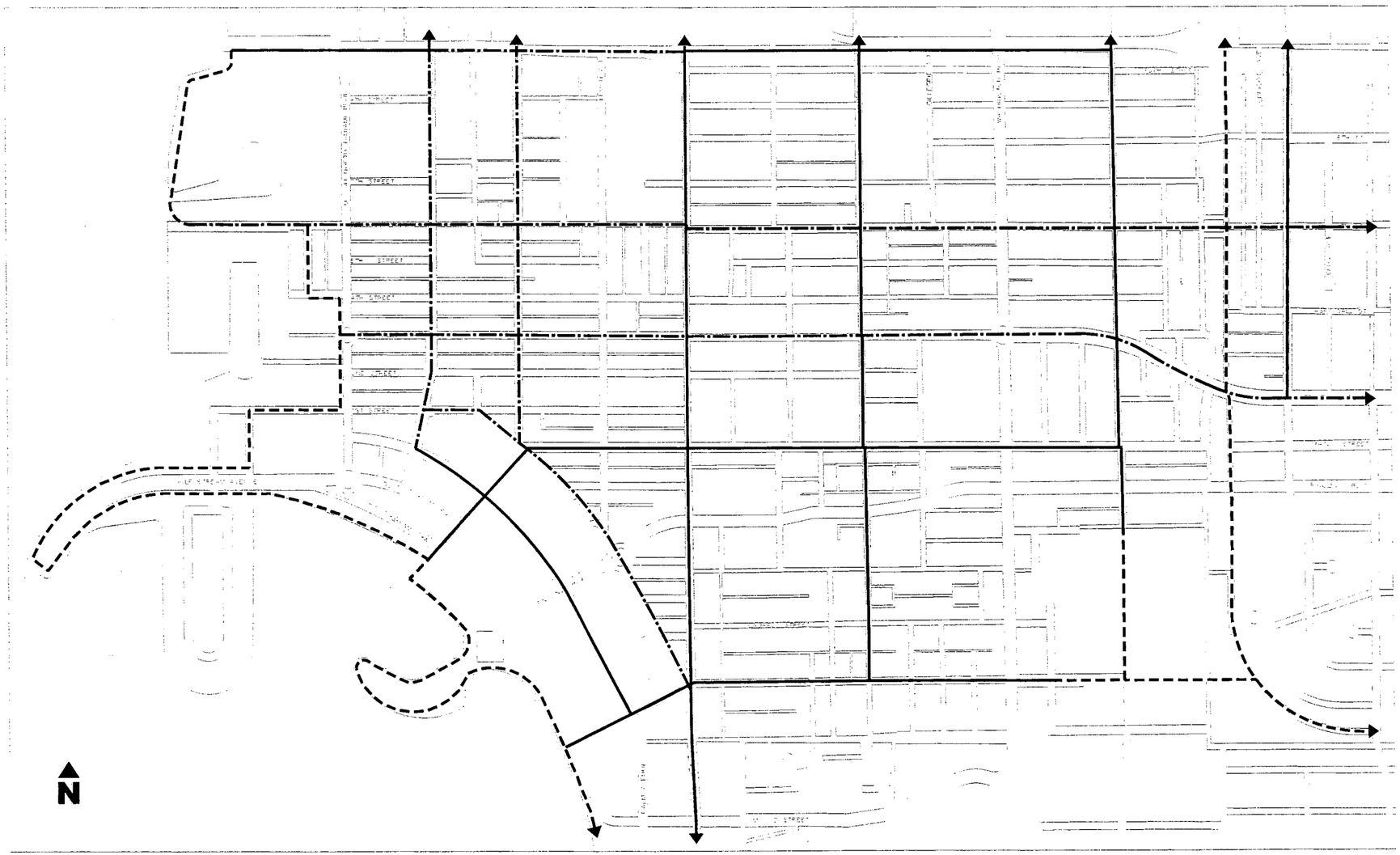
Project: Bicycle Network (T 4)

Observation: The City of Sarasota Comprehensive Plan Support Document (1998) specifies five existing bicycle and recreational routes in the Downtown. These are along high-speed automobile travel corridors that place the bicyclist at a disadvantage when sharing the thoroughfare with the automobile. High travel speed and traffic volume create congested intersections that are dangerous to the bicyclist. The result is an environment that discourages bicycle travel.

Discussion: The proposed bicycle network consists of designated routes and trails traveling through the Downtown. Routes are generally unmarked, and share the travel lane with automobiles in locations where vehicle speeds are posted at 30-mph. Trails are dedicated bicycle paths separated from vehicular traffic that can be planned either to be parallel to vehicular lanes (in this case they are called "bike lanes") or to meander independently through the landscape.

The proposed bicycle network builds a system of routes, trails and lanes that provide for both recreational enjoyment and commuter transportation. Specific bicycle corridors have been identified to create a comprehensive system that connects all areas of the Downtown with the surrounding community. The entire waterfront should be served with bicycle trails in conjunction with the work done by the City of Sarasota Engineering Department for the Bayfront Multi-use Recreational Trail. It connects Selby Botantical Gardens, Island Park, Van Wezel Performing Arts Hall, and Whitaker-Gateway Park.

The principal thoroughfares within the Master Plan Sixth Street, Main Street, and Oak Street running east-west, and Central Avenue, Osprey Avenue, Orange Avenue, and East Avenue running north-south— should be designed for bicycle lanes or routes to facilitate travel through the Downtown area. Thoroughfares planned to incorporate bicycle lanes include Sixth Street and Central Avenue. Traffic calming and pedestrian-oriented street designs for these thoroughfares slow automobile speeds below 30-mph, which makes it safe for bicyclists to share these routes with vehicles. It is envisioned that lanes along Cocoanut Avenue, Ringling Boulevard, and Fruitville Road would be abandoned, as more welcome paths would be available to cyclists.



This discussion is based primarily on safety concerns for bicyclists who would continue to use the existing lanes. The reclassification of "A" and "B" streets in the Study Area encourages higher traffic volumes to shift to "B" streets maintained to effectively move automobiles. In addition, as traffic signals are timed for automobile speeds and turning maneuvers the bicyclist is placed at further risk when sharing the road with the automobile. The result of these automobile-oriented improvements places the bicyclists in direct conflict with the intended design for "B" streets in the Downtown.

Recommendation: Incorporate the proposed bicycle network into the Study Area.

PROJECT: Bus Transfer Station (T 5)

OBSERVATION: Transit service provided by SCAT is performing exceptionally well. Main system goals include maximizing both coverage and frequency of service. Funding for construction of a new transfer station is available so a location must be selected for this facility so vital to the efficient operation of the system.

DISCUSSION: Currently, most buses circulate through downtown and maximize coverage by arriving at the transfer site on 30 minute cycles. The pulse scheduling system, where many busses arrive simultaneously at a transfer station, helps achieve both goals (coverage and frequency of service). From a Sarasota City perspective, even greater frequency of service would be helpful.

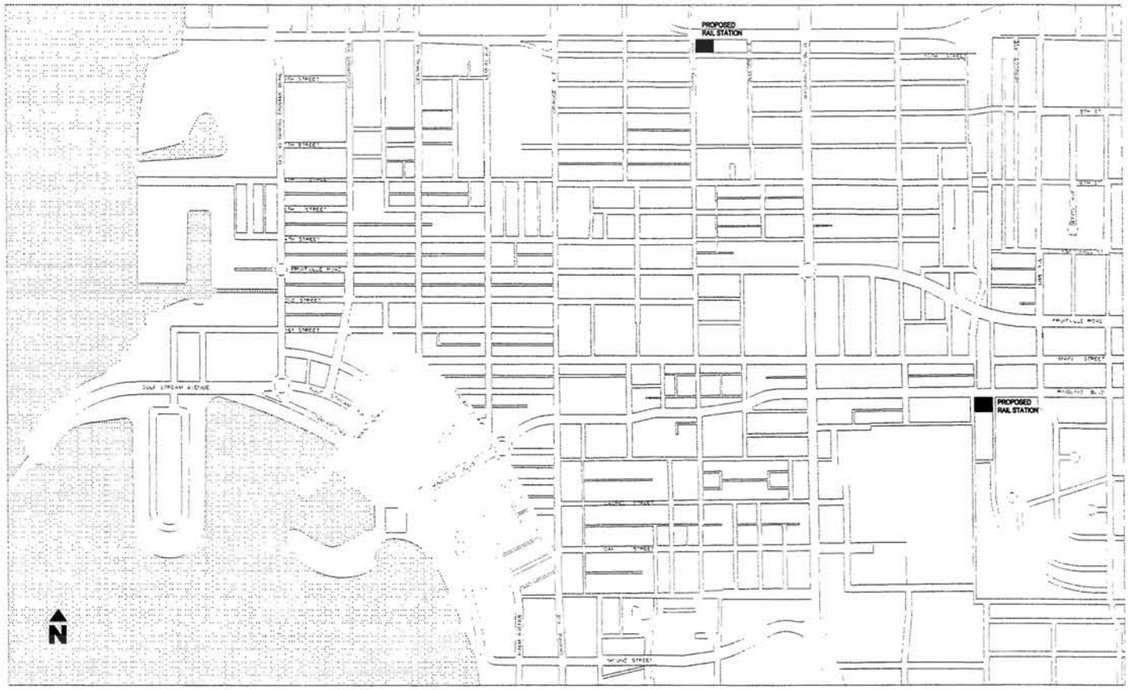
Location of the downtown transfer station is an important consideration. Of the alternative locations discussed during the Design Charrette, several were north of Fruitville Road and one was south. Since Fruitville Road presents somewhat of a barrier to pedestrian travel, the northern sites are less viable as a downtown transfer station. The location south of Fruitville is centered between Fruitville and 2nd Street fronting Orange Avenue. City Hall is in the adjacent block to the south.

RECOMMENDATION: The bus transfer station should be located on a site that is central to downtown, has good pedestrian access within downtown, has good pedestrian access to neighborhoods, and is efficient relative to short and long-term transit operations.

The City should encourage Sarasota County, the Metropolitan Planning Organization and the Florida Department of Transporation to significantly increase the use of transit serving the Downtown and the region. Measures to increase usage should include improved transit headways. The City should coordinate with Sarasota County on transit details such as location and design of downtown transit stops.

Recommended Location, looking Northeast toward the Fruitville Road/ Orange Avenue Intersection

Current Transfer Point on Lemon Avenue



■ PROPOSED RAIL STATION

PROJECT: Parking (T 6)

OBSERVATION: Parking is a key determinate of a city's character. While recent parking studies indicate generally acceptable levels of parking for existing downtown needs, future management of parking facilities is essential to a vital downtown.

DISCUSSION: Parking is not only vital to the economic success of City of Sarasota's Downtown, it also sets the scale at which urban places are built. An adequate discussion of downtown parking must cover some basic theory, existing data and parking studies and recommended locations for future parking structures.

Theory

Suburban scale development patterns are established, by regulation. Suburban land values are lower than downtown so a chain of economic/design decisions follow. Cheaper land allows surface parking lots that are compatible with less expensive single story buildings. Where land becomes more expensive, structured parking is needed which calls for more floor space to pay for the parking. The extra floor space in taller buildings requires elevators that in turn require more floor space and parking to pay for the elevators. This spiral of economic logic forces a quantum jump in density from low suburban development to higher urban density in the area of higher land values.

Downtown Sarasota has experienced higher density near the Bay, with its associated structured parking for office, commercial and high rise residential buildings. To minimize interruptions to the street frontages, this structured parking must blend carefully into the urban environment. To encourage a pedestrian scale arrangement of streets, sidewalks, buildings and open public areas, parking garages must be required to have retail or other interesting frontage on the first level. In addition, as stated in the Civic Reservations discussion within the Codes in General section, structured parking that fully accommodates all building inhabitants will quell pedestrian vitality. Adjacent public or private parking garages encourage healthier pedestrian volumes at street level.

Surface lots, on the other hand, create wide gaps in the street frontage making walking uncomfortable. Surface parking in the central core

On street parking enlivens the pedestrian environment as shown on Main Street

should be considered a temporary land form, until projects are developed to fill the underutilized space.

On-street parking is a key element of the walkable, livable downtown environment. Sarasota's on-street parking is only 20 percent of its total parking supply. An attempt to enliven the pedestrian environment will naturally increase this proportion. Almost every thoroughfare in Downtown should have on street parking. It encourages pedestrian movement (street parking yields pedestrians) and keeps off street parking from dominating building designs. On-street parking is specified in all Thoroughfare Types recommended as part of this plan.

Existing Data

Much of Sarasota's parking supply is in surface lots. Detailed City parking studies were conducted in 1995 and 1996 for the downtown area bounded by Fruitville Road on the north, Orange Avenue on the east, Ringling Boulevard on the south, and the Bayfront on the west.

These downtown parking studies reveal the following:

- Downtown parking totaled 5,498 spaces
- 676 spaces in public lots
- 3,695 spaces in private lots
- 1,127 curb spaces
- In the downtown area, only 59% of the parking spaces are occupied during the peak hour (noon)

This heavily used County Public Parking Structure could enliven adjacent Ringling Boulevard if first floor retail or similar uses were added

- Peak parking occupancy occurs from 12 – 1 p.m. on a typical weekday in February
- The major parking generators in the area have sufficient parking spaces during the peak hour for their use

Source: Downtown Area Parking Studies, City of Sarasota, 1995 and 1996

To prevent future shortages, a Downtown Area Parking Committee formed by the City has recommended the following measures:

- Improve signage to assure utilization of available spaces.
- Install angle parking at selected locations to increase capacity.
- Promote shared parking with private garages so activities with different peak times do not have to duplicate facilities.
- Institute a SCAT downtown "trolley" operating around the central business district on frequent headways to encourage people to come to downtown by bus or to park in fringe areas.

Source: Sarasota City Plan and Support Document: 1998

According to the City Engineering Department, there is an opportunity to install additional angle parking on Main Street between Orange Avenue and U.S. 301 and between U.S. 301 and School Avenue. According to their study, these roadways are wide enough to provide one row of parallel parking, one row of angle parking and two travel lanes (one in each direction).

Source: Angle Parking Memorandum, City Engineering Department, October 15, 1999.

To further refine this concept, Charrette planning sessions focused on Main Street. The resulting specific thoroughfare design includes angle parking on both sides with two 12 foot travel lanes (see Thoroughfare Design CS-80-56).

Future Parking Structures

Parking data were gathered to determine current parking garage utilization.

Source: Downtown Area Parking Study, City of Sarasota Engineering Department, February, 1996.

Future parking structures are planned for areas of downtown adjacent to and parallel to Main Street. A map of these planned garage locations is shown in the Codes in General section of this chapter.

RECOMMENDATIONS:

- Municipal Parking structure locations on the Civic Reservations map should be pursued for implementation as demand begins to increase for downtown parking.
- Main Street angle parking should be extended eastward across Orange Avenue using the Commercial Street design recommended as CS-80-56.
- Thoroughfare Designs recommended in this plan should be implemented as soon as possible to enliven the pedestrian environment and tame building designs.

PARKING SUPPLY AND DEMAND FOR MAJOR PARKING GENERATORS

MAJOR PARKING GENERATOR	AVAILABLE PARKING SPACES	VEHICLES PARKED/PEAKED HOURS	PERCENT OCCUPANCY
CITY HALL	*143*	*104*	*72.7*
BAY PLAZA	*208*	*123*	*59.1*
GULF STREAM TOWERS	*51*	*41*	*80.4*
DOLPHIN TOWERS	*172*	*95*	*55.2*
MARINA JACK	*157*	*81*	*51.6*
NORTHERN TRUST	*287*	*225*	*78.4*
ONE SARASOTA TOWER	*303*	*229*	*75.6*
RISCORP	*501*	*303*	*60.5*
BARNETT	*625*	*218*	*34.9*
MIRAMAR PLAZA	*157*	*111*	*70.7*
ENTERPRISE BANK	*54*	*22*	*40.7*

Source: Downtown Area Parking Study, 02/1996

PROJECT: Pedestrian Sleeves (T 7)

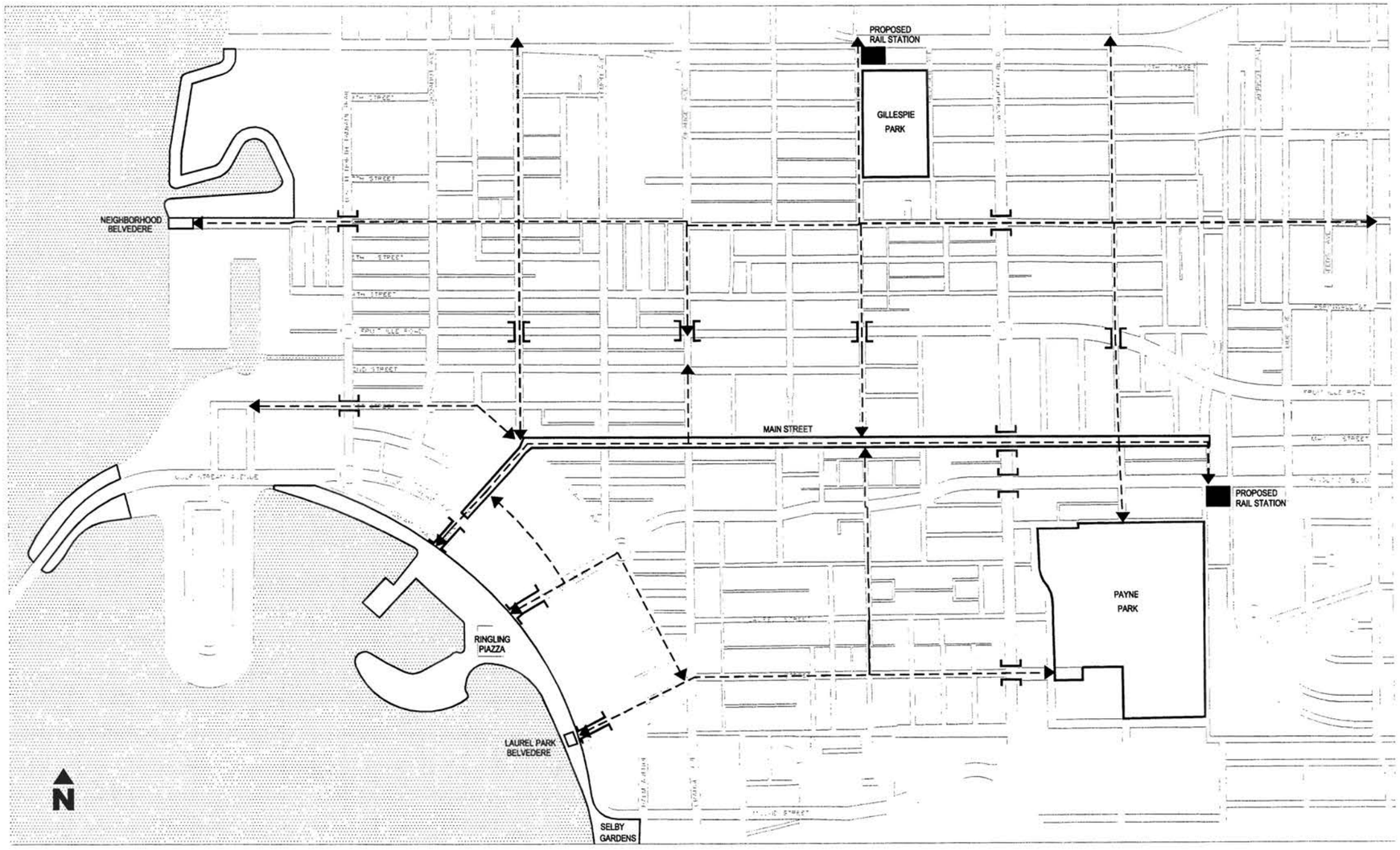
OBSERVATION: Some intersections are perceived by pedestrians to be difficult to cross.

DISCUSSION: Several roads within the study area clearly serve as high volume arterial routes for automobiles from throughout the region. These include North Tamiami Trail (US 41), Washington Boulevard (US 301) and Fruitville Road. It is almost impossible to calm traffic sufficiently on these streets to make them acceptable for broad-based pedestrian activity and maintain their current levels of vehicle capacity.

However, these routes cannot be allowed to serve as barriers to pedestrian flow from one part of the study area to another. Currently, Fruitville Road separates all three walk-to-town neighborhoods from Downtown. North Tamiami Trail separates both the Downtown and the Neighborhoods from the two districts along the edge of Sarasota Bay. Washington Boulevard separates the Park East Neighborhood from the Gillespie Neighborhood, and slices through Upper Main Street.

In Sarasota, when a designated pedestrian corridor ("A" Street) crosses one of the three high-capacity vehicular thoroughfares, a "sleeve" is introduced to provide a comfortable crossing location for pedestrians. This device is more than a single striped crosswalk, speed bump, or set of paver blocks. It is a comprehensive design strategy for the intersection itself. Common design features include buildings drawn up to the sidewalk, clearly marked crosswalks with appropriate lighting and different paving materials, "neck downs" to reduce the crossing distance across the major thoroughfare, and landscaping to indicate the importance of the intersection.

RECOMMENDATION: All thirteen sleeves designated in the Sarasota network should be installed to provide pedestrian links between the most important features in the area- the neighborhoods, Main Street, Payne Park, and the waterfront (see accompanying map).



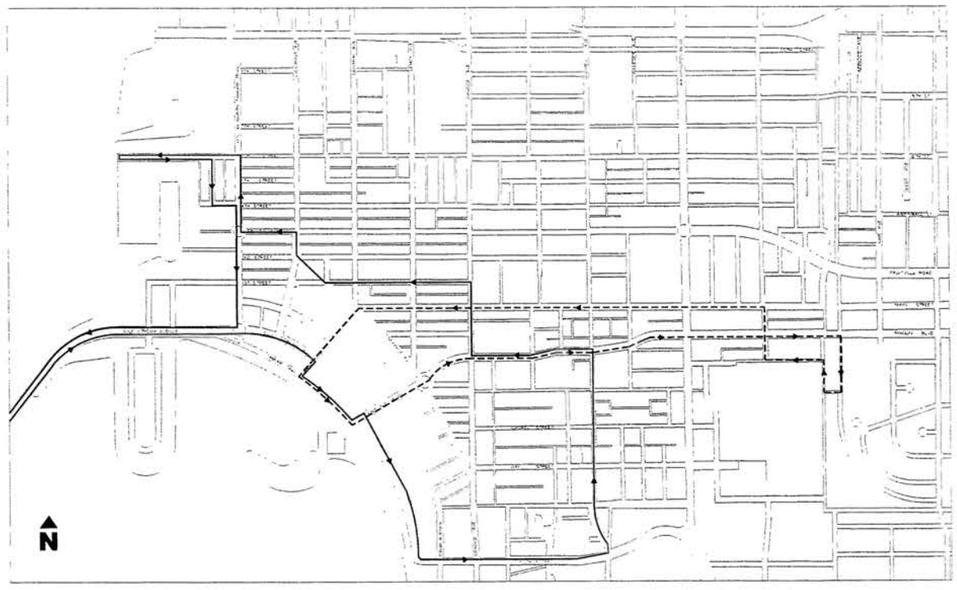
PROJECT: Trolley System

OBSERVATION: In the spring of 2000, Sarasota County Area Transit (SCAT) introduced a trolley service into the Downtown. Nostalgic trolley car reproductions carry passengers along two routes- the Downtown loop and scenic loop. Two trolleys servicing the Downtown loop carry passengers from the Ringling Shopping Center, down Main Street towards the waterfront, and return to the shopping center via Ringling Boulevard. Monday through Friday service begins at 7:15 a.m. and continues with fifteen-minute headways until 6:23 p.m. Service is also available on Saturdays between 8:45 a.m. and 4:38 p.m. on thirty-minute headways. The scenic loop links important destinations in the Downtown including Selby Gardens, Senior Friendship Village, Main Post Office, Selby Library, Sarasota Opera House, Van Wezel Performing Arts Hall, and the waterfront. One trolley offers service Monday through Friday, beginning at 9:45 a.m. and continuing with forty-five minute headways until 5:04 p.m.

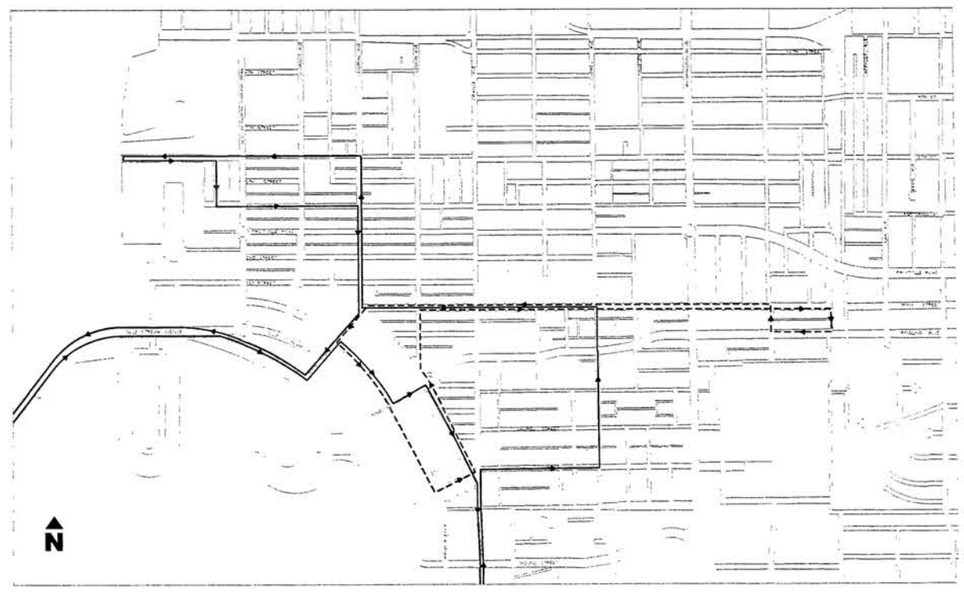
DISCUSSION: Trolley service offers convenience to pedestrians visiting the many civic buildings and spaces within the immediate Downtown by linking them along a service line, thereby reducing the walking distance between a trolley stop and a specific destination to a reasonable level. This reasonable level is a function of the maximum distance a pedestrian is willing to walk before switching to another mode of transportation- 600 feet. Therefore, routes planed in the Downtown should be reconfigured to maximize the number of destinations within this walking threshold. These destinations include civic spaces, civic buildings, parks and open spaces, and retail opportunities.

In addition, the quality of service depends on the set headway for the routes in the area. Currently, the Downtown loop is set at fifteen minutes and the scenic loop at forty-five minutes. These must be reduced to encourage higher ridership figures. This can be achieved through two modifications to the existing routes. First, the total distance serviced by each route should be reduced. Second, the number of trolleys actually servicing the stops should be increased. The result is a reduction in headways. The target for the Sarasota trolley system should be ten-minute headways for both the Downtown loop and scenic loop.

RECOMMENDATION: The Sarasota County Area Transit Authority should reconfigure the Downtown and scenic loop trolley routes to maximize the number of destinations served while also reducing the service headways. The result is a viable system that links all attractions in the Downtown together to create a larger potential walking environment for most Downtown visitors (See accompanying map).



EXISTING ROUTES



UTILITY ROUTE ----------

TOURIST ROUTE ——————

PROPOSED ROUTES

Prepared by Duany Plater-Zyberk & Company - October 25, 2000
Adopted with Revisions - January 22, 2001 - Resolution No. 01R-1336

One of the important components of the Master Plan is the development of new building types to be added where appropriate throughout the Study Area, including the Downtown Proper as well as the three "walk-to-town" neighborhoods. These new types will be predominantly residential, although various commercial and civic structures and developments are also suggested. Given changing demographic, economic and social trends, these new options will probably be somewhat different than recent construction practices that currently can be found within the Study Area. They may also require changes to existing zoning regulations. Some projects may depend on incentives and support from the City in order to be realized.

It is critical to develop a series of designs, appropriate for a wide variety of applications including new infill development as well as redevelopment of existing situations. Current conditions, including zoning requirements, design standards, and social conventions, may be conspiring to help stymie the revitalization of key parts of the Study Area. Recommended sizes of lots may be smaller than is currently conventional. A mix of uses may be needed where only single-use buildings are permitted. These new designs attempt to overcome some of these limitations and suggest appropriate and achievable models for the Study Area.

Two areas, in particular, need to be studied with respect to these infill proposals. Codes as they pertain to the health, safety and welfare of occupants and visitors should not be compromised. The City should work with the Fire Department and the Building Department to establish guidelines for achieving recommended infill options.

The proposals in this Master Plan look to urbanize the Study Area. Development densities will generally be increased and land that is currently vacant or undeveloped will be built on. A concern associated with such infill development pertains to stormwater containment, control and treatment. As the percentage of impervious surface within the Study Area increases, so will the potential for difficulties associated with stormwater. Current measures for addressing this problem, however, are not only ineffective, they are antithetical to the intended goals of fostering infill development. Property owners within the Study Area should not be required to contain and control stormwater runoff within their own site. Rather, the City should establish an integrated system of retention and detention ponds, as well as a program that enables property owners to pay a fee in lieu of addressing stormwater issues on site. These fees would be used to develop and maintain this district wide stormwater system.

A district-wide system of ponds and channels will prove to be much more efficient than a collection of individual retention projects. It will control water better and help produce a higher quality of runoff. It will provide the City with opportunities to create environmental amenities such as ponds, lakes, fountains and parks. Finally, it will free property owners, in particular small property owners, from the overwhelming burden of addressing stormwater control. While it is beyond the scope of this study to design or even conceptualize such a system, the creation of such a system is critical to the intended goals of redevelopment.

The following pages include a variety of schematic building types which can be used for infill construction throughout the Downtown Proper, the Districts and predominantly in the neighborhoods. Many of these are variants of time-honored residential types, including multi-family as well as single-family options. The examples that are shown here are all normative prototypes. Plans and/or architecture might be altered to better meet the conditions or limitations of particular locations within the Study Area.

EXISTING ARCHITECTURAL PRECEDENTS

Recently Renovated Cottages in the Rosemary Neighborhood

Pocket Apartment Building

Main Street - The Kress Building

Single Family Housing in Burns Court, Downtown Proper

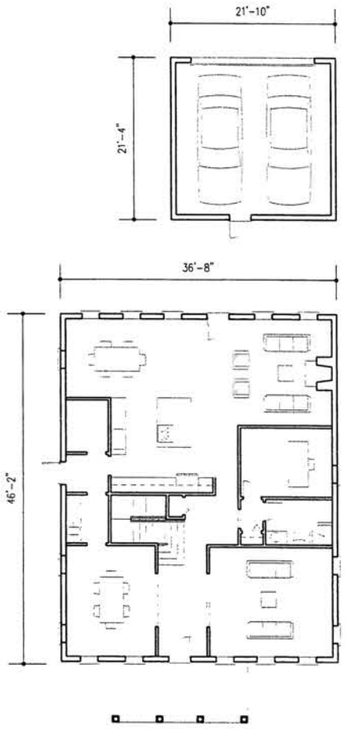
Undesirable "Dingbat" Type

Palm Avenue Apartments

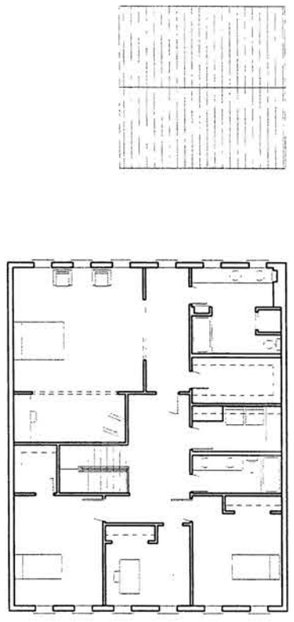
Civic Architecture - The Terrace Building

Prepared by Duany Plater-Zyberk & Company - October 25, 2000
Adopted with Revisions - January 22, 2001 - Resolution 01R-1336

FIRST FLOOR



SECOND FLOOR



ELEVATION A

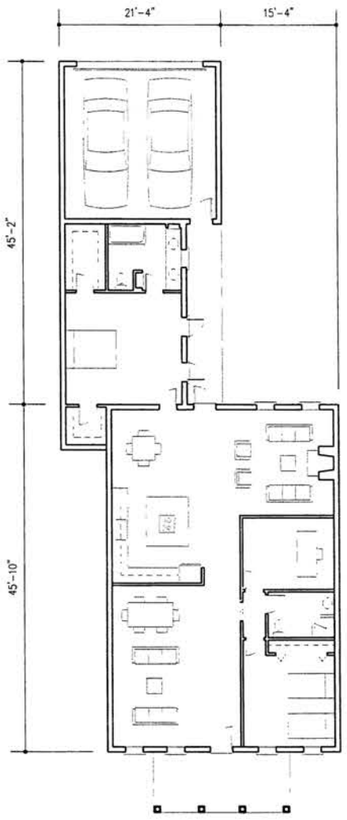
ELEVATION B

INTERIOR: 3,360 SF

COVERED: 145 SF

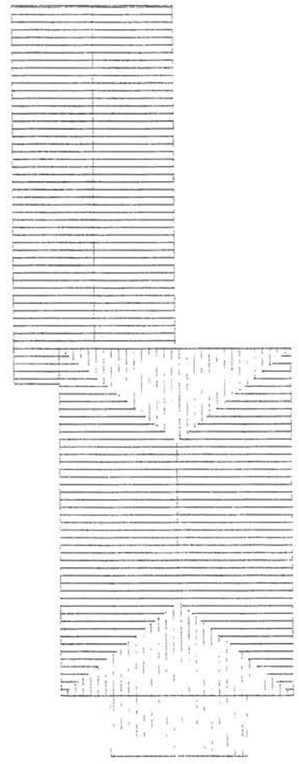
GARAGE: 465 SF

FIRST FLOOR



ELEVATION A

SECOND FLOOR



ELEVATION B

INTERIOR: 1,840 SF

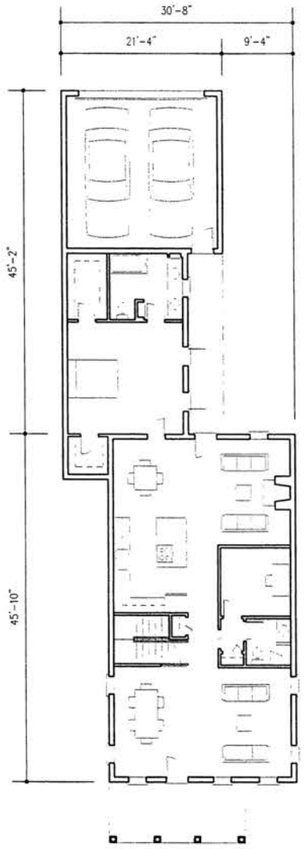
COVERED: 140 SF

GARAGE: 465 SF

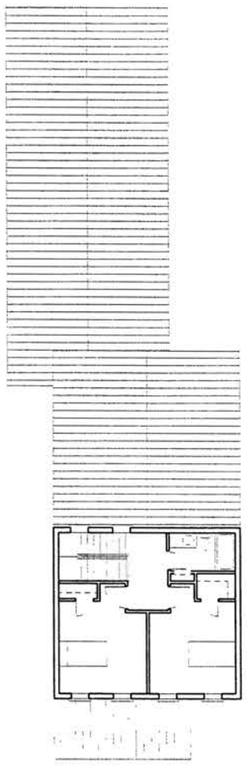
Single-family units are a significant type among the infill options. Critical distinctions between prototypes appropriate for the Study Area and conventional suburban models include the use of rear alleys to provide access for cars, a generally narrow street face, and location of the front facade close to the street. The examples included here range in size from two- to four-bedrooms, and many include ancillary spaces such as studies and formal dining rooms. The styles depicted are only examples of the stylistic possibilities.

The garage apartment can also find application in many of the neighborhoods as an adjunct to the single-family dwelling. These ancillary units are generally placed above garages that are located to the rear of the main house and entered from the alleyway. Such units extend the legal use of the property, and can be used to supplement the income of the existing residents thereby helping prevent displacement through gentrification. Such units also allow for greater economic and social diversity of residents within a neighborhood.

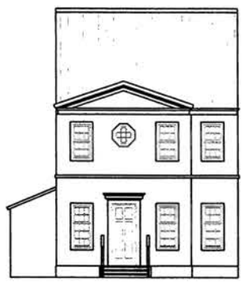
FIRST FLOOR



SECOND FLOOR



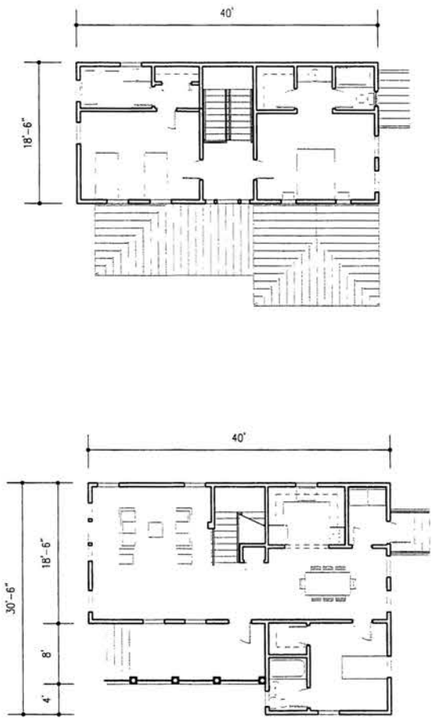
ELEVATION A



ELEVATION B

INTERIOR: 2,120 SF
COVERED: 145 SF
GARAGE: 484 SF

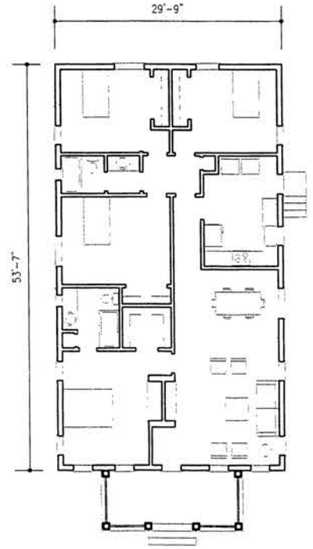
FIRST FLOOR



ELEVATION

INTERIOR: 1,670 SF
COVERED: 145 SF
GARAGE: OPTIONAL

FIRST FLOOR



ELEVATION

INTERIOR: 1,590 SF
COVERED: 145 SF
GARAGE: OPTIONAL

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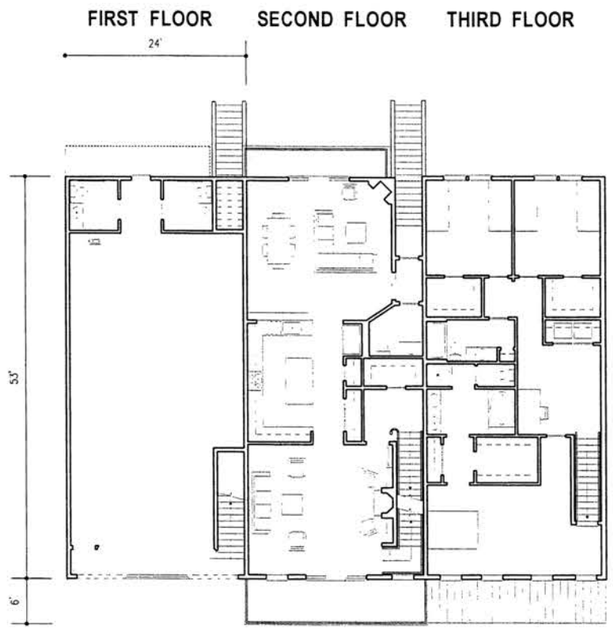
Adopted with Revisions - January 22, 2001 - Resolution 01R-1336

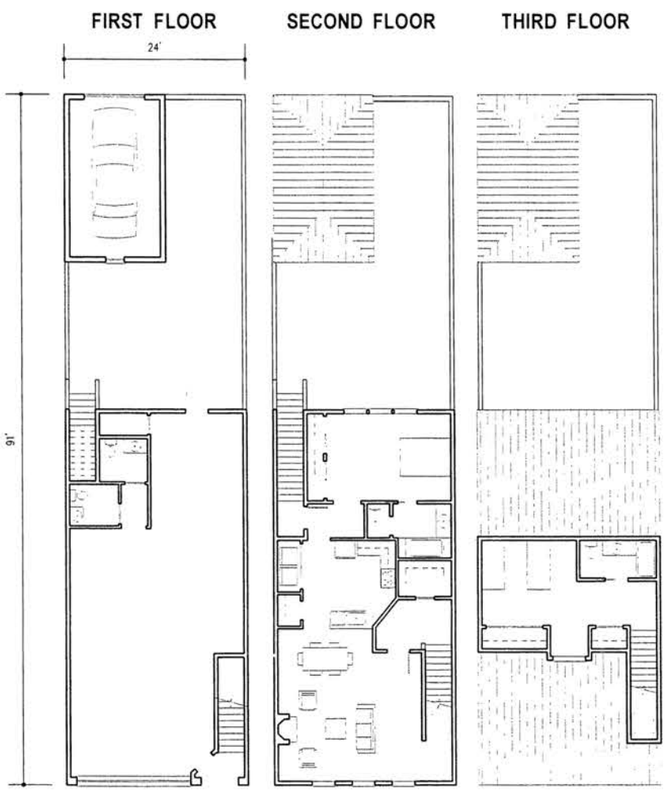


ELEVATIONS

INTERIOR: 3,816 SF

COVERED: 288 SF

GARAGE: OPTIONAL



ELEVATIONS

INTERIOR: 3,168 SF

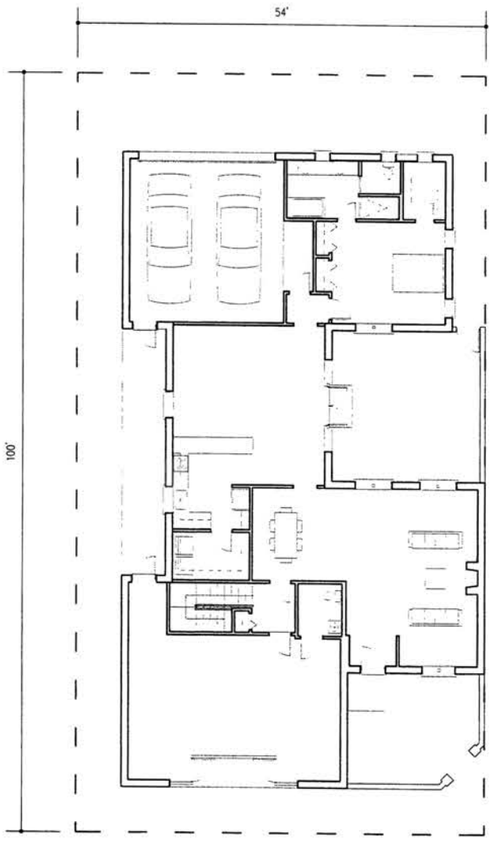
COVERED: 0 SF

GARAGE: 260 SF

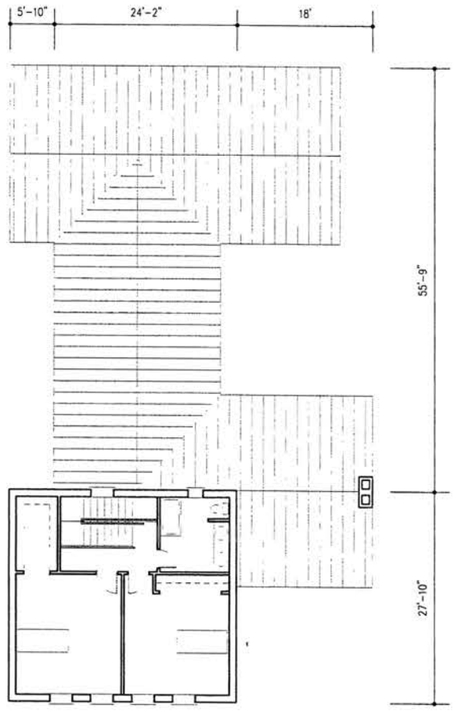
Another building type is the townhouse with rear-loaded parking. These are suitable dwellings for singles and couples, and even for young families. Such units also might find an audience among "empty-nester" adults who are looking to downsize with the departure of their children.

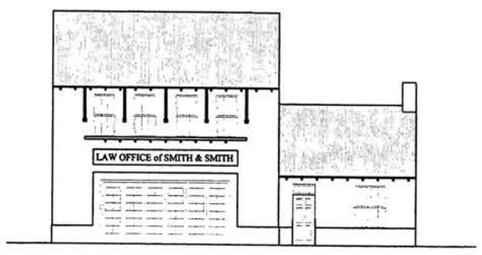
Townhouses are compatible with existing single-family houses provided that the parking is confined to the rear of the units.

FIRST FLOOR



SECOND FLOOR





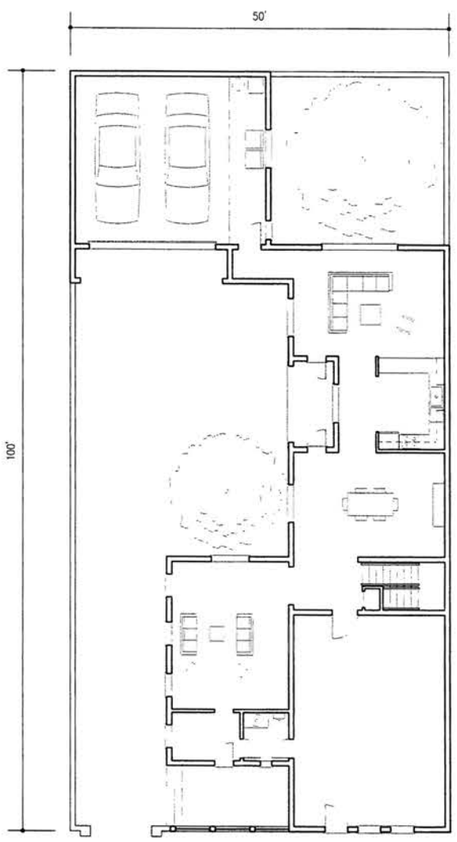
ELEVATION

INTERIOR: 3,360 SF

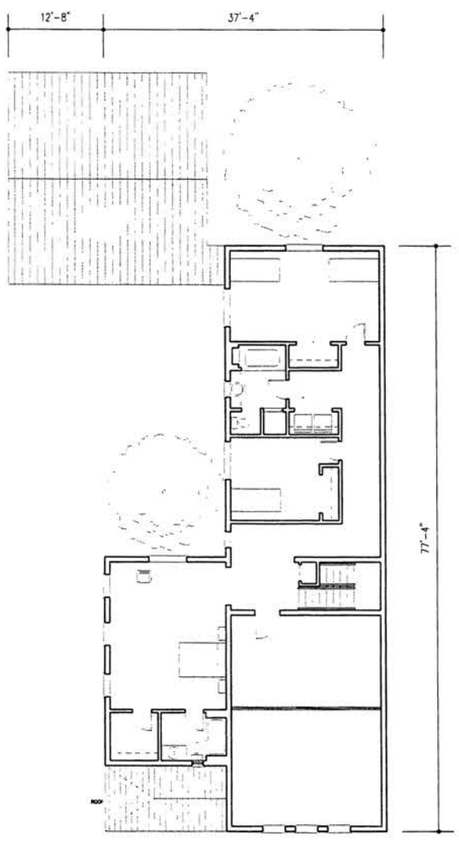
COVERED: 0 SF

GARAGE: 542 SF

FIRST FLOOR



SECOND FLOOR



ELEVATION

INTERIOR: 4,140 SF

COVERED: 300 SF

GARAGE: 600 SF

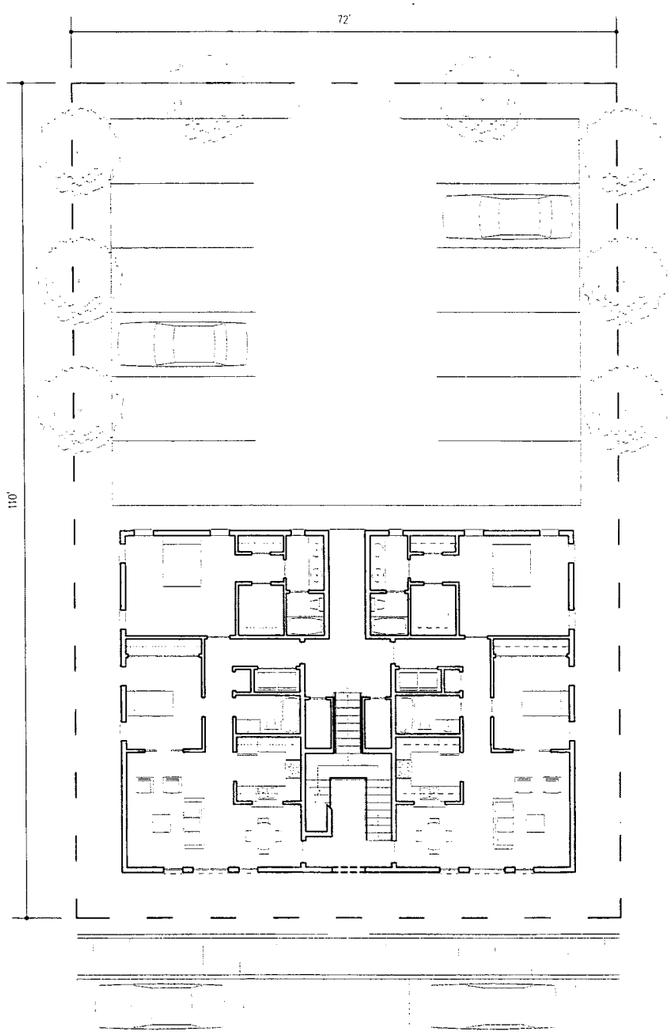
Live-work units are designed for people who currently work at home and are looking to formalize their business status. They are also suitable for those who wish to incubate new businesses while paying only a single mortgage.

While live-work units often look exactly like other single-family or townhouse designs, a critical distinction comes in the location of garages and parking. Designing live-work units with parking to the rear eliminates many of the problems currently encountered by people who attempt to run their businesses from conventional single-family residences. Such residences are typically set back some distance from the street, with parking to the front. Commercial operations, on the other hand, need to be close to the street and the sidewalk, and need to accommodate cars in a manner that is attractive and functional, and acceptable to the neighbors.

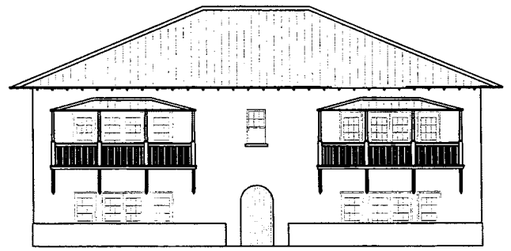
Live-work units are not appropriate for large or extremely active commercial uses. These need to be located in areas that have been specifically designed for such uses. Rather, live-work units are intended to bridge the gap between purely residential zoning and purely commercial zoning, by providing small-scale facilities that are optimized for commercial functions while at the same time meeting the architectural and urban design requirements for dwellings.

Prepared by Duany Plater-Zyberk & Company - October 25, 2000
Adopted with Revisions - January 22, 2001 - Resolution 01R-1336

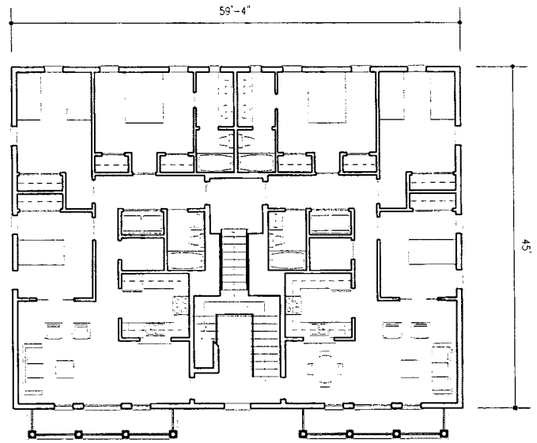
FIRST FLOOR



ELEVATION



TYPICAL UPPER FLOOR



2 STORY - 4 UNIT BUILDING

2- 2 Bedrooms / 2 Baths

2- 3 Bedrooms / 2 Baths

PARKING - 15 Spaces

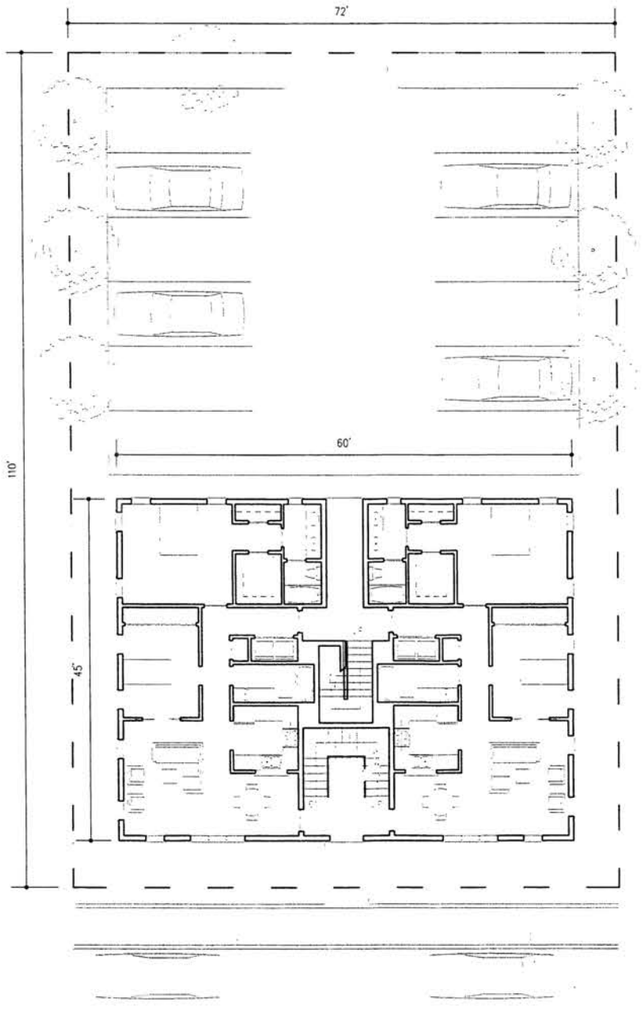
Small-scale multi-family dwellings are also critical to the success of urban infill projects. Several types lend themselves to numerous locations throughout the Study Area. Particularly appropriate for this Master Plan are pocket apartment buildings consisting of 4-unit , 6-unit and 8-unit walk-up apartment buildings with parking confined to the rear and on the fronting street. Several examples of these were constructed in the 1930's in the Laurel Park neighborhood, and are perfectly compatible with single-family housing.

INTERIOR: 2,395 SF PER FLOOR

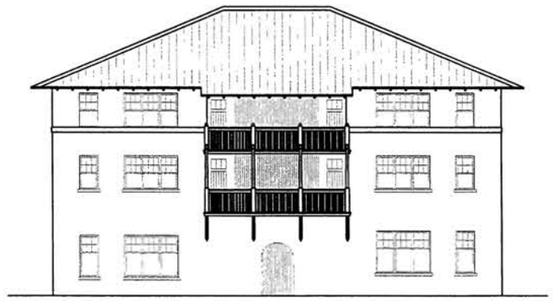
COVERED: 608 SF PER FLOOR

GARAGE: 0 SF

FIRST FLOOR



ELEVATION



TYPICAL UPPER FLOOR

3 STORY - 6 UNIT BUILDING

2- 2 Bedrooms / 2 Baths

4- 3 Bedrooms / 2 Baths

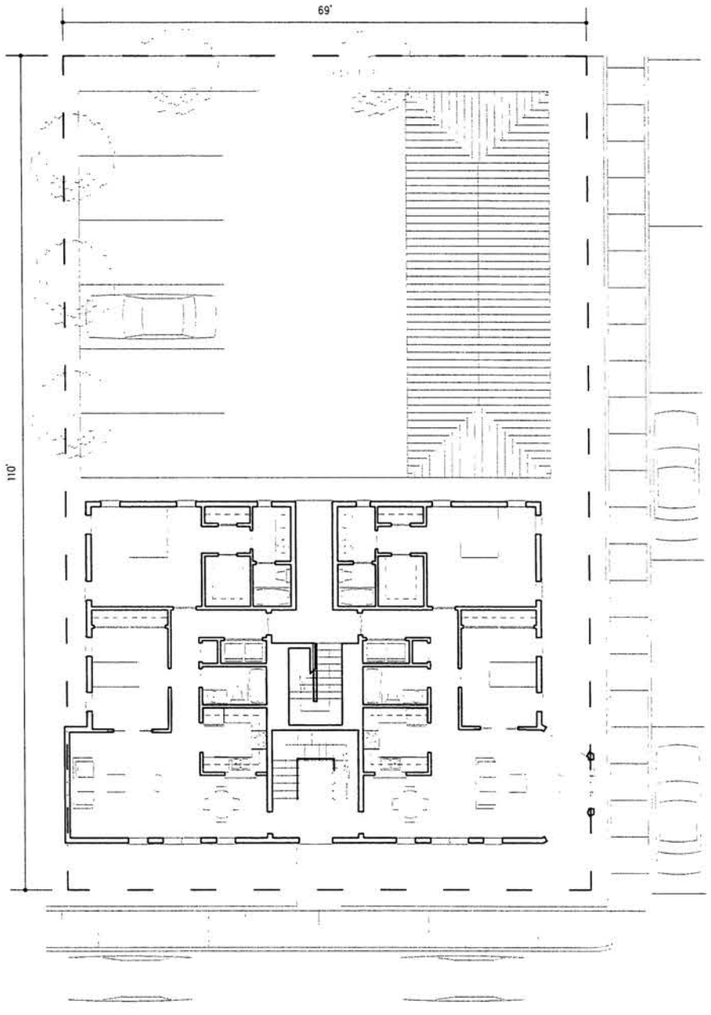
PARKING - 15 Spaces

INTERIOR: 2,250 SF FIRST FLOOR / 2,320 SF UPPER FLOOR

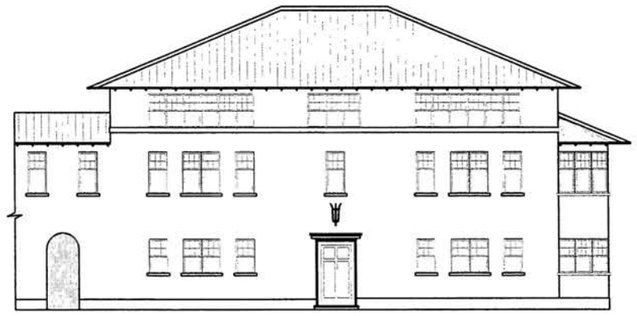
COVERED: 830 SF

GARAGE: 0 SF

FIRST FLOOR



ELEVATION



3 STORY - 6 UNIT BUILDING

2- 2 Bedrooms / 2 Baths

4- 3 Bedrooms / 2 Baths

PARKING - 15 Spaces

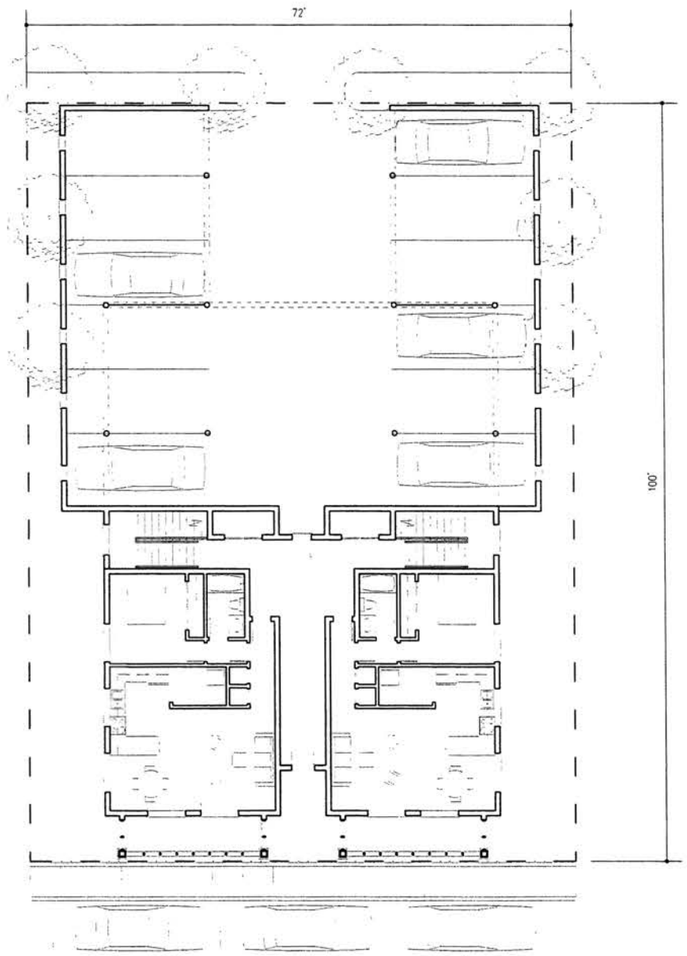
TYPICAL UPPER FLOOR

INTERIOR: 2,490 SF PER FLOOR

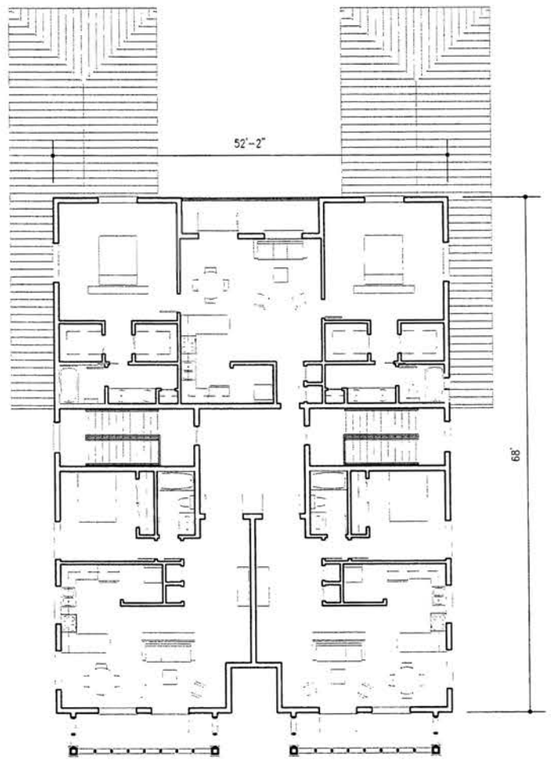
COVERED: 770 SF PER FLOOR

GARAGE: 975 SF

FIRST FLOOR



TYPICAL UPPER FLOOR



2 STORY - 5 UNIT BUILDING

4- 1 Bedroom / 1 Bath

1- 2 Bedrooms / 2 Baths

3 STORY - 8 UNIT BUILDING

6- 1 Bedroom / 1 Bath

2- 2 Bedrooms / 2 Baths

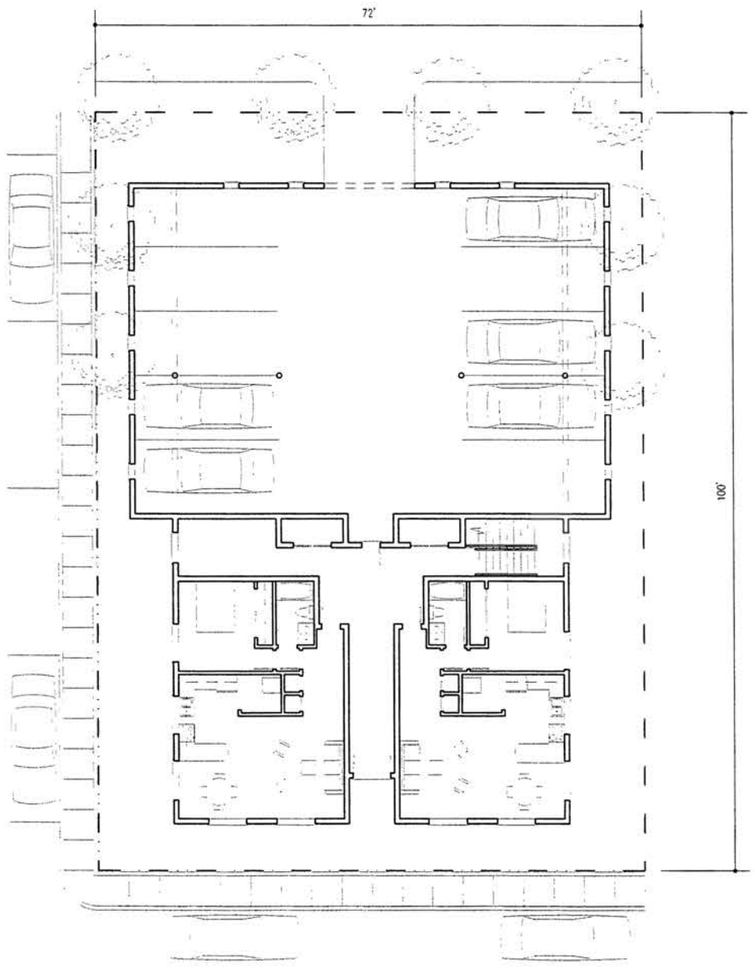
PARKING - 15 Spaces

INTERIOR: 644 SF FIRST FLOOR / 3,115UPPER FLOORS

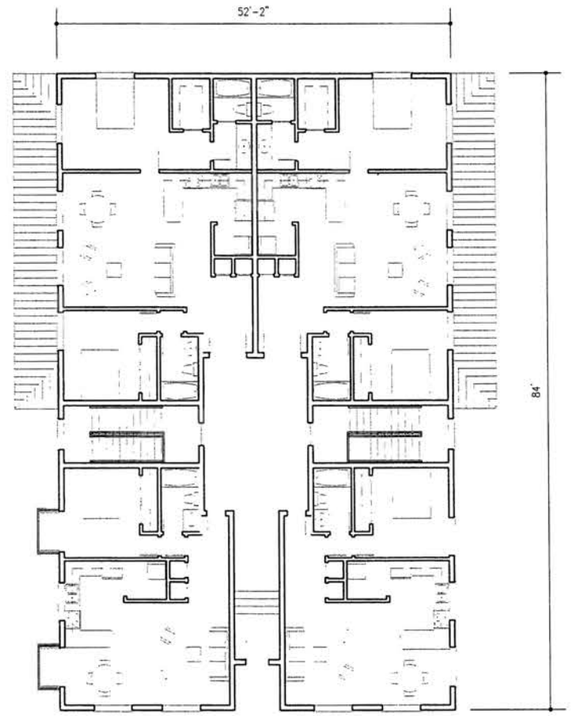
COVERED: 896 SF

GARAGE: 2,640 SF

FIRST FLOOR



TYPICAL UPPER FLOOR



2 STORY - 6 UNIT BUILDING

4- 1 Bedroom / 1 Bath

2- 3 Bedrooms / 2 Baths

3 STORY - 10 UNIT BUILDING

6- 1 Bedroom / 1 Bath

4- 3 Bedrooms / 2 Baths

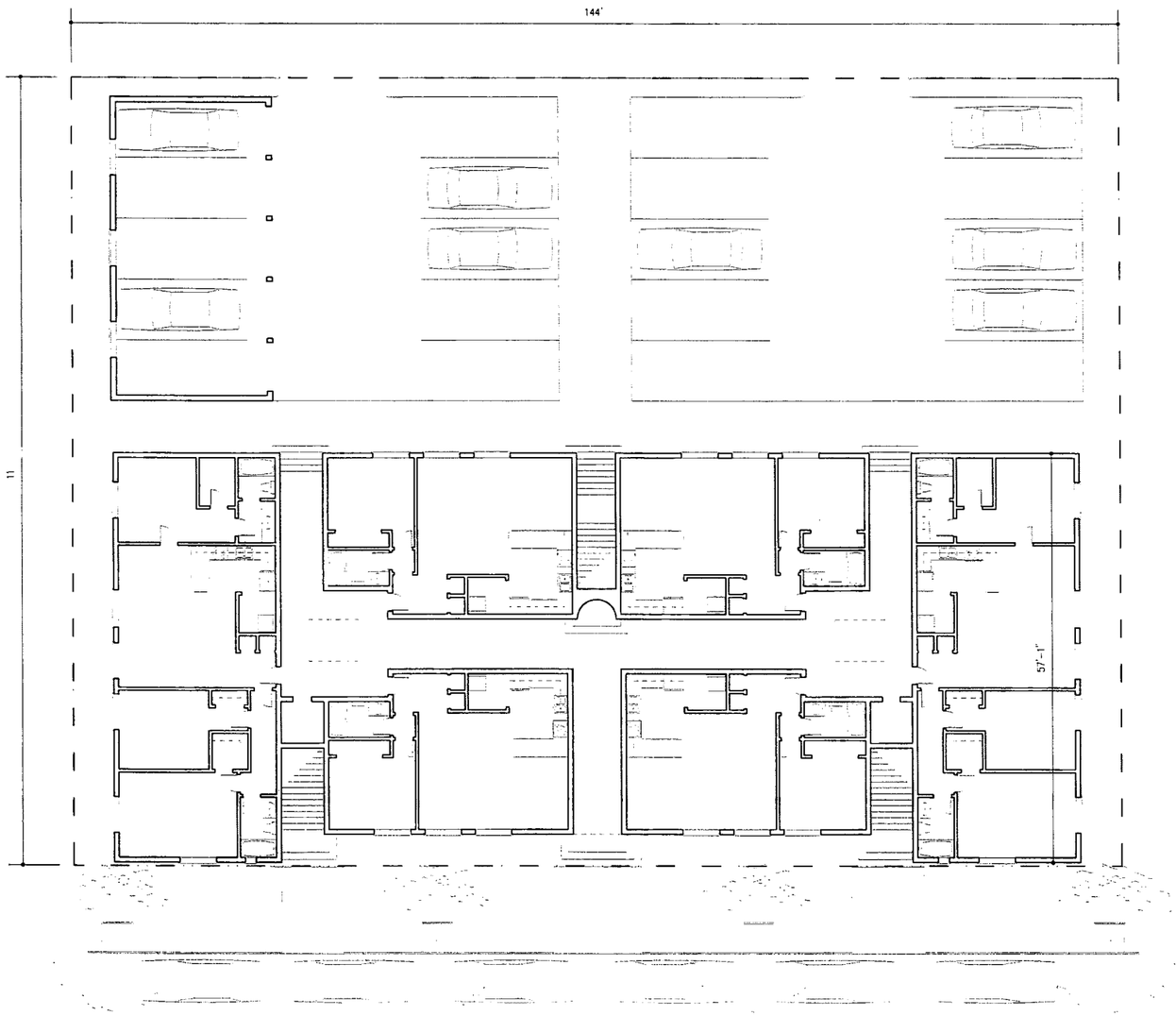
PARKING - 13 Spaces

INTERIOR: 644 SF FIRST FLOOR / 3,864 SF UPPER FLOORS

COVERED: 980 SF

GARAGE: 2,816 SF

FIRST FLOOR



2 STORY - 12 UNIT BUILDING

8- 1 Bedroom / 1 Bath

4- 3 Bedrooms / 2 Baths

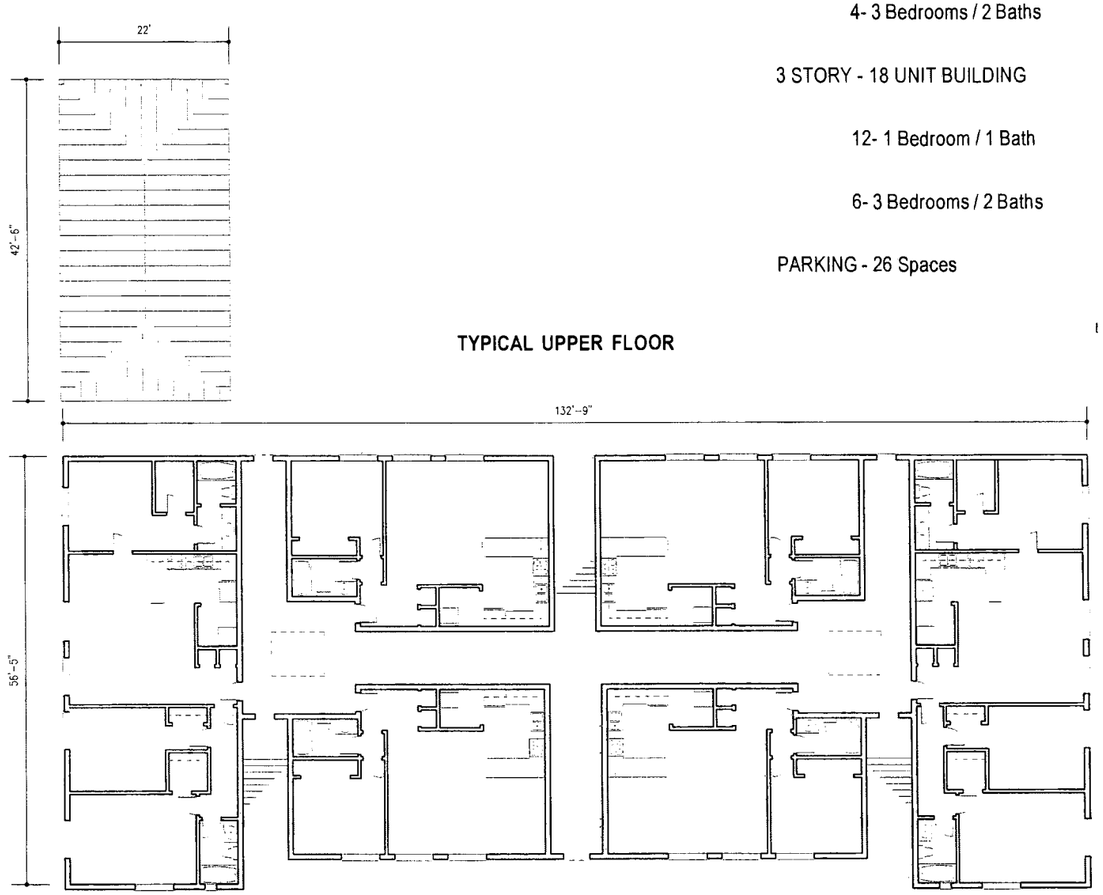
3 STORY - 18 UNIT BUILDING

12- 1 Bedroom / 1 Bath

6- 3 Bedrooms / 2 Baths

PARKING - 26 Spaces

TYPICAL UPPER FLOOR

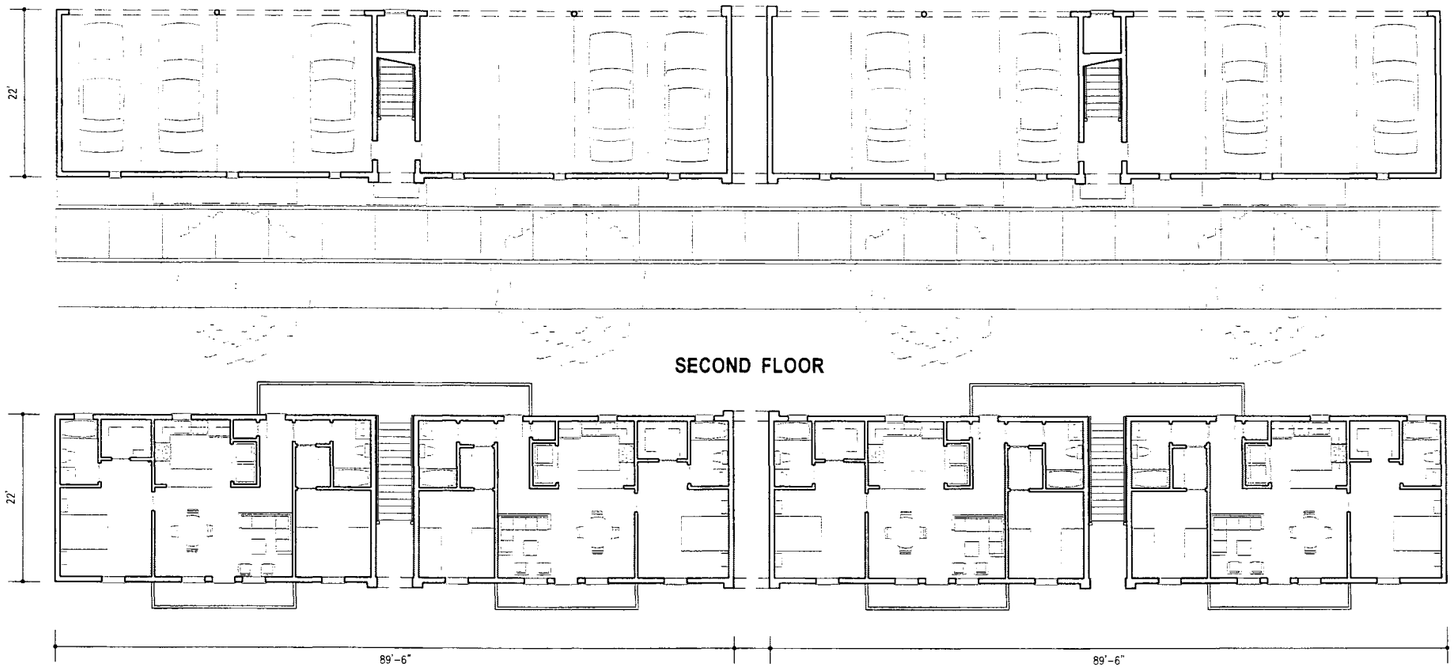


INTERIOR: 5,706 SF PER FLOOR

COVERED: 1,474 SF PER FLOOR

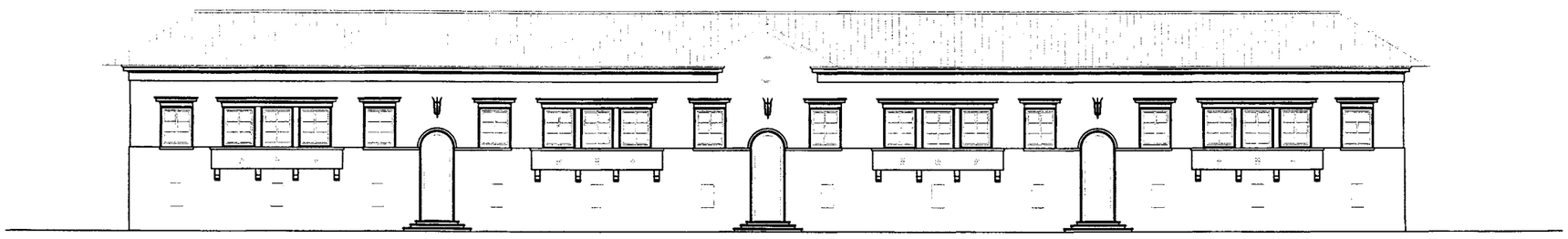
GARAGE: 935 SF

FIRST FLOOR



SECOND FLOOR

ELEVATION



INTERIOR: 2,395 SF PER FLOOR

COVERED: 608 SF PER FLOOR

GARAGE: 0 SF

2 STORY - 4 UNIT BUILDING

2- 2 Bedrooms / 2 Baths

PARKING - 16 Spaces

The residential or commercial liner building is an important building type for both new construction, but particularly for infill and redevelopment situations. Liners are thin structures that mask parking lots, parking garages, or blank walls from the fronting streets. These types come in many sizes ranging from commercial office and retail to single-family dwellings, duplexes, triplexes, townhouses, and apartments.

This type has many applications within the Study Area. Liner buildings are particularly suitable for the transition along Fourth Street in all three neighborhoods. Liners will shield the residential uses along the northern side of Fourth Street from the commercial uses facing Fruitville Road. In the case of Gillespie Park Neighborhood single family liner buildings are proposed. Liner buildings are also available for masking surface parking lots Downtown wherever they are deemed to be pertinent.

As with the general recommendations earlier in this section, all proposed liner buildings, either for new development or redevelopment, must comply with all relevant codes pertaining to health, safety and welfare.

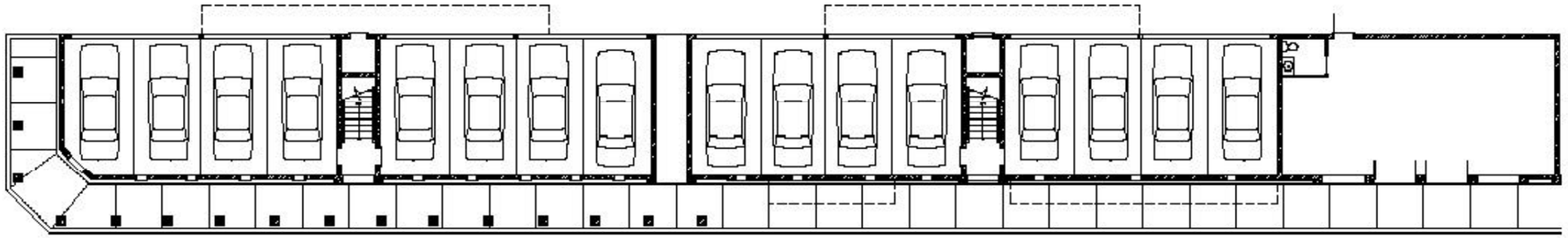
2 STORY - 3 UNIT BUILDING

3- 2 Bedrooms / 2 Baths

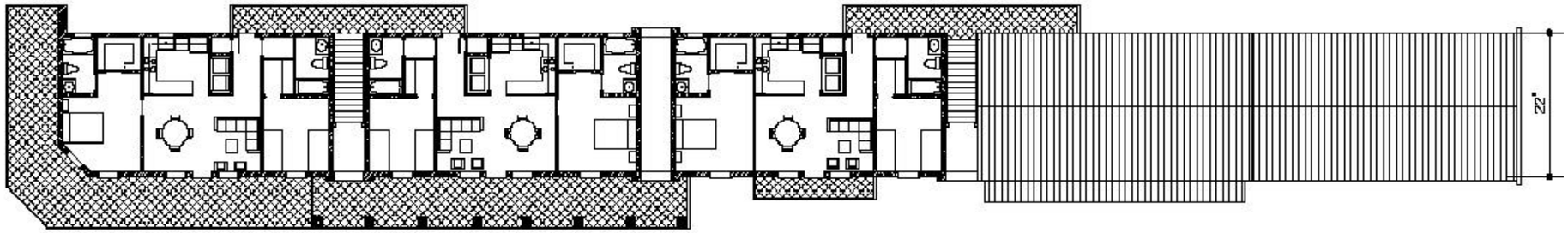
1- Shopfront

PARKING - 16 Spaces

FIRST PARKING STORY



UPPER RESIDENTIAL LEVEL



CORNER CONDITION WITH A SINGLE GALLERY

MORE EXPENSIVE WITH A DOUBLE GALLERY

LESS EXPENSIVE VERSION WITHOUT A GALLERY

INEXPENSIVE VERSION MASKING A PARKING LOT

INEXPENSIVE SHOPFRONT

STREET ELEVATION

STREET ELEVATION

This drawing shows a hypothetical street elevation with townhouses and livework units. The scale of both types is compatible with single family houses, so they can be used as infill types throughout the neighborhoods.

Prepared by Duany Plater-Zyberk & Company - October 25, 2000
Adopted with Revisions - January 22, 2001 - Resolution 01R-1336

As noted earlier in the "Downtown General" section of this Master Plan, at present, there is little sense of a coordinated approach to commercial development in the Downtown Proper. This lack of comprehensive management and strategy places the Downtown Proper at a disadvantage as a major retail center when compared to the vertically structured management systems found in regional malls and other large commercial centers.

Throughout the United States, shoppers are looking to return to traditional downtown and neighborhood shopping centers, seeking an authenticity and character that simply cannot be duplicated in a mall or suburban shopping center, no matter how skillful the architects. Nonetheless, these shoppers bring with them a clearly defined retail mentality, much of it nurtured in the carefully orchestrated environments of these suburban malls and centers.

Shoppers tend to shop for two reasons: function and entertainment. To meet the first requirement, stores need to be well located, relatively easily accessible, and to provide a reasonable variety of choices. Addressing the second requirement may, however, be more than any one shop or store can do, particularly the smaller venues generally found within a downtown. This requirement can only be addressed by a coordinated effort of all the current and future stores and commercial venues.

Shops need to be well lit, pleasant to approach and move about inside. Sidewalks need to be comfortably wide and to allow window-shopping. Streets should provide continuity of buildings, interrupted only at intersections, which should be designed to be as pedestrian friendly as possible.

Two types of shopping nodes should be established, often simultaneously. In one, like stores congregate creating small "districts" with a specific character: an antique district, a gallery district, a restaurant district. The congregation of similar uses means that shoppers can spend a great deal of time in a relatively small, defined area, comparison shopping in a variety of venues, often purchasing goods or services at several different locations.

In the alternative situation, complementary stores should be located close to one another, particularly those that cater to linked uses. For example, when coming or leaving the Downtown, a shopper may look to pick up some dry cleaning, buy a thank-you card, have a prescription filled and rent a video, all in one linked trip. In between, he or she may stop to have a coffee, as well. When uses such as these are placed in close proximity to one another, such "trip chaining" tends to occur, benefiting all of the merchants involved.

The first step in coordinating such an overall vision for commercial development is to analyze the current situation. The City, working with the local business community, should engage a consultant to draw up a detailed survey of existing retail and commercial activity within the Downtown Proper. This survey should include physical analysis - overall building area; area given over to different functions; street presence; proximity; relative access to parking; etc. - as well as user surveys and questionnaires pertaining to issues such as revenue generation, peaks and valleys (daily, weekly, annually), and overall financial viability.

The results of this analysis should be tabulated to provide a general overview of the current state of commercial activities within the Downtown Proper. Then, the consultant needs to perform a void analysis, in which he or she attempts to determine what, if any, relevant uses are not found within the Downtown Proper, at present. Often, the addition of one or two key new businesses/anchors can have enormous impact in spurring both increased activity and additional development within a target area.

The third, and final, step in this project is to devise an overall development program. This would include physical activities that would relate both to new and existing stores and venues, and also to the general environment. For example, the mix of uses may be workable, but the physical environment may deter potential visitors. Parking may not be easily accessible, or it may be accessible, but not well identified. This program would also include managerial or administrative recommendations. The key distinctions between successful retail districts and ones that fail may pertain less to the actual uses found within the districts, and more to their coordinated operation, marketing and administration.

In general, the implementation of such commercial development programs occurs through a coordinated public-private partnership, or some designated non-profit organization that is informed by both local government and members of the business community. Such an agency may already exist within the Downtown Proper, in which case it needs to be empowered with the mandate and the resources to effect the new development program. If it does not already exist, business leaders (individually or through an umbrella organization such as the Chamber of Commerce or the Downtown Business Association) must coordinate with city officials to create the appropriate entity. Funding for the initial consultant study should ideally come from a mix of public and private resources. This study, in turn, will identify potential revenue sources for proposed follow-up projects and activities.

This Master Plan is, among other things, an update of the existing Community Redevelopment Agency (CRA) plan. The boundaries of the Master Plan include the entire Community Redevelopment Area, plus Gillespie Park and a portion of Park East Neighborhood.

Currently, the five-member City Commission acts as the Community Redevelopment Agency. The CRA makes recommendations to the City Commission regarding the expenditure of tax increment funding and other official redevelopment activities within the Community Redevelopment Area. The City Manager, as the chief administrative officer of the City, provides staff assistance to the CRA. Typically, the City Manager receives additional assistance from various City Departments regarding specific redevelopment issues; e.g., the Planning & Development Department, the Engineering Department, the Neighborhood Development Department, the Finance Department, and the City Attorney's Office. The City Manager is also free to use consultants from certain particular tasks; e.g., to assist with the development of a Request for Proposals (RFP) or negotiations with developers for large-scale City-assisted Tax Increment Financing (TIF) developments.

From 1989 until the mid-1990s, the City had an official Redevelopment Director. The Director's primary role was to implement the recently developed Community Redevelopment Area Plan (the Downtown Master Plan). Various implementation projects were accomplished during this time: a Main Street store assistance program, Main Street streetscaping, the redevelopment of the Bayfront. Since the Director left, however, the City has been operating without a specific person in this role. Many in the business community, however, feel that this is not the most effective program, and argue that it is important to have an official Redevelopment Director in order to maintain focus and accountability for implementing the Downtown Master Plan. They argue that several key components of the Plan - in particular, land acquisitions and recommended parking programs - have not been accomplished, and possibly cannot be, without a Director.

Currently, the City budget for the fiscal year beginning October 2000 includes resources for hiring a new Redevelopment Director. The precise role and function of this staff member, however, are up for debate, with a range of opinions as to his or her primary functions. Some feel that the person holding this position should serve as a City-wide director of development services overseeing several existing City Departments. Others feel that the Director should serve primarily within City Hall as an advocate for business interests. Still others feel that the new Director should continue the work of the original Redevelopment Director and focus on implementing the updated Community Redevelopment Area Plan (Downtown Master Plan).

A fundamental premise of this Master Plan is that it has a twenty-year window. It is not addressing "quick-fix" opportunities, nor is it simply a veiled economic development platform. Rather, the overall goal of this Plan is to strengthen, revitalize and optimize all aspects of urban living as they relate to the Study Area. The vision that John Nolen outlined in 1925 can be achieved, in an updated form, by 2020. This is a vision that transcends incidental economic conditions, is more than a beautification program, and looks to be broad-reaching and long-lived. It is essential that the City dedicate specific personnel to nurture this Plan to fruition.

To achieve this goal, the city's reestablished Department of Redevelopment and Development Services will act as the facilitator of the Plan. The Master Plan lays out the goals and the framework for accomplishing them; the Department will work to ensure that these goals are accomplished in as efficient and effective a manner as possible. The bounds of this will be the Study Area for this Master Plan. The Department will be central to all development and/or redevelopment projects that would occur within this Area.

Primary tasks and responsibilities of this Department will include:

- Administer the implementation of the rules and projects set forth in this Master Plan;
- Review development applications within the Study Area, as well as applications for variances to the Codes established by this Plan;
- Implement and update the Capital Improvements Program developed as part of this Plan;
- Oversee and administer City-assisted public/private Tax Increment Financing projects undertaken within the Community Redevelopment Area.

Fundamental to the Department of Redevelopment and Development Services is the mandate that staff be proactive in carrying out the work of the proposed Master Plan. To this extent the Director and the City shall consider projects from the point of view of the private developer as well as in the manner of government protecting the public interest.

Part of the success of the Department will depend on the nature and experience of the Department's staff. Part will depend on the proactive attitude of the Department, particularly in seeking grants and finding private-sector developers to accomplish goals and projects outlined in the Plan. The Department should address current and future impediments that prevent desired redevelopment from occurring. Finally, part of the success will depend on the City's ability to streamline the development process, particularly as it pertains to navigating the various aspects of government regulation and oversight. The City must also move to facilitate the permitting process with respect to projects recommended within this Master Plan. Developers and investors value speed and certainty in presenting their development proposals; to the extent that the Department can facilitate the approvals process, the City and the Community Redevelopment Agency will gain credibility in the attempt to implement the recommended Plan.

Administratively, the Redevelopment Director should report directly to the City Manager. The scope of the Redevelopment Director's responsibility should be the Study Area for this Master Plan, comprising the existing Community Redevelopment Area and the proposed expansion.

GENERAL

The success of any city master plan depends on its ability to be implemented in economically and socially acceptable fashion, within a designated time frame. To that end, not only has the body of this Master Plan been developed as a series of interrelated one-step recommendations, but a series of Implementation Matrices have been developed to strategically focus each recommendation not only in terms of how much the recommendation might cost and who should carry it out, but also in terms of potential funding sources and the relatively importance of each recommendation within the context of the overall Master Plan.

THE IMPLEMENTATION MATRICES

The implementation matrices that are included in this section summarize the recommendations made within the text of this Master Plan. The matrices are organized generally according to the type of action recommended and according to whether projects are within or outside the Community Redevelopment Area (CRA). The matrices are:

CRA Capital Improvement Plan

CRA Public / Private Partnership

Capital Improvements Projects Outside the CRA

Public / Private Partnership Outside the CRA

Administration. This matrix outlines recommendations for administrative action throughout the Downtown Master Plan study area.

CAPITAL IMPROVEMENT PLANS

Two of the matrix address recommendations that are to be carried out by the Community Redevelopment Agency and the City of Sarasota as part of their Capital Improvements Program. The purpose of these Capital Improvement Plans is to provide an initial, general guide for implementing capital projects recommended within the Downtown Master Plan. The details of these plans, including costs and priorities, should be reviewed and updated annually as part of the City's Capital Improvements Program budgeting process. This annual budgeting process should include the reevaluation of strategies and priorities to fit changing circumstances.

The City's annual capital improvement program budgeting process also includes projections of potential revenues from various funding sources to implement projects. Availability of funds, from various funding sources, will impact the quantity and speed of implementation. Not all projects may be funded within the planning period. The City should implement as many projects as possible, starting with the higher priority projects.

Criteria for prioritizing and scheduling projects should include:

High Priority (HP) - The project 's achievement of major Plan objectives;

Easy (E) - The project's ability to be implemented;

Cost/Benefit (C/B) - The project's cost/benefit ratio;

Strategic (S) - The need for the project to proceed prior to implementing other priority projects;

Leverage (L) - The project's ability to leverage other public funds and/or private investment;

Long Lead Time (LLT) - The project's need to begin soon because of long lead times.

Low Priority (Low) - The project's early achievement is not critical.

Cost estimates for this Plan are based on the conceptual drawings and project definitions included in the Master Plan. They are done in year 2000 dollars. As projects near implementation in the schedule, they should be defined in greater detail with appropriate project-level studies and more detailed cost estimates.

Funding Sources listed in the Capital Improvement Plan Matrices include:

Environmental Land Management Study Gas Tax (ELMS);

Forida Department of Transportation (FDOT);

Gas Tax;

Penny Sales Tax (Penny);

Private; and

Tax Increment Financing (TIF).

PUBLIC/PRIVATE PARTNERSHIPS

The Public / Private Project matrices include projects that tend to involve direct real estate development, with the City of Sarasota acting as an agent to incite private sector developers to undertake designated desirable projects. Several large cooperative projects are also recommended, including, among others, the Cultural District Mixed Use Development and the mixed-use garage project adjacent to the Selby Public Library. In these projects, the public sector (primarily the City of Sarasota, but potentially involving the County) will work with private sector developers and financiers, as risk-taking partners in joint venture developments. In return for accepting these risks, the City stands to benefit in numerous ways; beyond the replacement of empty or deteriorated property with tax-base enhancing functional developments, the City can reap significant monetary rewards over the life of some of these projects.

ADMINISTRATION

The matrix regarding Administrative defines recommendations whose achievement demands primarily administrative or regulatory actions. For example, changing the dates of garbage pickups or restricting the use of satellite dishes in the neighborhoods are both programs that can be implemented with little more than legal action on the part of the City.

MANAGEMENT

As is discussed in the Section "Redevelopment Structure," it is a recommendation of this Master Plan that the City's reestablished Department of Redevelopment and Development Services act as the facilitator of the Plan. Beyond the creation of this department, however, the long term success of this Master Plan will depend, to a great extent, on the energy the City applies to achieving the specific recommendations as well as to the long-term management of this process.

While the specific role of the Department of Redevelopment and Development Services is being recommended as an important element in this oversight, this Master Plan will succeed or fail, to a large degree, depending on the extent to which it is accepted and acted upon not just by the City of Sarasota, but also by the Downtown business community, the three "walk-to-town" neighborhoods, and the residents and general population who feel that they have an investment in the Downtown.

A working relationship must be created among the three primary constituents of the Master Plan: the City, the Downtown business community, and the residents of the Study Area, in particular, the neighborhoods.

The Community Redevelopment Agency, which currently is comprised of the City Commission, advises the City Manager with respect to desired actions within the Community Redevelopment Area. A working relationship must be established between the CRA and the business community and the residential population.

One option is to create an advisory board to the CRA, with the purpose of bringing representatives from these two constituencies into direct and on-going contact with the CRA and the City.

A second option would be to appoint one or more residents and one or more business representatives to serve on the CRA itself. Short of doing this, these representatives could serve on the Planning Board which is currently charged with advising the CRA with respect to specific issues within the Community Redevelopment Agency.

A third option would not involve the creation of any additional boards or advisors, but would include a series of regular workshop meetings between the CRA and members of the business and residential communities. Staff from the Department of Redevelopment and Development Services would attend these meetings, with the purpose of listening to the concerns and ideas of the other representatives, and bringing them up to date about ongoing or contemplated actions by the CRA or the City with respect to the Master Plan.

The ultimate choice among these or other options is up to the City of Sarasota. The underlying principle beneath all the recommendations, however, remains the same. The Master Plan will not succeed without substantial buy-in from the business community and residents. A vehicle must be crafted to facilitate on-going substantive exchange between these two groups and the City.

Project Name	Ref. Number	Utility Costs	Transportation Costs	Building Costs	Land Cost	Priority	Funding Source	Time Frame
Roundabout at Ringling & Pineapple (see Project T 2 below)	D 2							
Intersection of Pineapple & Lemon (north to bend - see D 7 below)	D 3	$0.4m	$1.0m			HP	$1.0m ELMS $0.4m TIF	1 - 5 Years
New City Hall	D 4			$8.0m	$3.7m	LLT		6 – 10 Years
Lemon Avenue Mall (Fruitville to bend south of State - higher treatment 1st to State)	D 7 & D 3	$0.1m	$0.8			HP	$0.8m TIF $0.1m Gas Tax	1 - 5 Years
Main Street (Orange to School)	D 9		$2.5			HP	Penny	1 - 5 Years
Fruitville Road Corridor Design	D 10	$7.0m				Low		16 – 20 Years
Cocoanut Avenue	D 11	$1.0m				Low		16 – 20 Years
Improved Pedestrian Conditions (see "Pedestrian Sleeve" projects below)	NG 4 (cf, RN 1, PE 11)							(see below)
"Pedestrian Sleeve" at Fruitville & Central	NG 4 & RN 1		$0.53m			HP	$0.53 ELMS	1 – 5 Years
"Pedestrian Sleeve" at Fruitville & Orange	NG 4		$0.5m			HP	$0.5 ELMS	6 – 10 Years
"Pedestrian Sleeve" at Fruitville & Osprey	NG 4		$0.5m			HP	$0.5 ELMS	1 – 5 Years
"Pedestrian Sleeve" at Fruitville & East	NG 4		$0.5m			HP	$0.5 ELMS	1 – 5 Years
Boulevard of the Arts Park (Neighborhood Belvedere)	NG 5		$0.25m					6 – 10 Years
Redesigned Arterial System	T 1		$4.0m (does not consider impact on other roadways)			LLT HP S	$0.345m FDOT (initial study)	1 – 5 Years (initial study)
Roundabout at Fruitville & US 41	T 2	$0.05m	$5.0m			LLT	$5.0m FDOT (initial study under T 1)	6 – 10 Years

Project Name	Ref. Number	Utility Costs	Transportation Costs	Building Costs	Land Cost	Priority	Funding Source	Time Frame
Roundabout at Gulf Stream & US 41	T 2	$1.0m	$5.0m			LLT HP	$5.0m FDOT (initial study under T 1)	6 – 10 Years
Roundabout at Fruitville & US 301	T 2	$0.05m	$6.0m			LLT	$5.0m FDOT (initial study under T 1)	11 – 15 Years
Roundabout at Ringling & Pineapple or Ringling & Palm	T 2 (cf D 3)	$0.7m	$1.0m			HP	$1.0m ELMS $0.7m TIF	6 – 10 Years
"Pedestrian Sleeve" at 6th & US 41 (completed)	T 7		$0.06m					(completed)
"Pedestrian Sleeve" at 1st & US 41	T 7		$0.06m			HP	Private	1 – 5 Years
"Pedestrian Sleeve" at Main & Gulf Stream & US 41	T 7		$0.06m			HP	FDOT	1 – 5 Years
"Pedestrian Sleeve" at Ringling & Gulf Stream & US 41	T 7		$0.06m			HP	FDOT	1 – 5 Years
"Pedestrian Sleeve" at Oak St. pedestrian way & Gulf Stream & US 41	T 7		$0.06m			HP	FDOT	1 – 5 Years
"Pedestrian Sleeve" at Main & US 301	T 7		$0.06m			HP	FDOT	1 – 5 Years
"Pedestrian Sleeve" at Ringling & US 301	T 7		$0.06m			HP	FDOT	1 – 5 Years
"Pedestrian Sleeve" at Oak & US 301	T 7		$0.06m			HP	FDOT	1 – 5 Years
Pedestrian Connection (part of project is outside CRA – does not include "sleeves at US 301 & US 41 – see above)	T 4		$0.8m			HP		1 – 5 Years
Laurel Park Belvedere	D 1			$0.1m				
Ringling Causeway Waterfront Park	D 1		$1.1m				FDOT & Private	

Project Name	Ref. Number	Utility Costs	Transportation Costs	Building Costs	Land Cost	Priority	Funding Source	Time Frame
Municipal Parking and Public / Private Partnership Projects (also see Public / Private Partnership Matrix)	D 6 & Civic Pkg.					LLT HP	$125m	1 – 20 Years
Palm Avenue Project (alley improvements)			$0.3m			HP	$0.3m TIF	1 – 5 Years
Mixed Use Municipal Parking and Bus Transfer Station	D 6 +					HP		1 – 5 Years
Downtown Market	D 5					HP		1-5 Years

m = million

Project Name	Ref. Number	Location	Description	Discussion
Cultural Arts District	CD 1	On Sarasota Bay, between Boulevard of the Arts and 10th St. west of US 41	Preliminary concept includes additional cultural venues, commercial office, residential and structured parking.	Under-utilized property currently contains Van Wezel Performing Art Hall and a variety of other public buildings, plus many acres of surface parking. Preliminary concept looks to optimize resource for both public use and public revenue generation. Development would incorporate concerns associated with low-lying location with goals of maximizing use of waterfront property. The concept should be further explored and defined through a structured Charrette resulting in a Master Plan for this area.
Bayfront Proposal	D 1	Along the Bayfront, between the Water's Edge and US 41, between Main St. & Ringling Blvd.		To be defined through a Master Plan process for this area.
Downtown Market	D 5	At Intersection of Osprey Ave. & Ringling Blvd.	Retail Center anchored by a Market	The Downtown needs a centralized, well managed grocery story. At present the City is working with private developers to help effect such a proposal. It is important that the market not be too large and that parking be handled in a sophisticated manner that enhances the physical qualities of this location.
Mixed Use Municipal Parking Facility	D 6	Adjacent to Selby Library at Intersection of Pineapple Ave. & 1st St.	Mixed use complex containing restaurants and additional retail surmounted by a garage with a capacity of at least 500 cars	The current conditions surrounding the Library are not optimized, either in terms of development potential or urban design. This project addresses a significant need for parking, enhances the current retail and restaurant base of the area, and resolves the disjunctive relationship between the two dominant street grids of the Downtown Proper.
Lemon Avenue Mall	D 7	Along Lemon Ave. between Main St. & 1st St.	Redesigned Civic Space with additional commercial development	The current Mall configuration is not optimal for public events or for commercial enterprise. The new configuration is designed to create a civic venue that will function for a variety of events.
Central Avenue Infill Development	RN 2	Along Central Ave. within the Rosemary Neighborhood	Infill Development	Considerable potential exists along Central Avenue for economically viable infill development that will dramatically enhance the character and success of the street. The City should devise prototype developments, assemble land where necessary, and work with developers to implement these projects.
Rosemary Neighborhood Public Square	RN 3	On Northwest corner of intersection of Central Ave. & 6th St.	Public Square (approximately ½ acre)	Property is currently occupied by a storage facility. City should offer to swap nearby City properties for this location.
Rosemary Neighborhood Civic Space	RN 3	Southwest corner of intersection of Central Ave. & 5th St.	Civic Space attached to infill liner building	Liner building shields view from Central Avenue of blank wall and parking lot, open space works with activities in liner building to create an attractive vital public amenity.
Rosemary Neighborhood Infill Development	RN 4	Throughout Rosemary Neighborhood	Infill Development	The City should identify potential developments throughout the neighborhood. Where necessary, the City should purchase and assemble land and work with developers to ensure viable products.
St. Martha's Catholic School Lot Conversion	RN 5	St. Martha's Catholic School (Orange Ave.)	Redevelopment Project	Available School should be redeveloped in order to maintain important neighborhood building and to add to the variety of residential options.
Block between Fruitville Road and Fourth Street, Orange Avenue to Washington Boulevard	GP 3	Block between Fruitville Road & 4th St., Orange Ave. to Washington Blvd.	Mixed-Use Redevelopment	City re-plats property and works with private developers and land-owners to assemble and redevelop this "seam" block between Fruitville Road and Gillespie Park Neighborhood.

Project Name	Ref. Number	Location	Description	Discussion
Parking	T 6	Throughout the Study Area; in particular, within the Downtown Proper	A range of parking facilities, integrated into a coordinated system.	As a key element of the success of the Downtown, parking must be developed as a comprehensive, multi-use system, with the possibility for private developers to pay into the system in lieu of constructing their own facilities.

Project Name	Ref. No.	Utility Costs	Transportation Costs	Building Costs	Land Cost	Priority	Funding Source	Time Frame
Gillespie Park Infrastructure Upgrades & Maintenance	GP 2		$0.775m					
Osprey Ave. Streetscape from Fruitville to 7h (partially within CRA)	GP 4		$0.15m					
Gillispie Park Neighborhood Signage (partially within CRA)	GP 8		$0.5m		$0.05m			
Development of Parcel North of Gillespie Park	GP 9							
Traffic Calming within Park East neighborhood: Lime Ave.	PE 1	See PE 22						
Traffic Calming within Park East neighborhood: 10th St.	PE 1	See PE 22						
Traffic Calming within Park East neighborhood: Shade Ave.	PE 1	See PE 22						
Traffic Calming within Park East neighborhood: 8th St.	PE 1	See PE 22						
Traffic Calming within Park East neighborhood: East Ave.	PE 1	See PE 22						
Tree Planting throughout Park East Neighborhood	PE 2		$0.07m					
"Pedestrian Sleeve" at 6th & US 301	PE 7 T 7		$0.06			HP	FDOT	1 – 5 Years
Sidewalks throughout Park East Neighborhood as needed	PE 8		$0.2m					
Repaving throughout Park East Neighborhood as needed	PE 9		$).053m					
Curbs & Gutters throughout Park East Neighborhood as needed	PE 10		$0.655m					
Street Striping throughout Park East Neighborhood as needed	PE 11		0					

Project Name	Ref. No.	Utility Costs	Transportation Costs	Building Costs	Land Cost	Priority	Funding Source	Time Frame
Brick Intersections within Park East Neighborhood	PE 12		$12k/intersection					
Neighborhood Center (8th Ave. between 7th St. & 8th St.)	PE 13			$0.15 – Park $0.2m Police Sub Station & Meeting Hall				
Linear Park Shade Ave. between 8th St. & 6th St.	PE 17		PE 22 – PE 25 $1.5m (also includes NG 5 and all PE 1's)					
East Ave. Streetscaping (entire length of East Ave. within Park East Neighborhood)	PE 18			See PE 22				
Lime Ave. Streetscaping (entire length of Lime Ave. within Park East Neighborhood)	PE 19			See PE 22				
Neighborhood Signs (8th St. @ Tuttle & @ US 301; East Ave. @ 12th St. & @ Fruitville Rd.)	PE 20		$4k/sign					

Project Name	Ref. Number	Location	Description	Discussion
Housing Redevelopment	NG 11	Throughout Rosemary, Gillespie Park and Park East Neighborhoods (Note: A portion of this project is within the CRA)	Comprehensive Program for assembling and redeveloping vacant and under-developed parcels throughout all three Neighborhoods	The City, private developers and non-profit organizations should work collaboratively to assemble and redevelop vacant and under-developed parcels found throughout all three neighborhoods. This collaboration should work to ensure that lower-income housing should be dispersed throughout the three neighborhoods, and that new lower-income projects should never comprise more than 30% of any block face.
Prevent "New Blight"	NG 12	Throughout all three walk-to-town Neighborhoods (Note: A portion of this project is within the CRA)	New infill development prototypes that are more compatible with character of Neighborhoods	New house prototypes control the placement and size of garages, helping to create a more graceful and urban streetscape and enhance the pedestrian qualities of the neighborhood.
Gillespie Park Land Assembly and Redevelopment	GP 1	Throughout the Gillespie Park Neighborhood	Bundled properties made available for redevelopment	City purchases and assembles vacant, abandoned and substandard properties. Negotiates with local developers to produce new developments desirable to the neighborhood.
Osprey Avenue from Fruitville Road to Seventh Street	GP 4	Osprey Avenue from Fruitville Rd. to 7th St. (Note: A portion of this project is within the CRA)	Streetscaping and general Redevelopment	The City oversees general improvements to this important pedestrian corridor including work within the right-of-way as well as redevelopment of various properties fronting the street. At present, brick pavers are being installed at the intersection of Osprey Avenue and Sixth Street (Boulevard of the Arts)
Gillespie Park Neighborhood Civic Spaces	GP 4	Northeast and southeast corners of intersection of Osprey Ave. & 4th St. (Note: A portion of this project is within the CRA)	Two Civic Spaces	Gillespie Park Neighborhood needs additional informal public gathering spaces, particularly in association with needed retail and commercial uses.
Sixth Street Realignment	GP 6	Intersection of Orange Ave. & 6th St.	Two small civic spaces create neighborhood gateways.	The jog that occurs at the intersection of Orange Avenue and Sixth Street should be eradicated to create a civic transition with central tree-lined greens that serve as an entrance to both the Gillespie Park Neighborhood from the east and the Park East Neighborhood from the west.
Fencing within Park East Neighborhood	PE 5	Throughout Park East Neighborhood	Assist property owners in replacing existing chain-link fencing with picket fences.	As an incentive to property owners to replace chain link fencing, the City can offer to pay the difference in cost to replace the chain-link with wooden picket fences.
Lumberyard Redevelopment	PE 15	Lumberyard located between Rail lines, Audubon Pl., 8th St. & 3rd St.	Additional Roadway Infrastructure and Redevelopment Sites	The soon-to-be vacated lumberyard is scheduled to revert to neighborhood general use. However, adequate road infrastructure does not yet exist to support this potential redevelopment.
Industrial Seam	PE 16	Industrial Properties adjacent to Railroad Tracks at ends of 8th, 9th & 10th Streets	Rezoning and eventual redevelopment of centrally located property	Current industrial properties hold back neighborhood improvement. As these properties come up for sale, they should be re-zoned to be more in keeping with general, desired residential character.
Tree Lots	PE 21	6th St. at Audubon and at Lime Ave.; Aspinwall St. at Lime Ave.	Retained Tree Lots	These lots lend enormous character to the neighborhood, given their extensive tree cover. None is appropriate, however, as a park or public open space, and all are available for development. The City must work with potential developers to ensure that as many trees as possible be retained on these properties.

Project Name	Ref. Number	Location	Description	Discussion
Reclassification of Thoroughfare Types	WD 1	Throughout the Waterfront District	Administration and Planning	Make sure that all streets designated as "A" Streets adhere to the classification system outlined in the document, and follow the guidelines associated with the four movement types: Speed Movement, Free Movement, Slow Movement, and Yield Movement. Within this District, the critical classification is Free Movement.
Reclassification of Thoroughfare Types	D 12	Throughout the Downtown Proper	Administration and Planning	Make sure that all streets designated as "A" Streets adhere to the classification system outlined in the document, and follow the guidelines associated with the four movement types: Speed Movement, Free Movement, Slow Movement, and Yield Movement.
Neighborhood Action Strategies	NG 1	Throughout All Three Neighborhoods	Administration	Commit to promote and carry out strategies and programs outlined in individual Neighborhood Action Strategies.
Reclassification of Thoroughfare Types	NG 2	Throughout All Three Neighborhoods	Planning	Make sure that all streets designated as "A" Streets adhere to the classification system outlined in the document, and follow the guidelines associated with the four movement types: Speed Movement, Free Movement, Slow Movement, and Yield Movement.
Cut-Through Traffic	NG 3	Throughout All Three Neighborhoods	Administration and Planning	Deter the use of neighborhoods as shortcuts, without truncating or otherwise diminishing the value of the existing grid street patterns.
Trash in the Streets	NG 6	Throughout All Three Neighborhoods	Administration	Coordinate pickup of trash and debris so as to minimize the negative impacts on these three neighborhoods.
Nomenclature and Terminology	NG 7	City Wide	Administration	Develop precise definitions for terms to be used as part of the implementation of this Plan and others. Insist that such terms be used appropriately by both public and private sectors.
Absentee Landlords	NG 8	Throughout All Three Neighborhoods	Administration	Effect policies to minimize the negative aspects of absentee landlords.
Building Maintenance and Upkeep	NG 9	Throughout All Three Neighborhoods	Administration	Assist property owners in all three neighborhoods in maintaining and refurbishing their structures, particularly those that are most in need of such ministrations.
Dispersal of Social Services	NG 10	City Wide	Administration	Work to ensure that social service agencies are appropriately sized for their locations, and that such agencies are not allowed to agglomerate to the degree that they have a negative impact on surrounding areas.
Rosemary Neighborhood Storefront Guidelines	RN 6	Throughout Rosemary Neighborhood	Design Guidelines	Small commercial nodes within the neighborhood need to be better designed and focused to enhance their utility and the overall neighborhood appeal.
Reclassification of Thoroughfare Types	RN 7	Throughout Rosemary Neighborhood	Administration	Make sure that all streets designated as "A" Streets adhere to the classification system outlined in the document, and follow the guidelines associated with the four movement types: Speed Movement, Free Movement, Slow Movement, and Yield Movement.
Reclassification of Thoroughfare Types	GP 10	Throughout Gillespie Park Neighborhood	Administration	Make sure that all streets designated as "A" Streets adhere to the classification system outlined in the document, and follow the guidelines associated with the four movement types: Speed Movement, Free Movement, Slow Movement, and Yield Movement.
Front Lawn Maintenance Program for Park East Neighborhood	PE 3	Throughout Park East Neighborhood	For yards in which owners formerly parked cars, re-sod lawns and/or add side-yard hedges	By adding on-street parking throughout the neighborhood, pressure to use front yards for parking can be reduced; these yards can be upgraded to enhance the character and aesthetic appeal of the neighborhood.

Project Name	Ref. Number	Location	Description	Discussion
Ordinance Restricting Overnight Parking of Trucks in Park East Neighborhood	PE 4	Throughout Park East Neighborhood	Revised City Code	Numerous trucks and other heavy vehicles parked haphazardly through the Park East neighborhood add to the generally unsightly conditions. New ordinances need to control how, where and when such vehicles can be parked within the neighborhood.
Rezoning of Commercial / Residential Seam	PE 13	Between Fruitville Road and Fourth Street	Re-zoning	While the City should make efforts to facilitate the private sector desire to redevelop Fruitville Road for commercial uses, such uses should not be allowed to negatively impact the Park East neighborhood. As such, the Fourth Street edge of the fronting block should remain residential. Codes should be revised to best achieve a balance between commercial and residential uses along this "seam."
Reclassification of Thoroughfare Types	PE 22	Throughout Park East Neighborhood	Administration	Make sure that all streets designated as "A" Streets adhere to the classification system outlined in the document, and follow the guidelines associated with the four movement types: Speed Movement, Free Movement, Slow Movement, and Yield Movement.
Thoroughfare Definitions	T 3	Throughout Study Area	Enhanced Definition of Vehicular Routes	The grid system of the Study Area is an asset in facilitating options among drivers, bicyclists and pedestrians. All roads, however, are not alike, and a clearly established definition of these differences needs to be promulgated and then acted upon.
Trolley System	T 4	Throughout Study Area	Reconfiguration of Trolley Routes	Reconfigure the Downtown and scenic loop trolley routes to maximize the number of destinations served while also reducing headways.

THE TRANSECT-BASED NEIGHBORHOOD DEVELOPMENT CODE

The proposed code for Sarasota will be based on supporting the positive about the existing urban fabric. The general criteria for judgement of what is positive being determined by the level of diversity and walkability. Diversity is assessed in terms of a mixed use: civic, retail, workplace and residential, with the residential ideally having a range such that the poorer and richer, the older and younger, would be able to find housing. Walkability is assessed in terms of the proximity of the diverse uses, made accessible primarily through the pedestrian quality of the streets. Every element specified by the code is to be made in support of these concepts of walkability and diversity.

What is currently positive about Downtown Sarasota and its adjacent neighborhoods was assessed through visual observation, then confirmed through analysis and in conversation with residents. Nevertheless, the perceived reality of the city involves not only the existing buildings, but the hypothetical buildings allowed by the existing code which are vested now as property rights.

This existing code was understood to be dysfunctional as it allows a degree of slack that upsets the expectations of the residents, consuming too great a portion of the public discussion while not particularly encouraging the creation of a walkable environment. The basic thrust of the City of Sarasota Downtown Master Plan is therefore, to replace the code with a new one and to inscribe it into the City's Comprehensive Plan as an amendment.

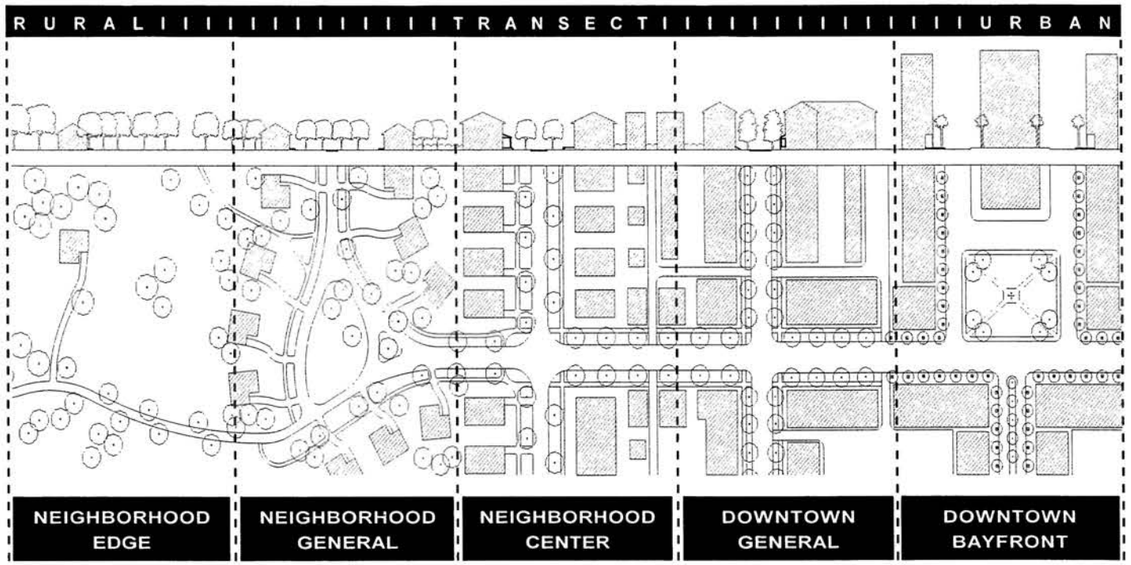
From the analytical stage two conclusions could be drawn. The first is that only certain streets have the potential to achieve a first-rate pedestrian quality within a reasonable time frame. The selection of these streets was determined by an analysis of frontage quality (see Illustration Quality of Frontages) and extended by the reconnection of the principal sectors of the currently fragmented Downtown to itself and to the adjacent neighborhoods (see Illustration Street Types). The new code will support the completion of these streets as pedestrian-oriented, while the rest become secondary, support streets. The implication is that a building that is not pedestrian-friendly (say, a drive-through restaurant) need not be banished from the Downtown, but merely allocated to a support street.

The second aspect that emerges from observation of the existing is that there is a great variety of building sizes, uses, densities and streetscapes in the Downtown. In fact, a full urban range is available, from the very tall buildings of the Downtown core to the single family houses of the neighborhoods with every urban condition in between. This is all to the good, as it provides a real choice of lifestyle for the residents of Sarasota, and such variety is in support of the ideal of diversity. This range can be rationalized and designated by the proposed code as Downtown Bayfront, Downtown General, Neighborhood Center, Neighborhood General and Neighborhood Edge. For each, the code would support and intensify the existing condition towards creating what is called an "immersive" environment. Only by having all of the component elements, including the buildings, frontages, streetscapes and thoroughfares reinforcing each other can Downtown Sarasota develop its true character, which is actually a range of environments rather than the current condition of creeping suburbanization throughout.

Pervasive but weak suburbanization is one of the problems of the existing urban fabric of Downtown Sarasota. There are high rise buildings that have suburban berms at their base, for example, creating an area that is neither downtown-like, nor rural. At the same time, some of the more rural areas are undermined by parking lots. The new code intends to sort this out by supplying zoning categories based on the existing transect with the names: Downtown Bayfront, Downtown General, Neighborhood Center, Neighborhood General and Neighborhood Edge. There is also a district category for those zones primarily on support streets that must absorb those elements that society needs, but that nevertheless are not supportive of either diversity or walkability.

The proposed code must be intelligible to the non-professional participant. As such it must be succinct, an attribute achievable only if it is very precise. Future development is accurately envisioned by the Master Plan that, when coded, creates a predictable environment. Within it, developers who follow the rules can be guaranteed time-certain approvals, while residents can live in a city where surprises are minimized. A public discussion and assessment by elected officials need only occur in the event that a variance is required.

There are several elements of the proposed code that should be brought to public attention. The first is the density which will be based on both the existing building fabric and the entitlements already provided by the current code. However, the bonus provisions that create unexpected problems are eliminated. Thus, there will be additional tall buildings where they are currently allowed, but they will not be unexpectedly larger as a result of complex formulas. The second is that the code will have a tendency to encourage mixed-uses



wherever possible, albeit in a graduated and controlled manner. There is thus a requirement for mandatory commercial in certain first-floor frontages Downtown, while it is allowed elsewhere in the Downtown. Any plan that proposes to support pedestrian qualities must provide destinations that are within walking distance. Besides, any plan that envisions a future must acknowledge that a new type of decentralized small-scale residentially-based workplace is being catalyzed by the new electronic economy. Downtown Sarasota and its neighborhoods will be left behind if the new code precludes mixed uses. Carefully graduated – particularly in terms of size, parking and signage – mixed-use will be permitted in some measure everywhere from the Downtown Bayfront to the Neighborhood General Zones.

The Master Plan envisions a society that is in transition between an automobile-based and a pedestrian urbanism. Thus, while the number of parking spaces will continue to be determined as in the present code, there will not be a requirement that they be provided in adjacency to the building they serve. In fact, it is advantageous for the vitality of the streets and shops that people walk between their parking places and their habitual destinations. In addition, the dispersal of parking allows the existing smaller lots, that cannot typically accommodate parking to be developed individually. This will maintain the attractive small-scale quality of a traditional American downtown, rather than forcing the agglomeration of smaller lots into large developable ones. The required parking will be purchased from municipally-provided parking lots. Parking in the future must become a public utility, no less than electricity or streets.

Another aspect of the transition period is that, even as it redevelops, Downtown Sarasota will continue having a mixture of smaller two-to-five story buildings adjacent to taller ones up to eighteen stories (the existing maximum). Visually, this situation, while not permanent, does condemn an entire generation of citizens to an awkward built environment. The proposed code does therefore provide for a setback at the fourth story so that, when seen from the ground, the shorter and taller buildings will be substantially more harmonious.

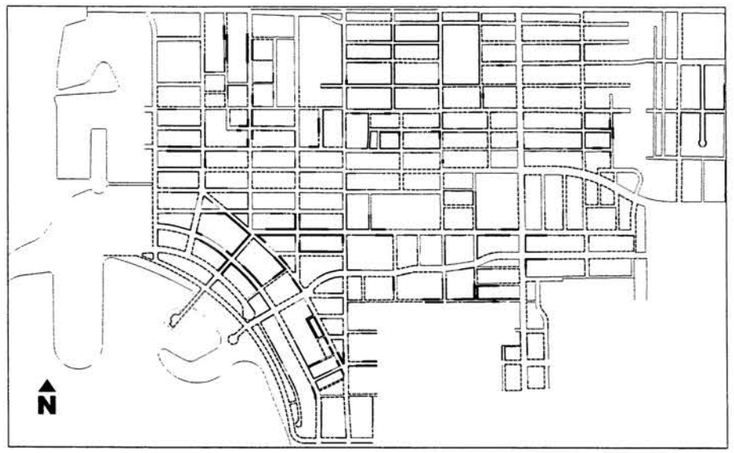
A third aspect of the transition provisions is that certain roads that were once residential become primarily vehicular in nature. Principal among these is Fruitville Road. It is not possible to retain the buildings on Fruitville Road in the use and the scale of the houses they once were. A new building type must be introduced that both permits the evolution of these lots to commercial, and yet buffers the adjacent houses with liner buildings. This is detailed in the section "Neighborhoods-Gillespie Park".

The diagrams which follow represent the result of the urban analysis of the Downtown and will become the basis for the regulatory framework of the code.

Prepared by Duany Plater-Zyberk & Company - October 25, 2000
Adopted with Revisions - January 22, 2001 - Resolution No. 01R-1336

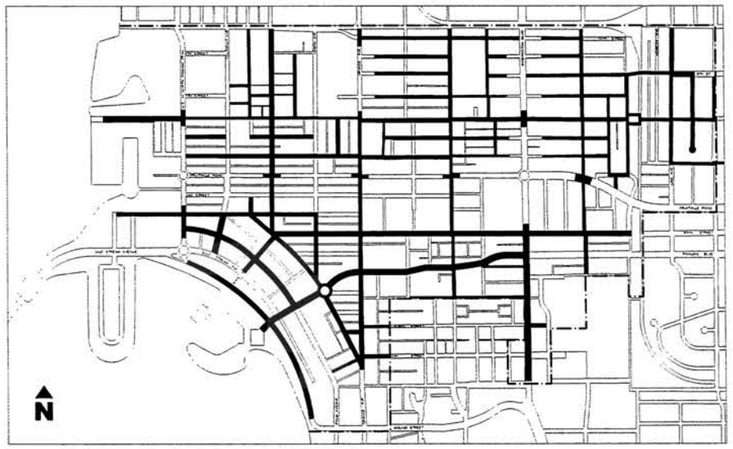
These diagrams together with the Transect Zones Diagrams, will become part of the Regulating Plan for Downtown Sarasota. The Regulating Plan is a document assigning the various zoning categories to the Study Area, as well as shows the locations of public spaces, destinations, civic reservations "sleeves", required retail frontage, arcades, etc. For more details on these drawings, please see Section "General" of this Master Plan.

The Transect Zones outlined in this plan are diagrammatic in nature. The precise delineation of these districts in the City's comprehensive plan and code should be done to match existing parcel lines where practical and when consistent with the principles of this Plan. At the time of adoption of this Plan new zoning district regulations designed to implement this Plan have not been adopted. Because the adoption of these new zone district regulations will require staff review and analysis and consideration of public comments received, future zone district boundaries and substantive content cannot be stated with certainty at this time.



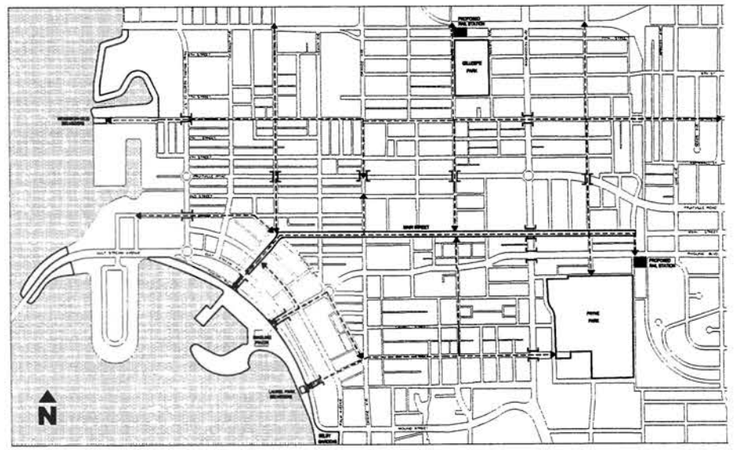
QUALITY OF FRONTAGES

- EXCELLENT
- GOOD
- FAIR
- POOR



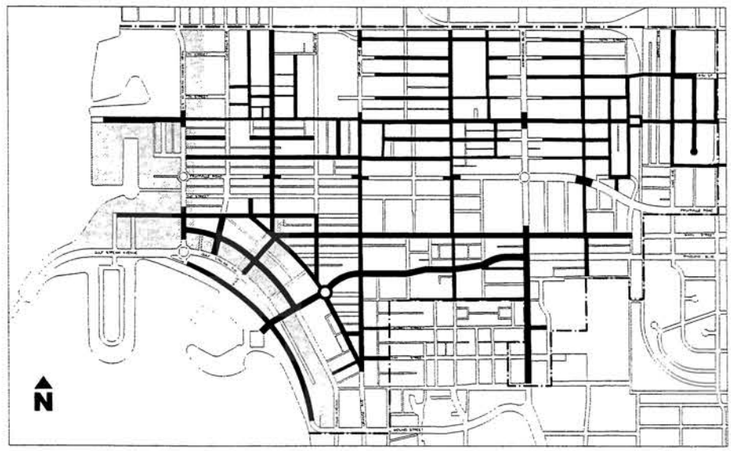
STREET TYPES

- PRIMARY STREETS "A"
- SECONDARY STREETS "B"



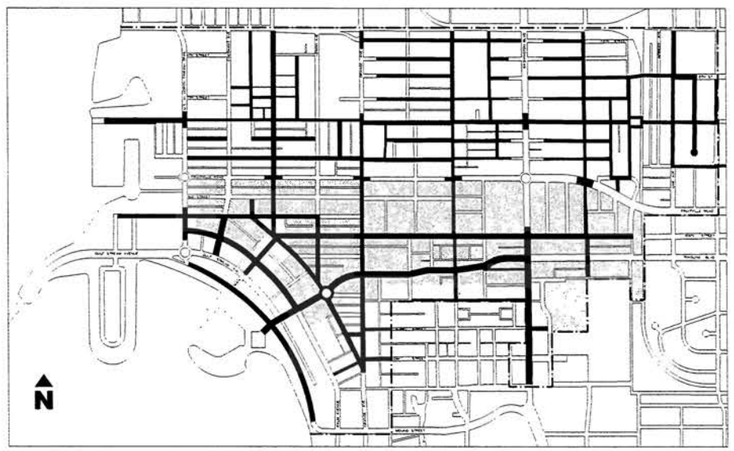
PEDESTRIAN CONNECTIONS, DESTINATIONS AND SLEEVES

- CONNECTIONS
- DESTINATIONS
- SLEEVES



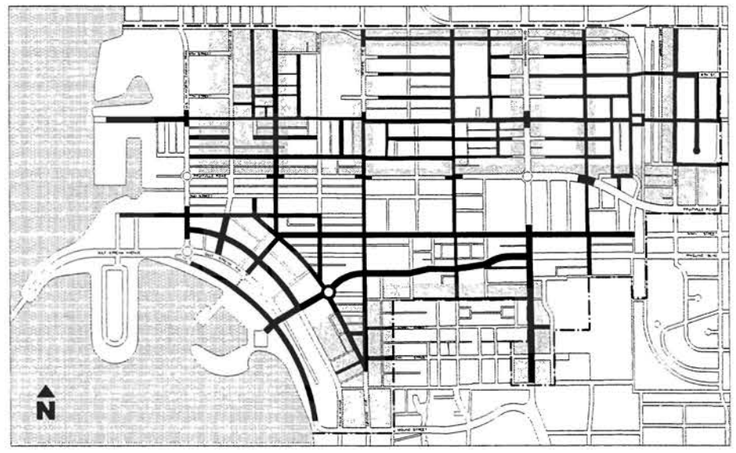
DOWNTOWN BAYFRONT ZONE

This Transect Zone includes the Waterfront District, the development along US 41, along the Bayfront and Main Street up to Five Points. Buildings in this Zone are allowed the maximum building height - eighteen stories, if the use is predominantly residential. This Zone is important for the character of the whole Downtown, especially along the Bayfront. In future redevelopment the massing and architecture of these buildings should comply with the new Code requirements.



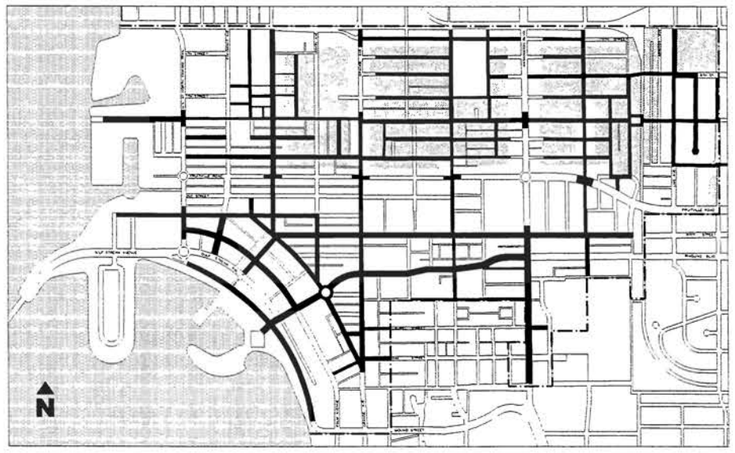
DOWNTOWN GENERAL ZONE

This is the largest Transect Zone in the Downtown Proper. Buildings are mixed-use, up to ten stories in height. Parking is required on site if buildings are more than five stories, otherwise they will have access to municipal parking and are exempt of the parking requirement.



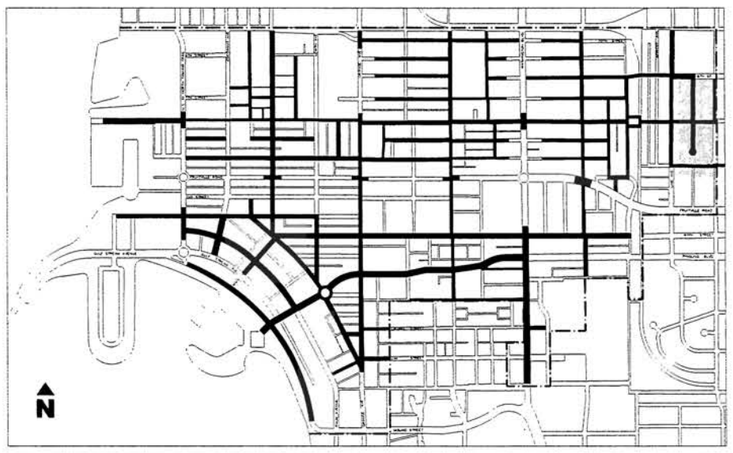
NEIGHBORHOOD CENTER ZONE

The areas designated as Neighborhood Center form fingers leading into each of the three "walk-to-town" neighborhoods, generally along the streets that form the center of each neighborhood as well as along the perimeter streets that separate one neighborhood from the other. In addition, almost all of the neighborhood frontage on the north side of Fruitville Road is designated as Neighborhood Center. This is the densest and most urban of the neighborhood designations; buildings are to be built to the edge of the right-of-way and are to form continuous street-walls as much as possible. Parking is relegated to the rear of the structures, which are to be two- to four-stories in height and can be mixed-use. Trees are planted along the streets to create a formal effect, but not necessarily at the same density as within the Downtown Zones.



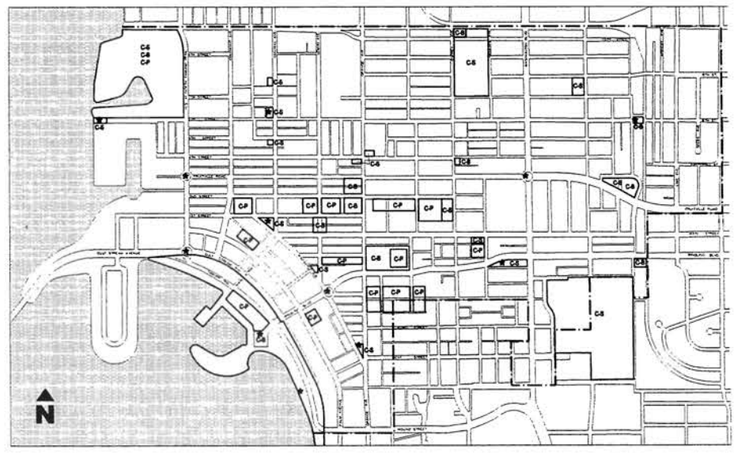
NEIGHBORHOOD GENERAL ZONE

In all three "walk-to-town" neighborhoods, almost all of the area that is not designated as Neighborhood Center is designated as Neighborhood General. This is in keeping with the generally orthogonal street system and the continuous setback lines that are currently in effect. Buildings are oriented towards the street to enhance its formal continuity and to help create friendly and safe pedestrian environments. Buildings tend to be stand-alone structures, maximum three stories in height, some of which can be mixed-use. Parking can be found at the rear of structures, generally off of alleyways, or in controlled settings at the front of the buildings. The density of structures is less than in Neighborhood Center but still high enough to create a lively, pedestrian-based neighborhood.



NEIGHBORHOOD EDGE ZONE

This is the most rural condition which happens only in a small portion of the Park East Neighborhood. Buildings are setback from the street frontage more than in the other Neighborhood Zones. Houses tend to be larger, maximum two stories in height, and the streetscape treatment is more informal. Alleys are not required and parking can happen from the street frontage, but the garages are required to be setback minimum 20 feet from the facades of the houses.



CIVIC RESERVATIONS

C-P	CIVIC PARKING RESERVATION
C-B	CIVIC BUILDING RESERVATION
C-S	CIVIC SPACE RESERVATION
★	PUBLIC ART LOCATION