

**APPENDIX
PROJECT SHEETS**

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PROJECT SHEETS

The following list of potential projects, prepared by the Sarasota County Growth Management Business Center, was derived from public meetings and workshop as part of the development of the Osprey Revitalization Plan. Project detail sheets have been developed for each listed potential project which investigates, at a minimum, the time frame, responsible parties, estimated costs and potential funding sources for each project. Each project has been given a reference code (example: LU-1) that corresponds to the project category (Land Use, Transportation, etc.) and have been grouped by relevant chapter in this document. Marketing projects are labeled with an “M.” These reference numbers correspond to projects listed in Table 2-1 in the Revitalization Plan.

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OSPREY VILLAGE CENTER REVITALIZATION

Project: Pollution Control and Water Quality Improvement Projects (ENV-1)

Project Type: County project

Background and Project Description:

Coordinate with the Sarasota Bay National Estuary Program and the National Parks Service Rivers, Trails, and Conservation Assistance (RTCA) Program to identify and seek funding for a small stormwater quality improvement project(s) to improve water quality in Little Sarasota Bay and Dryman Bays.

Water quality in each of Sarasota County's estuaries, including Little Sarasota and Blackburn Bays, is a growing concern as development pressures increase. The 1994, Florida Department of Environmental Protection, Florida Water Quality Assessment Report for Southwest Florida provides summaries of stream, lake, and estuary water quality in Sarasota County. Little Sarasota and Blackburn Bays have a "good" average water quality. North Creek which discharges directly into Little Sarasota Bay, however, is designated with a "poor" water quality impairment rating indicating that it does not meet its designated use as a Class III water. South Creek discharges directly into Blackburn Bay and has a "fair" impairment rating. Point and non-point sources of pollution, including stormwater runoff and sewage effluent, are key contributors to the degradation of bay water quality. Untreated stormwater and increased automotive traffic on the roadways in the Osprey Planning Area and surrounding North Creek and South Creek drainage basins will continue to adversely affect stormwater quality and thus affect sea-grasses. The Sarasota Bay National Estuary Program has identified sedimentation as a common problem throughout the Sarasota Bay region. Sediments are conveyed to the bays through non-point sources, such as untreated stormwater. These sediments reduce the amount of light received by the bay floor and contain toxicants that affect the juvenile life stages of many fish. Increased shoreline hardening and the subsequent loss of native vegetation have also resulted in increased turbidity affecting sea-grass production and limiting recreational access and use of the estuaries. Bay and creek shorelines, including Little Sarasota and Blackburn Bays and North and South Creeks, are important transitional areas between uplands and bay waters and are the location of tidal wetlands. Development activities in and along these shorelines (e.g., dredging, filling, and artificial stabilization) and in the uplands (e.g., stormwater runoff) can negatively impact creek and estuary waters. By 1987, an estimated 45 percent or 12.6 miles of the entire Little Sarasota Bay shoreline was stabilized. The extent of the primary beach shoreline decreased from 5.7 miles to 4.4 miles.

Preliminary Cost Estimates:

Excavation	\$ 10,000
Design, Engineering, and Construction	\$ 30,000
Interpretative Signage	\$ 5,000
Plants	\$ 5,000
<i>Total project costs:</i>	<i>\$ 50,000*</i>

*Total project costs do not include land acquisition costs which would be additional.

Potential Funding Source(s):

SWFWMD, Manasota Basin Board, Sarasota Bay NEP, Florida Department of Environmental Protection.

Implementation Time Frame: Intermediate to long term, five to ten years.

Responsible Parties:

Environmental Services Resource Management, Public Works Stormwater, NEP Sarasota Bay Program

Steps Required to Implement:

- Identify stormwater quality improvement projects and seek necessary funding for their implementation.

Issues Requiring Further Analysis/Action:

1. Work with the Florida Cooperation Extension Service to encourage Osprey residents to follow the Florida Yards Program and other environmental educational programs.





OSPREY VILLAGE CENTER REVITALIZATION

Project: Environmental Education (ENV-2)

Project Type: County project

Background and Project Description:

Work with local agencies and organizations, including the Cooperative Extension Service, the Sarasota County School Board, and Historic Spanish Point, to encourage and expand environmental educational in the Osprey Planning Area. Many local environmental agencies have established environmental programs that would benefit residents and visitors of Osprey. The programs would provide education about local bays and their resources, early settlers, and native flora and fauna in Osprey and surrounding area. Educational programs will benefit the area in two ways: appreciation of the environment will lead to better stewardship of the natural resources; and if the programs are held in the Osprey area, they will help draw people into the area that could support local businesses.

Existing available environmental programs and associated agencies are listed below:

- Sarasota County Florida Yards Program - provides information and advice on landscape design and maintenance to homeowners through the Florida Cooperative Extension Service
- Carefree Learner Program - offers classes about the bays to students in elementary through high school
- Historic Spanish Point - offers several archaeological and environmental educational programs for the public schools, including “Adventures in Learning” for third and fourth graders, a “Traveling Trunk Program,” and a summer camp aquatic habitat program
- Sarasota County Environmental Services Pollution Control - environmental education programs for elementary school students through the Sarasota County public school system
- Sarasota Bay National Estuary Program - environmental education programs to reduce bay pollutants; also developed the Gulf Coast Heritage Trail through Manatee and Sarasota Counties

Preliminary Cost Estimates: Feasibility Study
Soft Cost Only (In-House Staff Project)

Potential Funding Source(s):
SWFWMD, Manasota Basin Board, NEP Sarasota Bay Program, Florida Department of Environmental Protection.

Implementation Time Frame: Short to mid term, two to five years.

Responsible Parties:
Environmental Services Resource Management and Pollution Control

- Steps Required to Implement:**
- Contact each agency to gather their interest in offering programs in Osprey.
 - Develop a brochure listing program descriptions, locations, dates, and times.
 - Market programs to provide information about available programs.

Issues Requiring Further Analysis/Action: None





OSPREY VILLAGE CENTER REVITALIZATION

Project: Sewer Lines to Osprey Park (PF-1)

Project Type: County project

Project and Background Description:

Residents and business owners within the Osprey Village Center need the County to install sewer lines in order for residents to convert to central sewer from existing septic tanks.

The Osprey Park neighborhood is characterized by excessive septic system density (systems per acre), undersized lots, inadequate seasonal high water table separation and, in many cases, inadequate setbacks from neighboring drinking water wells. In fact, some of these lots are only 0.13 acres, or 7.7 units per acre. This is well above the current standard adopted by state regulations. Approximately 20 percent of the lots in Osprey Park are not yet developed and can potentially be developed with septic tanks. From a public health standpoint, sewer service is needed to eliminate septic systems. The extension of sewer lines to the Osprey Village Center, however, should not delay any extension of water lines to the area.

Preliminary Cost Estimates:

Preliminary Engineering	\$ 50,000
Design and Construction	\$ 733,000
<i>Total Estimated Cost</i>	<i>\$ 783,000</i>

Potential Funding Source(s):

Community Development Block Grant (CDBG), County Septic Tank Replacement Program

Implementation Time Frame:

Intermediate to long term, five to 10 years and beyond.

Responsible Parties:

Growth Management Business Center, Public Works Business Center, and the Osprey Revitalization Committee

Steps Required to Implement:

- Apply for CDBG funding for extending sewer lines to the Osprey Park neighborhood.
- Design and construct sewer lines and a lift station.

Issues Requiring Further Analysis/Action:

1. Growth Management staff should conduct a survey to determine if any areas west of U.S. 41 are also eligible for CDBG funding.
2. Provide SHIP water and sewer impact fee assistance to low and moderate income residents through the Office of Housing and Community Development.

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OSPREY VILLAGE CENTER REVITALIZATION

Project: Water Lines to Osprey Village Center (PF-2)

Project Type: County project

Project and Background Description:

Residents and business owners within the Osprey Village Center need the County to install water lines in order for residents to convert to central water from existing individual potable water wells which have failed.

During 1998 and 1999, residents in the Osprey Park and Osprey Village neighborhoods experienced severe well failures due to a temporary drop in ground water levels. Well failures are a result of several contributing factors related to the type of well pump and potential impacts of nearby irrigation and individual potable water wells. Failed well systems in the Osprey Park and Osprey Village neighborhoods have small, 2 to 3 inch wells and pumps that are unable to pull water from depths greater than 25 feet. Natural seasonal fluctuations coupled with the effect of nearby permitted wells create a “draw down” on the intermediate aquifer causing water levels to drop below the level that the older pump systems can reach. There is no easy or inexpensive solution to the water shortage problem in the Osprey Planning Area. Sarasota County has elected to extend potable water lines to the Osprey Village Center and has established priority for both the Osprey Park and Osprey Village neighborhoods. This is a preferable long-term solution that will also solve the immediate serious water shortage problem, address problems with individual well failures and potable water quality, and avoid unnecessary drilling of new individual or community potable water wells in the Osprey Village Center. The County will extend water lines to other areas within the Osprey Village Center in the future, as funding permits.

Preliminary Cost Estimates:

Water Line Extension	\$ 850,000
<i>Other Costs (Per House)</i>	
Residential Impact Fees	\$ 3,089
Meter Hook-up Costs	\$ 500
<i>Total Other Costs</i>	<i>\$ 3,589</i>

Potential Funding Source(s):

County Water Line Extension Program, Community Development Block Grant (CDBG), SHIP funds

Implementation Time Frame:

Short to mid term, one to five years.

Responsible Parties:

Environmental Services Utilities, Growth Management Community Housing and Development

Steps Required to Implement:

- Environmental Services staff should determine a priority for extending potable water lines to the Osprey Village Center.
- Allocate funding.
- Prepare engineering and design and construct water lines.

Issues Requiring Further Analysis/Action:

1. Provide SHIP water and sewer impact fee assistance to low and moderate income residents through the Office of Housing and Community Development.

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OSPREY VILLAGE CENTER REVITALIZATION

Project: Feasibility Study for a New Osprey Community Center (CS-1)

Project Type: County project

Project and Background Description:

Evaluate the potential of constructing a new community center in Osprey. Areas to consider are exiting park-lands, such as the Blackburn Point Park, other public lands, such as the future mid-County public library, or other new locations within the Osprey Village Center. If it is not feasible for the County to construct a community center within the Osprey Village Center, perhaps the functions of a community center could be coordinated with the School Board, Historic Spanish Point, or local Osprey churches.

In response to residents' requests for a new recreation center, the potential for constructing a new community center within the Osprey Village Center needs to be evaluated. There is no funding for this project and funding needs to be identified through the County's CIP process. The Osprey Recreation Center and ball fields, formerly located on Glenwood Avenue, served as Osprey's community center for many years. The County operated the Osprey Recreation Center from 1952 until 1963. After 1963, Osprey residents managed the park, sponsoring fish fry's and little league games until 1972 when Sarasota County closed the park as part of an agreement with the owners of the Palmer Ranch to exchange the three-acre Glenwood Avenue site for a twenty acre parcel on Bay Street. The County's intent was to relocate the Osprey Recreation Center and park to the new Bay Street site. Construction of a stormwater retention pond for Bay Street and a subsequent change in the County's environmental regulations, however, delayed the park development and left the property without space for a recreation center. Osprey residents have identified two possible locations for a new community center, the vacant property across from Historic Spanish Point Visitors Center and the vacant property in the southwest quadrant of U.S. 41 and Bay Street.

Preliminary Cost Estimates:

Feasibility Study for New Community Center: Soft costs only (In House Staff Project)

Potential Funding Source(s):

Community Services Parks and Recreation, Infrastructure Surtax Extension Program, Venice Foundation, Sarasota Community Foundation

Implementation Time Frame:

Intermediate to long term, 5 to 10 years and beyond

Responsible Parties:

Community Services Business Center (Parks and Recreation Services, Library Services), Osprey Revitalization Committee

Steps Required to Implement:

- Discuss development opportunities with other County Business Centers (e.g., Community Services) and private institutions (e.g., Historic Spanish Point, churches).
- Identify funding and include in County CIP.
- Identify and purchase property.
- Design and construct facility.

Issues Requiring Further Analysis/Action:

1. If the parcel across from Historic Spanish Point is considered, elements of a "Village Square" could be developed on the property, such as a gazebo, landscaped community welcome sign, grassed open space, and a monument or flag pole. The Village Square would create a central focal point for the Osprey community and could be tied into the Historic Spanish Point Visitors Center.



OSPREY VILLAGE CENTER REVITALIZATION

Project: Recreational Facilities at Bay Street Park (CS-2)

Project Type: County project

Project and Background Description:

Include as many resident suggestions as feasible in the final design plans for the Bay Street Park, including a large covered picnic shelter, small playing field, drinking water fountain, parking facilities that fit in with the natural setting, nature trails that are accessible to persons with disabilities, and restrooms. Safe pedestrian and bicycle access from the Osprey Park neighborhood to Bay Street Park needs to be determined.

Bay Street Park is a twenty acre undeveloped park site with scrub, mesic hammock, swamp, and scrubby flatwood habitats and a five acre stormwater detention pond and littoral zone. In August 1996, County Parks and Recreation staff submitted construction plans for a 1.25-acre neighborhood park and nature trail for the Bay Street Park site. After reviewing park plans in March 1999, Osprey residents requested additional facilities, such as a playing field. Residents also asked that the number of proposed parking spaces be reduced and suggested that parking lots be designed to fit in with the natural setting. Residents support the construction of nature trails, if habitats are protected and the trails are accessible to persons with disabilities. The County could consider redesigning the existing retention pond to provide a more natural setting. This could possibly be achieved with landscaping and tree plantings.

Preliminary Cost Estimates:

Project Design and Permitting	\$ 9,500
Pedestrian Bridge	\$ 49,000
Children’s Play Yards	\$ 70,000
Covered Picnic Shelter (with restrooms and water fountain for future construction)	\$ 30,000
Pavement and Sidewalks	\$ 22,000
Other/Pedestrian Access	\$ 40,000
Clearing, grading, landscaping, mulched paths	\$ 12,000
Picnic tables, benches, trash receptacles, signs	\$ 2,500
Total Bay Street Park Costs	\$230,000

Potential Funding Source(s):

County Parks and Recreation CIP, Venice Foundation, Sarasota Community Foundation

Implementation Time Frame: Short term, 1 to 2 years

Responsible Parties:

Community Services Parks and Recreation

Steps Required to Implement:

- Redesign park plans, include public workshops.
- Development Review Committee reviews and approves park plans as part of Site Plan review.
- Construct park facilities.

Issues Requiring Further Analysis/Action:

1. Negotiate and purchase easements and/or right of way for sidewalks to the park.
2. Work with Osprey residents who have expressed a continued interest in volunteering and are willing to clear invasive exotic plant species from the park site and to assist in any other way.
3. Complete other park improvements, such as restrooms when, and if, new funding becomes available in the future.
4. Determine what, if any, roadway improvements are required on Bay Street. Improvements may require additional funding for the park project.



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OSPREY VILLAGE CENTER REVITALIZATION

Project: Feasibility Study for Expanded Public Use of Pine View Athletic Facilities (CS-3)

Project Type: County project

Project and Background Description:

Coordinate with Pine View School to install informational signage to direct residents to the athletic facilities, establish organized recreational activities and staff support at the athletic facilities, and expand the hours of general public use.

In September 1993, Sarasota County approved an interlocal agreement with the Sarasota County School Board for a joint project to design, construct, and maintain athletic facilities at Pine View School for school and general public use. Pine View students have priority use of these athletic facilities, but the general public is allowed to use the facilities on school days (before 7:30 a.m., and from 5:00 p.m. until 11:00 p.m.) weekends, and school holidays. Residents have been hesitant to use the athletic facilities for several reasons: there is little information about the availability, there are no sidewalks on Bay Street and Old Venice Road to Pine View School, and no supervision after school hours.

Sarasota County has several opportunities to improve public safety and use of the Pine View School athletic facilities. Constructing sidewalks on both sides of Old Venice Road and Bay Street would improve pedestrian access to the facilities. Another pedestrian route that needs evaluation by the School Board and County staff is a recreational trail from Bay Street to Pine View School through School Board property east of Old Venice Road.

In the future, residents from Rivendell, a new subdivision adjacent to the school, will have access to the athletic facilities from its own internal sidewalks. Proposed future residential development across from the school will further increase demands for the facilities.

Preliminary Cost Estimates:

Feasibility Study for Expanded Use of Pine View Athletic Facilities: Soft costs only (In House Staff Project)

Potential Funding Source(s):

Community Services Parks and Recreation

Implementation Time Frame:

Short term, one to two years.

Responsible Parties:

Community Services Parks and Recreation, Sarasota County School Board, and Pine View School

Steps Required to Implement:

- Coordinate with Pine View School concerning signage, hours of general public use, and public recreational activities.
- Design and install signs.
- Organize after school and other public recreational activities.

Issues Requiring Further Analysis/Action:

1. Evaluate the feasibility and seek funding for a recreational trail from Bay Street to Pine View School through School Board property east of Old Venice Road.



OSPREY VILLAGE CENTER REVITALIZATION

Project: Feasibility Study for Blackburn Point Park Improvements (CS-4)

Project Type: County project

Project and Background Description:

Improve Blackburn Point Park through a coordinated effort between Community Services Parks and Recreation, Public Works Road Program and Florida Department of Transportation (FDOT). Improvements should include improved boat ramp access and re-using the decommissioned water plant building, possibly as a new community center.

Blackburn Point Park is located between the Blackburn Point Road swing bridge and the Dryman Bay bridge, on a 5 acre spoil island created in the 1960's by the Army Corps Engineers as part of the Intra Coastal Waterway (ICW) project. In 1998, the Public Works Business Center recreated a one acre tidal marsh, mangrove swamp, and coastal cedar hammock as part of permit compliance in conjunction with the Southwest Florida Water Management District and the Florida Department of Environmental Protection (FDEP). A pathway marked by post and cable leads from the parking lot down to the water at the edge of the restoration. Blackburn Point Park provides recreational access for a high-density population, especially during the winter season. People come to picnic, bird-watch, boat and fish. Currently anglers may access fishing areas by walking down the pathway or around the perimeter of the site. FDEP has requested that a boardwalk be provided in the pathway to decrease turbidity and erosion into bay waters, allow plant and invertebrate growth under the walkway, and provide more productive feeding habitat for wading birds. A boardwalk that ends in a fishing platform would be a desirable addition to the park and would provide access to recreational fishing for both non-boaters and the handicapped. Future plans include the installation of small permanent markers to identify the many subtropical and coastal trees and shrubs that the public can easily view from the boardwalk.

The remaining four acres at Blackburn Point Park provide shoreline and boat ramp access to Little Sarasota Bay, picnic tables, and parking for cars and boat trailers. Boat access to the bay from the boat ramp is reduced to vessels with a draft of one foot or less (e.g., small, fourteen feet or shorter, vessels), because of heavy siltation of the channel around the adjacent mangrove islands. At this time, no dredging is planned to improve boat access. Any dredging would require a Florida Department of Environmental Protection (FDEP) permit and would have to meet requirements for Outstanding Florida Waters (OFW). The decommissioned Casey Key Water Plant and volunteer Casey Key Association library building are also located on the property. In October 1998, the FDOT began a 16-month preliminary design and engineering report (PD&E) for the construction of two new bridges to replace the existing bridges on Blackburn Point Road. New bridge approaches may require additional land and could further reduce the size of Blackburn Point Park, especially in the existing area for boat trailer parking. At the same time, the County may have an opportunity to work with FDOT to purchase additional land for the Blackburn Point Park. For example, an existing private boat ramp on the south side of Blackburn Point Road provides adequate depth for boats of sizable draft and could be considered for purchase.

Preliminary Cost Estimates:

Feasibility Study for Park Improvements: Soft costs only (In House Staff Project)

Potential Funding Source(s): Community Services Parks and Recreation, FDOT

Implementation Time Frame: Mid to long term, five to ten years

Responsible Parties: Community Services, Public Works, FDOT, National Parks Service Rivers, Trails, and Conservation Assistance (RTCA) Program

Steps Required to Implement:

- Coordinate with FDOT on Blackburn Point Road bridge replacement projects and RTCA on boardwalk.
- Identify and secure funding through the County CIP.
- Identify and purchase land, if appropriate.
- Design and construct improvements.

Issues Requiring Further Analysis/Action:

1. Interest of boat ramp property owner on south side of bridge in selling to County.





OSPREY VILLAGE CENTER REVITALIZATION

Project: Expanded Museum and Archive at Historic Spanish Point (CS-5)

Project Type: Community project

Project and Background Description:

Evaluate the potential for expanding existing educational programs and for developing an expanded museum and archives. Evaluate the feasibility of including recreational facilities, possibly including a recreation center and a neighborhood park facility, as part of the expansion planning.

Historic Spanish Point is a historic and archeological site with prehistoric shell middens and burial mound, two historic buildings from the 19th century Spanish Point homestead of the Webb family, and formal gardens from Mrs. Potter Palmer’s winter estate - Osprey Point. Nearly 200 species of native plants are found at the site. In 1980, the Palmer family gave the Spanish Point property, the first site in Sarasota County to be listed on the National Register of Historic Places, to the not-for-profit Gulf Coast Heritage Association, Inc., to preserve and interpret the site for the benefit of the public. Historic Spanish Point is open for a fee to the public seven days a week. The Historic Spanish Point Visitors Center is located 337 Tamiami Trail in Osprey, providing interpretive exhibits and orientation program of the site. The Visitors Center is housed within the former Osprey Elementary School and is a good example of restored Spanish colonial revival architecture. The former school building houses administrative offices, an exhibit gallery, museum shop, two meeting rooms, and a small kitchen. In addition to providing guided tours daily, the Historic Spanish Point staff has developed several archeological and environmental programs for the public schools, including “Adventures in Learning” for third and fourth graders, a “Traveling Trunk Program,” and a summer camp program. New initiatives focus on the expansion of Maritime heritage activities, including collections, exhibits, programs, and community boat-building activities.

Preliminary Cost Estimates: To be determined.

Potential Funding Source(s): To be determined.

Implementation Time Frame:
Mid to long term, five to ten years and beyond.

Responsible Parties:
Community Services Parks and Recreation, Historic Resources, Gulf Coast Heritage Association

- Steps Required to Implement:**
- Discuss expansion opportunities with Gulf Coast Heritage Association
 - Identify and secure funding
 - Include in County CIP
 - Design expansions
 - Identify and purchase property

- Issues Requiring Further Analysis/Action:**
1. Including recreational facilities as part of expansion planning



OSPREY VILLAGE CENTER REVITALIZATION

Project: Bay and Beach Access Improvements and Study (CS-6)

Project Type: County project

Project and Background Description:

Improve Existing Bay Accesses: Construct a pedestrian and canoe/kayak access at the Webb Street right-of-way. Clear overgrown vegetation and install park benches and trash receptacles at the Bay Street right-of-way. Methods to prevent motor vehicle access to the Osprey Fishing Pier should be considered which will allow access to persons with disabilities. Investigate if a lower dock with a step-up could be built at the Osprey Pier to provide for limited boat docking. Construct a 140-foot boardwalk, with small (15ft x 6ft) fishing platform and bench at Blackburn Point Park.

New Bay Access: Study the five sites identified for potential new bay access by the County. A new bay front park should be large enough to include a boat ramp, boat trailer parking, community recreation facilities, and possibly a community center and neighborhood park facilities. An evaluation of the upland area to determine availability of land for boat trailer parking and other related facilities, such as restrooms should be included as part of the feasibility study. In all cases, bay access improvements must address the conflicts between facility users and adjacent residents. These conflicts include noise and loitering, improper on-street parking, and littering, as well as impacts on the natural resources.

New Beach Access: Evaluate the feasibility of locating a new beach access, possibly a pedestrian-only access on Casey Key near Blackburn Point Road, to provide residents additional access to the public beach and reduce the number of automobile trips to area beaches.

Osprey residents have identified the need for additional bay and beach access as a top recreational priority. In the past several years, public boat ramps, boat docks, and pedestrian access to the bay have been reduced within the Osprey Village Center, due in part to the effects of newer development. Although Osprey is located immediately east of the gulf beaches along Casey Key, the nearest public beach access, Nokomis Beach, is 6.5 miles from Bay Street in Osprey. The boat ramp at Main Street was closed because of the lack of right-of-way for boat trailer parking. Hard rails around the rebuilt Osprey Pier discourage boat docking, and pedestrian access to the bay at Webb Street is unsafe because of a high seawall located at the end of the street. Bay access at Bay Street is overgrown and appears to be used for private vehicular parking and private boat storage.

Preliminary Cost Estimates:

Feasibility/Planning Study (Bay and Beach)	\$ 10,000
Webb Street Canoe/Kayak Access and Signage	\$ 9,000
Main Street Signage	\$ 2,000
Bay Street Bench and Signage	\$ 5,000
Blackburn Point Boardwalk, with fishing platform and bench	\$ 15,000
<i>Total</i>	<i>\$ 41,000</i>

Potential Funding Source(s):

Florida Boaters Improvement Program, County Parks Program, Infrastructure Surtax Funds

Implementation Time Frame: Mid to long term, two to ten years.

Responsible Parties:

Community Services, Environmental Services, Development Services, National Parks Service Rivers and Trails Assistance (RTCA) Program

Steps Required to Implement:

- Identify and secure funding.
- Design improvements.

Issues Requiring Further Analysis/Action:

1. Coordinate with the Florida Department of Transportation (FDOT) as part of the Blackburn Point Bridge replacement project to purchase additional land on the south side of Blackburn Point Road.
2. Evaluate the feasibility of constructing a new canoe launch onto North Creek, especially as part of any future widening of U.S. 41.





OSPREY VILLAGE CENTER REVITALIZATION

Project: Reduce Conflicts Between Recreational Bay Uses (CS-7)

Project Type: County project

Project and Background Description:

Designate a no-wake zone in the shallow waters along the shores of Little Sarasota Bay and implement regulations to limit motor boat and jet ski speeds and wakes within the zone. The purpose of such regulations is to reduce conflicts between recreational users of Sarasota Bay. An educational pamphlet could be distributed at boat ramp locations and through private marinas.

Osprey residents are concerned about the environmental health of Little Sarasota Bay and have complained about jet skis and small motor boat uses on the bay. A significant portion of Little Sarasota Bay is outside a Florida designated Manatee Protection Zone, which exists for Little Sarasota Bay north of North Creek and for the area south of Blackburn Point Road. This undesignated portion of Little Sarasota Bay is the only unregulated speed zone within Sarasota County. A no-wake, or limited wake, zone could be established by ordinance to reduce the conflicts between users of motor boats and jet skis and dock users, others using canoes, kayaks, and other appropriate shallow draft vessels in the shallow water shoreline areas, people fishing from vessels, etc. The no-wake zone should be established for an area adjacent to the shoreline. This would reduce navigation impacts and noise problems, address safety issues, and potentially reduce environmental impacts to sea-grasses, manatees, and other submerged bottom habitats, and finally, reduce shoreline erosion due to boat wakes.

The County Growth Management Business Center has requested technical assistance from the National Parks Service to address these bay and recreational concerns through the Rivers, Trails and Conservation Assistance Program (RTCA). The RTCA provides technical assistance to local governments for managing significant natural, cultural, and historical resources, such as those found in Little Sarasota Bay and Osprey. It is expected that this assistance could begin as soon as October 1999.

Preliminary Cost Estimates:

Public involvement for Ordinance Preparation	To be determined
Educational Materials (e.g., pamphlets)	To be determined

Potential Funding Source(s):

Environmental Services, Florida Boaters Improvement Fund, Private Marinas

Implementation Time Frame:

Intermediate term, 2 to 5 years.

Responsible Parties:

Environmental Services, Community Services, Growth Management, Private Marina Operators, RTCA

Steps Required to Implement:

- Research legal opportunities for a shoreline use zone along Little Sarasota Bay.
- Identify interested and affected users.
- Proceed with public involvement process for adoption of the use zone.

Issues Requiring Further Analysis/Action:

1. Prepare an educational brochure for boaters, and other recreational users, of the intensive recreational use area of Little Sarasota Bay (i.e., north of Blackburn Point Road and south of North Creek).

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OSPREY VILLAGE CENTER REVITALIZATION

Project: Osprey Bayfront Trail and Bay Blueway (CS-8)

Project Type: County project

Background and Project Description:

Create a greenway and blueway, including educational signage and a canoe guide, along the bayfront in the Osprey Planning Area to link existing local points of interest.

In February 1999, the Sarasota National Estuary Program, working through the National Parks Service, Rivers, Trails, and Conservation Assistance (RTCA) Program, completed a Gulf Coast Heritage Trail project to identify and promote cultural, historic, and natural resources within Manatee and Sarasota Counties. The Heritage Trail project and map includes the Osprey Fishing Pier, Historic Spanish Point, Blackburn Point Park and bridge, and Oscar Scherer State Park in Osprey. The National Estuary Program also published a Sarasota Bay Blueways map including Osprey Heritage Trail locations and marinas and dockside restaurants on Blackburn Point Road. A canoe guide to and educational signage along Little Sarasota/Blackburn Bay could be published to complement the Sarasota Bay Blueways map. Additional sites should be identified and included on the Heritage Trail, in coordination with the National Parks Service Rivers, Trails, and Conservation Assistance Program.

Preliminary Cost Estimates:

Route Designation and Staff Project / Volunteers	
Trail Signage and Permits (30 @ \$100)	\$ 3,400
Trail Guide	\$ 6,000
Interpretive and Educational Signage	\$ 13,000
<i>Total Estimated Bayfront Trail Cost</i>	<i>\$ 22,400</i>

Potential Funding Source(s):

County Parks Program, Sarasota Bay National Estuary Program

Implementation Time Frame:

Short to long term, one to ten years.

Responsible Parties:

Community Services Parks and Recreation, Environmental Services Natural Resources, RTCA, Florida Marine Patrol

Steps Required to Implement:

- Work with the Sarasota Bay Estuary Program to include Osprey Village Center dockside restaurants in the Gulf Coast Heritage Trail.
- Coordinate with the RTCA to seek funding and publish a Little Sarasota/Blackburn Bay canoe guide.
- Seek funding and develop greenways and trails linking existing and new bay access properties within the Osprey Planning Area.

Issues Requiring Further Analysis/Action:

1. Implement a Waterfront Revitalization Area within the Osprey Village Center, south of Bay Street.
2. Use the DEP Office of Greenways and Trails format for canoe trail designation and development.





OSPREY VILLAGE CENTER REVITALIZATION

Project: Connections to Future Rails-to-Trails (CS-9)

Project Type: County project

Project and Background Description:

Create an east/west connection to the Osprey Village Center, as part of the development on any recreational trail on the Seminole Gulf Railway corridor, located east of the Osprey Village Center. This could be accomplished, in part, with sidewalks and bicycle lanes on Bay Street. Other potential connections should also be evaluated. The need for a “trail head” including parking facilities, restrooms, and water fountains, should be considered, possibly at Bay Street, during negotiations for the railway corridor and as part of any acquisition of right-of-way for Bay Street extension. The feasibility of a recreational trail connecting from Bay Street to Pine View School athletic facilities should be coordinated with the School Board. This could provide pedestrian and bicycle access to Pine View School for residents living in subdivisions off Bay Street east of Old Venice Road.

Sarasota County is negotiating with the Seminole Gulf Railway for an option to lease the railroad right-of-way for multi-purpose uses, including a recreational trail, and has designated infrastructure surtax moneys for the purchase of the lease. This is a long-term project, but will require Sarasota County to coordinate with the Florida Department of Environmental Protection (FDEP) to provide access through Oscar Scherer State Park to the Osprey Planning Area. Osprey residents have asked that the recreational trail connect to the Osprey Village Center, including Historic Spanish Point, Bay Street Park, Pine View School, and the Osprey bay front.

Preliminary Cost Estimates:

Feasibility Studies

Soft Cost Only (In-House Staff Project)

Potential Funding Source(s):

Infrastructure Surtax, ISTEPA Enhancement Funds, Rails to Trails

Implementation Time Frame:

Mid to long term, two to ten years.

Responsible Parties:

Public Works Transportation Planning/ Real Property Services, Community Services Parks and Recreation, FDEP

Steps Required to Implement:

- Complete negotiations and purchase Seminole Gulf Railway lease.
- Identify locations for trailheads, possibly including Bay Street.
- Develop recreational trail and trailheads.
- Coordinate with School Board to evaluate the feasibility of developing a trail connection between Bay Street and Pine View School.
- Seek additional funding, as needed.

Issues Requiring Further Analysis/Action:

1. Coordinate with FDEP to develop a recreational trail along the Seminole Gulf Railway Corridor through the Oscar Scherer State Park.

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OSPREY VILLAGE CENTER REVITALIZATION

Project: New Mid-County Public Library (CS-10)

Project Type: County project

Background and Project Description:

A good location for the new mid-County library would be in the vicinity of the existing Osprey U.S. Post Office, where there are opportunities to develop commercial, office, and higher residential density uses. The location of the library near the post office would provide a new focal point for the entire Osprey Planning Area. Other locations should also be considered, including areas along Bay Street. Since one of the top priorities of Osprey residents is to expand recreational opportunities, Parks and Recreation staff should coordinate with Library Services and Public Works Construction to evaluate the feasibility of including recreational facilities at the new mid-County library. The development of new bicycle and pedestrian connections from the residential areas to the new mid-County library are essential safety components, especially if the library is located along U.S. 41.

Two public libraries, the Venice Public Library and the Gulf Gate Public Library, and a bookmobile serve Osprey residents. Beginning June 1999, the bookmobile will begin serving the Osprey Planning Area at the Historic Spanish Visitors Center and at Southbay Shopping Center Point on Fridays at 1 p.m. and 2 p.m. respectively. The bookmobile schedule will be reviewed in August and revised as needed. Venice Library meets current Sarasota County level of service (LOS) standards for public libraries (i.e., books per capita, square foot per capita, and staffing). Gulf Gate Library, however, does not. It is too small for the current Gulf Gate service area, which includes Osprey. In addition, neither library meets the Sarasota County LOS standard of a 15 minute travel time for Osprey residents. A new mid-County library is needed in the southern portion of the Gulf Gate service area to meet Sarasota County LOS standards. In December 1998, the Sarasota County Board of County Commissioners approved construction of a new mid-County library in FY 2006 using infrastructure surtax funding, to address the LOS deficiency identified in Osprey. This action moved ahead a previously adopted schedule from FY 2009. Design and site acquisition are scheduled for FY2004. Library Services staff has not identified a specific location for the new mid-County library, but expects that the new library will be located conveniently to U.S. 41, between Sarasota Square Mall and the U.S. 41 By-Pass, north of Venice. A new mid-County library needs to be highly visible with easy access for pedestrians as well as those using public and private transportation. Library services should be available seven days a week with evening hours Monday through Thursday.

Preliminary Cost Estimates: Funding schedule and costs to be included in County CIP.

Potential Funding Source(s): Community Services, Infrastructure Sales Tax

Implementation Time Frame: Mid-term term, two to five years.

Responsible Parties: Community Services Library Services, Growth Management Bus. Center

Steps Required to Implement:

- Determine an appropriate location for the new mid-County library, including a location near the existing U.S. Post Office in Osprey.
- Evaluate the feasibility for new bicycle and pedestrian connections from existing residential areas to any new mid-County library.
- Require new residential development to link internal bicycle and pedestrian systems with any new mid-County library in the Osprey Planning Area.

Issues Requiring Further Analysis/Action:

1. Explore the potential of developing recreational services, such as children’s play yards and a recreational center, at the new mid-county library.





OSPREY VILLAGE CENTER REVITALIZATION

Project: Public Access to Pine View Media and Technology Center (CS-11)

Project Type: County and Community project

Background and Project Description:

A cooperative agreement with Library Services and Pine View School for limited public use of the Media and Technology Center would provide an interim measure of providing partial library services to the Osprey area until a new mid-County library is constructed. Pine View School staff is seeking funding for the extended public program, in cooperation with County Library Services staff.

Library Services and Pine View School staff are working on developing a joint-use agreement, whereby school space, one day per week during after school hours, would be used for public and school library services. This program would be located at the Pine View Media and Technology Center, and would include reference materials, computer internet services, County bookmobile services, and the “Scholars for Scholars,” a student-tutoring-student program. The program could also include community-programming services, such as crafts or other adult classes. Pine View Media staff has proposed extending the Media Center one day a week from 4:00 to 8:00 p.m. (October through May) thereby providing four extra hours of service per week. A regular media specialist would staff the Media Center during all hours. Pine View students would staff the Internet room as a service project.

Preliminary Cost Estimates:

Staff cost	\$ 3,480
Electrical cost	\$ 1,160
<i>Total Estimated Cost</i>	<i>\$ 4,640</i>

Potential Funding Source(s):

Florida Department of Education, Sarasota County School Board, Community Services Public Libraries

Implementation Time Frame:

Short term, one to two years.

Responsible Parties:

Community Services Library Services, Pine View School

Steps Required to Implement:

- Coordinate with Pine View School to open the Pine View School Media and Technology Center to the public during after-school hours.
- Seek annual funding, possibly through the Community Services Library Services CIP.

Issues Requiring Further Analysis/Action:

1. Contact private grant organizations (e.g., Venice Foundation, Nations Bank) for additional as funding sources.

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OSPREY VILLAGE CENTER REVITALIZATION

Project: Relocation of Fire-Rescue Station #14 (CS-12)

Project Type: County project

Background and Project Description:

Emergency Services staff is recommending that Fire Station #14 be relocated to an area south of the existing location and north of Bay Street. This is to ensure adequate protection to residents in the northern portion of the service area. Fire-Rescue stations are best located adjacent to a major arterial roadway and central to the fire-rescue service area. Neighborhood compatibility is also a factor and relocating a fire station within a commercial or industrial area reduces the impact on residential neighborhoods. Based on the fire-rescue station relocation criteria, vacant parcels across from the Historic Spanish Point Visitors Center may be appropriate for relocating the fire-rescue station.

Fire-Rescue Station #14 is currently located at 8821 S. Tamiami Trail, north of the Osprey Planning Area, between Central Sarasota Parkway and McIntosh Road. In the future, however, Sarasota County Emergency Services will need to relocate stations #14 and #11. This is due to the planned construction of a new Palmer Ranch fire-rescue station, to be located at Central Sarasota Parkway and the future extension of Honore Avenue. The future Palmer Ranch fire-rescue station will alter existing fire-rescue station service areas for both stations #14 and #11. (Fire-Rescue stations generally serve residents within a three-mile radius of the station.) If the vacant parcels across from Spanish Point is chosen for a new fire-rescue station, the site design should incorporate the Osprey Village Square concept, as described in Chapter Two: Osprey Revitalization Plan. Another possibility for the site is to co-locate with a community policing office, as described below. Any construction of a fire-rescue station within the Osprey Village Center must conform to the proposed Urban Design Overlay District (UDOD).

Preliminary Cost Estimates: Funding schedule and costs in County CIP.

Potential Funding Source(s): Sarasota County Fire-Rescue Services

Implementation Time Frame: Short to mid term, two to five years.

Responsible Parties:

Sarasota County Fire-Rescues Services, Growth Management Long Range Planning Services

Steps Required to Implement:

- Evaluate potential sites for relocating Fire Station #14 within the Osprey Village Center, including the vacant parcel east of U.S. 41, across from the Historic Spanish Point Visitor’s Center.

Issues Requiring Further Analysis/Action:

1. Evaluate the feasibility of coordinating the site design of any new fire-rescues station in the Osprey Village Center with the Osprey Village Square concept. Possibly incorporating sculpture and other village square design elements.
2. Coordinate with the Sarasota County Sheriff’s Office to evaluate the potential for locating a community policing office within the relocated fire-rescue station.

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OSPREY VILLAGE CENTER REVITALIZATION

Project: Community Policing in Osprey (CS-13)

Project Type: County and Community project

Background and Project Description:

Evaluate the need for community policing in Osprey to address enforcement of neighborhood nuisances, including traffic and problems at the Osprey Pier and other bay access.

Sarasota County Sheriff’s Office has established community-policing programs throughout Sarasota County, including community police sub-stations in Englewood, Laurel, and Sarasota Square Mall. Osprey residents have requested that a community policing station be established within the Osprey Village Center, to provide positive reinforcement for neighborhood kids, address nuisance problems at Osprey Pier and other bay access locations, and monitor residential traffic. A community policing station located within the Osprey Village Center would be able to act quickly on Osprey resident’s complaints. A possible location for a community policing station is within the proposed Fire-Rescue Station #14, especially if it is relocated within the Osprey Village Center. Other potential locations include the Historic Spanish Point Visitors Center, a new Community Center, or an existing commercial storefront.

The feasibility of locating a community policing station within the Osprey Village center should be evaluated and coordinated with the Sarasota County Sheriff’s Office.

Preliminary Cost Estimates:

Feasibility Studies

Soft Cost Only (In-House Staff Project)

Potential Funding Source(s):

Sarasota County Sheriff’s Office, Fire-Rescue Services

Implementation Time Frame:

Short to mid term, two to five years.

Responsible Parties:

Sarasota County Sheriff’s Office, Fire-Rescues Services, Growth Management

Steps Required to Implement:

- Coordinate with the Sarasota County Sheriff’s Office to evaluate the feasibility of locating a community policing station within the Osprey Village Center.
- Coordinate with Fire-Rescue Services staff to evaluate the potential for locating a community policing office within any fire-rescue station relocated within the Osprey Village Center.

Issues Requiring Further Analysis/Action:

1. Coordinate with Historic Spanish Point, Parks and Recreation, and Osprey business leaders to identify alternate locations for a community policing station within the Osprey Village Center, particularly in the area north of Bay Street.

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OSPREY VILLAGE CENTER REVITALIZATION

Project: Sidewalks on U.S. 41 (TR-1)

Project Type: Community and County Project

Background and Project Description:

Coordinate with the Florida Department of Transportation (FDOT) to construct sidewalk on U.S. 41 in the Osprey Village Center. Priority should be given to connecting existing sidewalks and providing safe pedestrian access to the Commercial Core, including Historic Spanish Point, the U.S. Post Office, and the proposed Waterfront Revitalization Area.

Although new development is required to construct sidewalks, much of the existing development along U.S. 41 was constructed prior to the current requirements. As a result, there are no continuous sidewalks on U.S. 41 within the Osprey Planning Area. Osprey residents have asked that sidewalks be constructed on U.S. 41, without waiting for U.S. 41 to be widened. FDOT will construct new sidewalks on both sides of U.S. 41 as part of future roadway widening, but widening U.S. 41 between Oscar Scherer State Park and Vamo Road is a low priority on the MPO Transportation Improvement Program. Priority should be given to connecting existing sidewalks and providing pedestrian access to the Osprey Village Center, including Historic Spanish Point Visitors Center, the U.S. Post Office, and the proposed Waterfront Revitalization Area. Consideration could be given to meandering the sidewalk in appropriate areas along U.S. 41 where there is adequate existing or planned setback, especially adjacent to the proposed Waterfront Revitalization Area and the proposed Osprey Village Square. New development should provide a separation between the curb and the sidewalk, especially within the Commercial Core. Pedestrian amenities, such as landscaping and decorative street lighting should be incorporated with sidewalk improvements in the Commercial Core north of Bay Street and in the proposed Waterfront Revitalization Area.

Preliminary Cost Estimates:

Main Street to Spanish Point Drive (fka Seaman Road) – 1520'	To be determined
Just south of Bayview Lane to Bay Street – 715'	To be determined
Bay Avenue to just north of Bay Acres Avenue – (705')	To be determined
<i>Total Estimated Cost</i>	<i>To be determined</i>

Potential Funding Source(s):

Transportation Equity Act for the 21st Century (TEA-21), FDOT Safety Funds, County Sidewalk Program

Implementation Time Frame:

Mid term, 2 to 5 years

Responsible Parties:

FDOT/Sarasota Community Traffic Safety Team, Public Works Transportation Planning

Steps Required to Implement:

- Seek funding for sidewalks on U.S. 41 prior to widening U.S. 41.
- Design and construct sidewalks as funding allows.

Issues Requiring Further Analysis/Action:

1. Coordinate with the MPO and FDOT to conduct a transportation systems demand study to determine the impacts of widening U.S. 41 through the Osprey Village Center.





OSPREY VILLAGE CENTER REVITALIZATION

Project: Traffic Signal at U.S. 41 and Bay Acres Avenue (TR-2)

Project Type: County Project, Community Project

Background and Project Description:

Evaluate the need for a new traffic signal at U.S. 41 and Bay Acres Avenue, in coordination with the Florida Department of Transportation (FDOT). The signal would improve pedestrian safety, enhance access to Bay Acres subdivision and the U.S. Post Office, and accommodate new office or multi-family development on the west side of U.S. 41 and new commercial development on the east side.

Motorists use the existing median opening at U.S. 41 and Bay Acres Avenue to access Bay Acres Subdivision on the west side of U.S. 41 and the Golf Driving Range on the east side. The U.S. Post Office is located across the street, with its north property boundary nearly aligned with Bay Acres Avenue, although access to the post office is at the median opening at U.S. 41, Bay Avenue and Sarabay Road located approximately 580 feet south of Bay Acres Avenue. Residents have repeatedly expressed concern about traffic from Bay Acres and from the U.S. Post Office crossing U.S. 41 at Bay Avenue. Residents have also complained about the confusion created by the 45 degree intersection of Sarabay Road at Bay Avenue at U.S. 41. Future development of the vacant parcels located on both sides of U.S. 41 will create additional traffic impacts on U.S. 41 at both Bay Acres Avenue and Bay Avenue. Vacant parcels on the east side of U.S. 41, north of the U.S. Post Office, are zoned CG (Commercial General) and may be developed for shopping center uses. Parcels on the west side of U.S. 41 are zoned RMF-1 and RMF-3 (Residential Multi-Family), but may not be able to meet required setbacks of the zone district. Long Range Planning staff is recommending that these parcels be designated for office uses.

Preliminary Cost Estimates:

Traffic signal warrant study	\$ 15,000
Install traffic and pedestrian signal	\$ 600,000
<i>Total Estimated Traffic Signal Cost</i>	<i>\$ 615,000</i>

Potential Funding Source(s):

Developers, FDOT, Public Works Transportation

Implementation Time Frame:

Mid term, two to five years.

Responsible Parties:

Public Works Transportation Planning, FDOT/Sarasota Community Safety Team (CTST)

Steps Required to Implement:

- Conduct a traffic signal warrant to determine the need for a traffic signal at U.S. 41 and Bay Acres Avenue.

Issues Requiring Further Analysis/Action:

1. Require new development to share driveway accesses onto U.S. 41, Old Venice Road, and Bay Street.
2. Require new commercial and office development north of the U.S. Post Office to provide access to the U.S. Post Office.
3. Evaluate the feasibility of realigning Sarabay Road and/or Bay Avenue, possibly as part of new office development west of U.S. 41, as part of future roadway widening, or in coordination with any new stormwater retention for U.S. 41 in this area.

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OSPREY VILLAGE CENTER REVITALIZATION

Project: Pedestrian Signal at U.S. 41 and Church St. (TR-3)

Project Type: Community Project and County Project

Background and Project Description:

Evaluate the need for a pedestrian signal at U.S. 41 and Church Street to provide safe pedestrian access across U.S. 41 to local churches and the Historic Spanish Point Visitors Center, especially as part of any development of an Osprey Village Square, or other pedestrian oriented use, on the parcel of land across U.S. 41 from the Historic Spanish Point Visitors Center.

Prior to 1984, there was a pedestrian crossing signal at Church/Green Street and U.S. 41. After considerable controversy and time, FDOT removed the pedestrian signal when the signal pole was damaged in a traffic accident. Osprey residents have requested that a new pedestrian signal be installed at U.S. 41 and Church Street to provide safe pedestrian access across U.S. 41 to local churches and the Historic Spanish Point Visitors Center. This request may be based on residents’ desire to slow traffic on U.S. 41 through the Osprey Village Center and to improve pedestrian crossing between the east and west sides of the Osprey Village Center. Residents have cited pedestrian fatalities on U.S. 41 in Osprey as support for their request. Given the likely, low pedestrian volume at U.S. 41 and Church Street, a pedestrian signal may not be warranted, at this time. In the future, land use improvements, such as the proposed Osprey Village Square on the parcel across from Historic Spanish Point Visitors Center, could be coordinated with Historic Spanish Point necessitating a pedestrian signal, or other improved pedestrian access.

Preliminary Cost Estimates:

Traffic Signal Warrant Study	\$ 10,000
Install pedestrian activated traffic signal	\$ 150,000
<i>Total Estimated Cost</i>	<i>\$ 160,000</i>

Funding Source(s):

ISTEA Enhancement Funds, FDOT Safety Funds

Implementation Time Frame:

Mid to long term, five to 10 years and beyond.

Responsible Parties:

Osprey Civic Association, FDOT/Community Traffic Safety Team (CTST), Public Works

Steps Required to Implement:

- Work with Osprey residents to request that the Sarasota CTST evaluate the need for a pedestrian signal at U.S. 41 and Church Street.

Issues Requiring Further Analysis/Action:

1. Purchase the property on the east side of U.S. 41 between Church and Green Streets to develop an Osprey Village Square with land uses that are pedestrian oriented and coordinated with Historic Spanish Point.

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OSPREY VILLAGE CENTER REVITALIZATION

Project: Osprey Park Neighborhood Sidewalks (TR-4)

Project Type: Community and County Project

Background and Project Description:

Construct sidewalks in the Osprey Park neighborhood according to resident interest and support, and the availability of Sidewalk Program funding.

Osprey residents have suggested that sidewalks are needed in the older residential areas within the Osprey Village Center. In these neighborhoods, narrow roadways may encourage motorists to slow down, but pedestrians still fear walking along these roadways that have little, or no, shoulder area. For example, in the Osprey Park neighborhood east of U.S. 41, existing drainage swales and narrow roadway shoulders make it difficult for vehicles to pass safely, especially when pedestrians and bicyclists are also using the roads. There may be some opportunity to widen existing roadways in the Osprey Park and Osprey Village neighborhoods when these roads are widened in the next few years, as part of the County’s Roadway Resurfacing Program, especially on roadways with a lower priority for sidewalks. Street tree plantings should be coordinated with sidewalk projects.

Preliminary Cost Estimates:

Priority I Sidewalks

Ogburn St. (U.S. 41 to Glenwood)	\$ 80,000
Patterson Ave. (Bay Street to Ogburn)	\$ 65,000
Church St. (U.S. 41 to Glenwood)	\$ 70,000
Green St. (U.S. 41 to Glenwood)	\$ 100,000
Oak St. (Washington to Glenwood)	\$ 55,000
<i>Estimated Priority I Costs</i>	<i>\$ 360,000</i>

Priority II Sidewalks

Glennwood Ave. (Bay Street to north end)	\$ 245,000
Pennsylvania Ave. (Ogburn to north end)	\$ 225,000
Patterson Ave. (Ogburn to north end)	\$ 225,000
<i>Estimated Priority II Costs</i>	<i>\$ 695,000</i>

Potential Funding Source(s):

Sarasota County Sidewalk Program, CDBG, Sarasota County Street Tree Program, Property Owners

Implementation Time Frame:

Mid to long term, two to ten years.

Responsible Parties:

Public Works Transportation Planning, Roadway Construction, and Landscape Operations

Steps Required to Implement:

- Work with residents to determine which roadways have the highest priority for sidewalks.
- Consider sidewalk projects for addition to the County's Sidewalk Program, along with all other sidewalk projects.
- Request that residents donate an easement for these sidewalks.
- Plant small maturing trees in the Osprey Park neighborhood, in coordination with the sidewalk projects. Work with residents to obtain easements for tree plantings when necessary.

Issues Requiring Further Analysis/Action:

1. Coordinate roadway resurfacing with sidewalk construction, water and sewer line extensions, and any commercial redevelopment along Washington Avenue.





OSPREY VILLAGE CENTER REVITALIZATION

Project: Osprey Village Neighborhood Sidewalks (TR-5)

Project Type: Community and County Project

Background and Project Description:

Construct sidewalks in the Osprey Village neighborhood according to resident interest and support, and the availability of Sidewalk Program funding.

In the Osprey Village neighborhood west of U.S. 41, shell sidewalks have been constructed on Palmetto Avenue as part of the new Spanish Shores Subdivision. These sidewalks meander and fit in with the natural setting, but don't connect to any other sidewalks. There are currently no plans to construct sidewalks in either the Osprey Park or Osprey Village neighborhoods. Residents will have to demonstrate both an interest and a need for sidewalks indicating which streets have the highest priority for sidewalks. These projects would then be considered for addition to the County's Sidewalk Program and considered for priority along with all other sidewalks, including Sidewalk to School projects. It may be reasonable to request that residents donate an easement for these sidewalks.

Preliminary Cost Estimates:

Priority I

Palmetto Ave. (Webb Street to Spanish Point Lane)	\$ 300,000
Pine Avenue (Bay Street to Oak Street)	\$ 130,000
Webb Street (Pine Ave. to west end)	\$ 45,000
<i>Priority I Total Estimated Cost</i>	<i>\$ 475,000</i>

Priority II

Bay Street (U.S. 41 to west end)	\$ 85,000
Oak Street (U.S. 41 to Palmetto)	\$ 80,000
Webb Street (U.S. 41 to Pine Ave.)	\$ 50,000
Main Street (U.S. 41 to Pine Ave.)	\$ 35,000
<i>Priority II Total Estimated Cost</i>	<i>\$250,000</i>

Potential Funding Source(s):

County Sidewalk Program, Developers

Implementation Time Frame:

Mid to long term, two to ten years

Responsible Parties:

Public Works Transportation Planning, Roadway Construction, and Landscape Operations

Steps Required to Implement:

- Work with residents to determine which roadways have the highest priority for sidewalks.
- Consider sidewalk projects for addition to the County's Sidewalk Program, along with all other sidewalk projects.
- Request that residents donate an easement for these sidewalks.
- Plant small maturing trees in the Osprey Village neighborhood, in coordination with the sidewalk projects. Work with residents to obtain easements for tree plantings when necessary.

Issues Requiring Further Analysis/Action:

1. Widen existing roadways and roadway shoulders as part of roadway resurfacing, especially roadways with the lower priority for sidewalks.

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OSPREY VILLAGE CENTER REVITALIZATION

Project: Sidewalks on Bay Street (TR-6)

Project Type: County Project

Background and Project Description:

Construct sidewalks on Bay Street between U.S. 41 and Old Venice Road to improve pedestrian safety for residents walking to Bay Street Park and the Pine View School athletic facilities. A reconsideration of the Sidewalk Program priority or the identification of alternate funding is needed to coordinate sidewalk construction on Bay Street with these other projects.

The County is planning to construct sidewalks, street trees, and streetlights on Bay Street, as part of future roadway widening. Roadway improvements, however, are not scheduled within the County’s current five-year CIP. The Palmer Ranch Settlement includes provisions for improving Bay Street from U.S. 41 to Pine Ranch East Road within the next ten years. Sidewalk construction on the section of Bay Street between U.S. 41 and Old Venice Road may need to be completed prior to this time; to be coordinated with sidewalk construction on Old Venice Road and the County’s development of Bay Street Park. This section of Bay Street is included in the County’s Sidewalk Program, but this project is a low priority in the County’s sidewalk program and funding is not been scheduled within the next 10 years. Alternate funding, or a reconsideration of the Sidewalk Program priority, is needed to coordinate sidewalk construction on Bay Street with these other projects.

Preliminary Cost Estimates:

Bay Street Sidewalks

U.S. 41 to Old Venice Road \$ 375,000

Potential Funding Source(s):

County Sidewalk Program, Bay Street Park Project CIP

Implementation Time Frame:

Mid term, five years.

Responsible Parties:

Public Works Transportation Planning and Road Program, Community Services Parks and Recreation

Steps Required to Implement:

- Seek funding for the Bay Street sidewalk project, including reconsideration of the County’s Sidewalk Program priorities.
- Design sidewalk project and hold public meetings.
- Sidewalk construction should be coordinated with Bay Street Park improvements.

Issues Requiring Further Analysis/Action:

1. Coordinate sidewalks construction with Bay Street Park improvements and sidewalks construction on Old Venice Road.

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OSPREY VILLAGE CENTER REVITALIZATION

Project: Sidewalks and Bicycle Lane Improvements on Old Venice Road (TR-7)

Project Type: County Project

Background Description:

Constructing sidewalks, planting street trees, and narrowing existing travel lanes to create wider bicycle lanes would create a pedestrian friendly streetscape on Old Venice Road and reduce the impacts of school bus and truck traffic. Sidewalks are needed on both sides of Old Venice Road to connect existing developer sidewalks with existing residential areas and provide access to Pine View School. Wider bicycle lanes will improve bicycle and pedestrian safety by providing additional clearance between motor vehicles and pedestrians on the sidewalk and by providing additional width for bicyclist traveling in the bicycle lane. A further purpose of the narrower travel lane is to slow traffic on Old Venice Road, including bus and truck traffic that use this road.

Old Venice Road is an important roadway for bicycle and pedestrian travel. School Board and Sheriff’s Office employees, Pine View School students, and residents on Old Venice Road and Bay Street use Old Venice Road to access U.S. 41 to the south. There are bicycle lanes on both sides of the road, but no sidewalks. Pine View School students are often seen jogging along the bicycle lanes and paved shoulders of Old Venice Road, Bay Street, and U.S. 41. As of April 1999, funds are allocated for new sidewalks on Old Venice Road within the next 10 years, through the County’s Sidewalk Program via the Infrastructure Surtax, primarily to provide safe pedestrian access to Pine View School. Public Works staff is reviewing the Sidewalk Program schedule and may recommend that the project be moved ahead. Typically, the County’s Sidewalk Program provides for sidewalks on only one side of the road. Sidewalks, however, are needed on both sides of Old Venice Road to connect sidewalks constructed as part of new development with existing residential development and to provide continuous pedestrian access to Pine View School and athletic facilities, which are open to the general public.

Preliminary Cost Estimates:

Rivendale to Pine View School north entrance (east side)	\$ 170,000
Ambulatory Care Center to Burney Road (west side)	\$ 200,000
Bay Street to just north of Burney Road (west side)	\$ 170,000
Pine View School to Bay Street (east side)	\$ 200,000
<i>Total Estimated Cost</i>	<i>\$ 740,000</i>

Street Trees

Small maturing trees planted in existing County rights-of-way	\$ 50,000
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Funding Source(s):

County Sidewalk Program, Street Tree Program

Implementation Time Frame:

Intermediate term, two to five years.

Responsible Parties:

Public Works Transportation Planning, Road Program, Landscape Operations, and Real Property

Steps Required to Implement:

- Identify year(s) for sidewalk design and construction, based on availability of Sidewalk Program funds.
- Plant small maturing and canopy trees along Old Venice Road as part of sidewalk project.
- Restripe travel lanes on Old Venice Road from the existing 4 foot paved shoulder bicycle lanes to 5 foot paved shoulder bicycle lanes, as part of roadway resurfacing in the future.

Issues Requiring Further Analysis/Action:

1. Work with residents to obtain easements for tree plantings when necessary.
2. Encourage new development to provide an easement to allow for canopy trees.



OSPREY VILLAGE CENTER REVITALIZATION

Project: Landscaping Projects on U.S. 41 (TR-8)

Project Type: Community and County Project

Background and Project Description:

Work with FDOT to plant trees in the medians and rights-of-way along U.S. 41 in the Osprey Planning Area, as part of FDOT’s future U.S. 41 widening project. Other landscaping projects are now being designed and implemented to beautify the U.S. 41 corridor within the Osprey Planning Area.

In March 1999, members of the Osprey Beautification Committee and the Osprey Civic Association met with the Sarasota County Street Tree Advisory Committee to request tree plantings and landscaping along U.S. 41 in the Osprey Planning Area. The Street Tree Advisory Committee approved landscaping of the Osprey “Welcome Signs” at North and South Creeks and tree plantings in the U.S. 41 medians. Design plans are being completed for “Welcome Signs” and, possibly, the median between Oak and Church Streets, in FY 1999-2000. In FY 2000-2001, cabbage palms and yuopon holly will be planted in the wide medians between South and North Creeks, as appropriate for the roadway and soil conditions. It is important that the median south of Bay Street also be considered for tree planting. As a separate project, final plans are being reviewed for planting the medians and rights-of-way along U.S. 41 between S.R. 681 and Oscar Scherer State Park. Trees will be planted as part of roadway widening, possibly as early as FY 2004-2005. It would be appropriate to continue these plantings along U.S. 41 north of Oscar Scherer State Park, as part of FDOT’s future U.S. 41 widening project. New development in the Commercial Core will be required to plant additional landscaping along U.S. 41, as a Condition for Development Approval, or as part of the proposed Waterfront Revitalization Area located south of Bay Street. Existing businesses and churches could landscape the area between the parking lot and roadway, especially as part of construction of any new sidewalks on U.S. 41.

Preliminary Cost Estimates:

Priority I

Landscaping at “Welcome” signs and median between Oak and Church Street	\$ 1,500
Install palms and yuopon holly in wide medians along U.S. 41	\$ 30,000
Maintenance (first 18 months)	\$ 20,000

Priority II

Install 450 trees in rights-of-way between Oscar Scherer and Bay Street	\$ 100,000
Maintenance (first 18 months)	\$ 70,000
<i>Total Estimated Costs</i>	<i>\$ 221,500</i>

Potential Funding Source(s): FDOT, County Street Tree Program, Developers

Implementation Time Frame: Short to long term, one to ten years and beyond.

Responsible Parties: FDOT, Public Works, Street Tree Advisory Committee, Developers

Steps Required to Implement:

- Complete landscaping on U.S. 41 at the Osprey Welcome Signs in FY 1999-2000.
- Plant cabbage palms and yuopon holly in the wide medians between North and South Creeks in FY 2000-20001.
- Coordinate with FDOT to ensure that additional trees are planted in the rights-of-way and medians along U.S. 41 between Oscar Scherer State Park and Vamo Way, as part of FDOT’s future U.S. 41 widening.
- Require new development in the Commercial Core to plant additional landscaping along U.S. 41.

Issues Requiring Further Analysis/Action:

1. Work with The Oaks development to obtain landscape easements along U.S. 41 for planting pine trees adjacent to the FDOT right-of-way.





OSPREY VILLAGE CENTER REVITALIZATION

Project: Sidewalks and/or Bicycle Lanes on Blackburn Point Road (TR-9)

Project Type: County Project

Background and Project Description:

Construct sidewalks and/or bicycle lanes on Blackburn Point Road to improve bicycle and pedestrian safety and provide pedestrian access to Blackburn Point Park and Casey Key and to coordinate bicycle and pedestrian improvements with FDOT’s planned replacement of the bridges in the near future.

For several years, residents have requested pedestrian and bicycle improvements on Blackburn Point Park. Blackburn Point Road provides access to Blackburn Point Park, Southbay Shopping Center, residential subdivisions, and waterfront uses on Little Sarasota and Blackburn Bays. Blackburn Point Road also provides access to Casey Key Road, a popular recreation route for bicyclists, in-line skaters, and walkers.

Blackburn Point Road is a narrow, two land roadway, which has been identified in the County’s Sidewalk Program as needing sidewalks and/or bicycle lanes. This project, however, is a low priority in the County’s sidewalk program and funding has not been scheduled within the next 10 years. FDOT is planning bicycle and pedestrian improvements on the Blackburn Point Road and Dryman Bay bridges when these bridges are replaced in the future. Alternate funding is needed for sidewalks and/or bicycle lanes on the remaining portions of Blackburn Point Road. Federal ISTEA funding may be a potential alternate source of funds, particularly because of the bridge replacement projects.

Preliminary Cost Estimates:

Sidewalk (U.S. 41 to Casey Key Road)	\$ 450,000
Bicycle Lanes (U.S. 41 to Casey Key Road)	\$ 400,000
<i>Total Estimated Cost</i>	<i>\$ 850,000</i>

Potential Funding Source(s):

County Sidewalk Program, FDOT, ISTEA

Implementation Time Frame:

Mid to long term, two to ten years.

Responsible Parties:

Public Works Transportation Planning and Road Program, FDOT

Steps Required to Implement:

- Reconsider funding priorities for bicycle and pedestrian improvements on Blackburn Point Road, as part of the County’s sidewalk program.
- Seek alternate funding, such as ISTEA, as needed.
- Design and construct bicycle and pedestrian improvements.

Issues Requiring Further Analysis/Action:

1. Support FDOT’s PD&E Study recommendation to include bicycle and pedestrian improvements on both Blackburn Point Road bridges.

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OSPREY VILLAGE CENTER REVITALIZATION

Project: Pedestrian Refuge and Landscaping at U.S. 41 and Bay St. (TR-10)

Project Type: Community and County Project

Background and Project Description:

Install a pedestrian refuge on U.S. 41 at Bay Street to improve pedestrian safety and encourage residents to walk within the Osprey Village Center.

Osprey residents have complained that it is difficult to cross U.S. 41 at Bay Street, primarily because of vehicles turning right from Bay Street onto U.S. 41. This is the only traffic signal in the Osprey Village Center, and the intersection is an important pedestrian crossing and focal point for the Osprey Village Center. The only other traffic signal in the Osprey Planning Area is located at U.S. 41 and Blackburn Point Road intersection, approximately 1.5 miles south of Bay Street. Residents are concerned because a traffic island that served as a protected area for pedestrians crossing U.S. 41 was removed when a new left turn lane was added on U.S. 41. Residents have requested that a new pedestrian refuge area be installed and that right turns be prohibited on red. A pedestrian refuge would improve pedestrian safety and could encourage residents and visitors to walk between the two sides of Osprey and within the Commercial Core area. Paver brick, or stamped concrete, and landscaping would emphasize the pedestrian crossing and beautify the area. Business owners could coordinate with the County to plant landscaping on private property (or a landscaping easement) adjacent to the intersection.

Preliminary Cost Estimates:

Pedestrian refuge area (U.S. 41)	To be determined
Landscaping	To be determined
<i>Total Estimated Cost</i>	<i>To be determined</i>

Potential Funding Source(s):

FDOT, Transportation Equity Act for the 21st Century (TEA-21), Public Works Business Center

Implementation Time Frame:

Mid to long term, two to ten years.

Responsible Parties:

FDOT/Community Traffic Safety Team, Public Works Traffic Operations, Business Owners

Steps Required to Implement:

- Determine what pedestrian safety improvements are appropriate at U.S. 41 and Bay Street.
- Seek funding and construct improvements.
- Coordinate with business owners to plant landscaping on private property (or a landscaping easement).

Issues Requiring Further Analysis/Action:

1. Coordinate U.S. 41/Bay Street pedestrian improvements with sidewalk construction projects on U.S. 41.
2. Determine if FDOT can incorporate U.S. 41/Bay Street pedestrian improvements into U.S. 41 widening plans, or as part of the proposed Transportation Systems Management Study to assess alternatives to widening U.S. 41.
3. Evaluate the potential for constructing a pedestrian refuge on Bay Street at U.S. 41, as part of future roadway widening.





OSPREY VILLAGE CENTER REVITALIZATION

Project: Crosswalks at U.S. 41 and Blackburn Point Road (TR-11)

Project Type: County Project

Background and Project Description:

Install crosswalks at U.S. 41 and Blackburn Point Road intersection to improve pedestrian safety.

Osprey residents have complained that the U.S. 41 and Blackburn Point Road intersection is confusing because of the off set at Old Venice Road and because of the lack of crosswalks. To address these concerns, the County has completed a design to modify the pavement marking at this intersection. Travel lanes will be realigned, as soon as new vehicle detection is installed and traffic signal heads realigned. It is expected that these modifications should substantially improve traffic flow at this intersection. Old Venice Road may be realigned in the future, as part of new development at the intersection on the east side of Old Venice Road, however, there are no plans for any realignment of Old Venice Road at this time.

The U.S. 41 and Blackburn Point Road intersection serves the existing Southbay Shopping Center and the new Sarasota Memorial Hospital (SMH) Ambulatory Care Center. Public transit stops are located on both sides of U.S. 41, just south of the intersection at the shopping center. There are already pedestrian buttons and indications for crossing U.S. 41. Striped crosswalks could improve pedestrian safety and encourage residents to walk between uses along Old Venice and Blackburn Point Roads. The need for crosswalks and pedestrian buttons and indications for crossing Old Venice and Blackburn Point Roads should be evaluated.

Preliminary Cost Estimates:

Installation of crosswalks To be determined

Potential Funding Source(s):

FDOT Safety or FDOT Operation Funds

Implementation Time Frame:

Short term, one to two years.

Responsible Parties:

FDOT, Public Works, Osprey Residents including SMH and Southbay Shopping Center

Steps Required to Implement:

- Residents, including SMH and Southbay Shopping, could request that FDOT install crosswalks at the U.S. 41 and Blackburn Point Road intersection.

Issues Requiring Further Analysis/Action:

1. Coordinate with FDOT to determine if pedestrian crossing signals across Old Venice Road and Blackburn Point Road are needed.

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OSPREY VILLAGE CENTER REVITALIZATION

Project: New Internal Road from U.S. 41 to Old Venice Road (TR-12)

Project Type: Community Project

Background and Project Description:

New development within the area south of Bay Street, between U.S. 41 and Old Venice Road, would benefit from the creation of a new internal roadway network. Ideally, this new internal roadway network would provide access to Pine View School to the east, commercial areas along U.S. 41, including the U.S. Post Office to the south, and Bay Street to the north.

In July 1997, the County completed roadway and utility improvements on Burney Road, a local street providing access between U.S. 41 and Old Venice Road. As a traffic abatement measure to eliminate cut-through traffic on the residential street, a road closure was placed between Burney Road and an unpaved extension of the roadway to U.S. 41. There may be an opportunity to provide a new, and better, access between U.S. 41 and Old Venice Road, as part of new development in the southeast section of the Osprey Village Center.

Roadways in the new internal network would consist of local roads only; they would not be included on the County’s Future Thoroughfare Plan. To be consistent with the Osprey Revitalization Plan, developers of individual projects would be required to construct necessary portions of this internal roadway network. Existing private streets in the area (e.g., Lychee Lane and the golf course driving range driveway) could be used as a starting point for the internal roadway network. Increasing the allowable densities within this area will assist in financing the necessary roadway network. Medium and High Density Residential designations in this area would foster the potential for a new internal roadway network, by encouraging smaller property owners to consolidate with larger properties in a unified development. The design of these new roadways should be encouraged to include tree-lined boulevards and landscaped buffers to reduce roadway impacts on adjacent development.

Preliminary Cost Estimates: To be determined.

Potential Funding Source(s):
Developer

Implementation Time Frame: Mid to long term, two to ten year.

Responsible Parties: Developer, Public Works Transportation Planning, FDOT

Steps Required to Implement:

- Require new development south of Bay Street, between U.S. 41 and Old Venice Road, to provide reasonable assurance that access to the parcel can be provided to the conceptual roadways shown on Figure 2.

Issues Requiring Further Analysis/Action:

1. Developers of the vacant parcel on the east side of U.S. 41 at Bay Acres Avenue should conduct a traffic signal warrant study to determine if a traffic signal is needed.
2. New intersections on Bay Street and Old Venice Road should be designed for pedestrian safety and to reduce traffic speeds, especially across from Bay Street Park and Pine View School. Intersection improvements, such as a traffic circle, could be considered as part of any new intersection on Old Venice Road.

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OSPREY VILLAGE CENTER REVITALIZATION

Project: Alternatives to Widening U.S. 41 (TR-13)

Project Type: County Project

Background and Project Description:

Authorize a Transportation Systems Demand Study to assess the impacts of and address alternatives to widening U.S. 41 through Osprey.

In response to concerns expressed by Osprey business owners and residents, a Transportation Systems Management Study is proposed to assess the impacts of and address alternatives to widening U.S. 41 through Osprey, in coordination with the Florida Department of Transportation (FDOT) and the Sarasota-Manatee Metropolitan Planning Organization (MPO). The estimated cost of such a study is \$100,000. No funding has been allocated for this study and funding needs to be identified through the County's CIP process.

The June 1993 FDOT, preliminary design and engineering study for widening U.S. 41 between S.R. 681 and Stickney Point Road does not adequately address potential impacts on adjacent businesses (e.g., loss of parking and the potential elimination of businesses). Nor does it adequately address resident concerns that widening U.S. 41 through the Osprey Village Center will further divide Osprey, a community already split in two by the highway. A Transportation Systems Management Study could address residents' concerns, including the immediate need for sidewalks on U.S. 41 through the Osprey Village Center, consider future road improvements at Honore Avenue and Bay Street, and evaluate alternatives to widening U.S. 41. Discussions with FDOT indicate that intersection improvements, bus stop bays, signal timing, sidewalks and bicycle lanes, turn lanes, and median openings for the U.S. 41 corridor through the Osprey Village Center, north of Bay Street, could be made to meet some of the expected future capacity. The study would need to be completed in time for the FY 2000/20001 update of the MPO Year 2020 Transportation Improvement Plan.

Preliminary Cost Estimates:

Transportation Systems Demand Study	\$100,000
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Potential Funding Source(s):

Public Works, MPO, FDOT

Implementation Time Frame:

Short term, one to two years.

Responsible Parties:

Public Works, Growth Management Long Range Planning Services, MPO, FDOT

Steps Required to Implement:

- Seek funding for the Transportation Systems Demand Study.
- Select transportation to conduct study.
- Consider recommendations of the study.
- Determine appropriate recommendations concerning the widening of U.S. 41.

Issues Requiring Further Analysis/Action:

1. Coordinate with the MPO to seek funding for sidewalks on U.S. 41, including FDOT Safety and, possibly, Transportation Equity Act for the 21st Century (TEA-21) funds.
2. Coordinate with FDOT to evaluate the need for a Reduced Speed Zone on U.S. 41 through Osprey Village Center, from Blackburn Point Road to just north of Historic Spanish Point Visitors Center.
3. Evaluate the need for a pedestrian signal at the intersection of U.S. 41 and Church Street, especially as part of any development of an Osprey Village Square, or other pedestrian oriented use, on the parcel of land across U.S. 41 from the Historic Spanish Point Visitors Center.



OSPREY VILLAGE CENTER REVITALIZATION

Project: Enhance Transit Service within Osprey (TR-14)

Project Type: County project

Background Description:

Extend transit service along Old Venice Road and install benches and concrete pads for handicapped access. Install bicycle racks at appropriate transit stops to encourage intermodal use of the transit system.

Sarasota County Area Transit (SCAT) provides public transit service throughout the urban area of Sarasota County. Public transit routes within the Osprey Planning Area include stops along U.S. 41, with one transit stop on Old Venice Road at Pine View School. Route #17 operates between Downtown Sarasota and the City of Venice providing convenient connections with other SCAT routes. There are several transit benches in the Osprey Village Center including a planned covered transit shelter at the Southbay Shopping Center. There is no transit route on the northern end of Old Venice Road, nor are there any on Blackburn Point Road. Residents have asked that SCAT extend transit service along Old Venice Road. SCAT is seeking funding through FDOT to increase transit service on several routes, including Route #17. This funding will allow SCAT to increase service from every 60 minutes to every 30 minutes and allow SCAT to provide transit service along Bay Street and Old Venice Road. Residents have also suggested that SCAT consider establishing a trolley route loop between Sarasota Square Mall and the Osprey Village Center, however trolley service is not feasible at this time. Trolley services work best in large downtown areas, such as the City of Sarasota, or as collectors for a regular route in low density areas. Osprey is a compact area and walkable to the transit line. In the future, there may be a need to reevaluate the need for a trolley service to connect new development east of the Osprey Planning Area to the main transit route. Currently, new transit stops are designated with signs; they do not have benches or other amenities, such as concrete pads for handicapped access or bicycle racks to encourage intermodal use of the transit system. High demand areas near shopping centers, high density residential, adult congregate living facilities, and hospitals are considered priority areas for handicapped access and benches. Bus stop pads and benches should be constructed at bus stops in the Osprey Planning Area where there is existing development, especially at priority transit. Consideration should be given to installing bicycle racks at bus stops in priority locations such as areas of high density residential development.

Preliminary Cost Estimates:

Concrete Bus Pads (14 @ \$250)	\$ 21,000
Transit Benches (7 @ \$250)	\$ 1,750
Covered Decorative Transit Shelters (3 @ \$10,000)	\$ 30,000
Covered Plain Transit Shelters (4 @ \$7,500)	\$ 30,000
<i>Total Estimated Transit Improvement Costs</i>	<i>\$ 82,750</i>

Potential Funding Source(s): Public Works, Transportation Equity Act of the 21st Century (TEA-21), LAMAR Transit Advertising, Individual businesses (e.g., Sarasota Memorial Hospital, U.S. Postal Service)

Implementation Time Frame: Short to mid term, one to five years.

Responsible Parties: Growth Management and Public Works Business Centers

Steps Required to Implement:

- Seek funding and construct concrete pads and benches at existing, priority transit stops (e.g., Sarasota Memorial Hospital Ambulatory Care Center, Pine View School, and the Arbors Mobile Home Park).
- Seek funding and install bicycle racks at transit stops in high density residential areas.
- Require new development to construct concrete pads and, at priority transit stops, install benches for handicapped access.

Issues Requiring Further Analysis/Action:

1. Work with FDOT to ensure that new sidewalks on U.S. 41 to provide access from commercial and institutional uses to existing transit stops.



OSPREY VILLAGE CENTER REVITALIZATION

Project: Traffic Abatement in Osprey Village Center Neighborhoods (TR-15)

Project Type: County and Community project

Background and Project Description:

Consider residential traffic abatement, or “traffic calming,” techniques, including multi-way stops, speed humps and tables, traffic circles, cul-de-sacs, diverters, bulb-outs, and changes in street surface type, in Osprey Village Center neighborhoods, according to need and resident interest and support. In the interim, neighborhood entrance signs, street tree plantings, sidewalks, and street lighting could be used to create pedestrian friendly streets in these neighborhoods.

Osprey residents have expressed concern with the existing through-traffic intrusion, or “cut-through” traffic, on Washington Avenue and adjacent streets in the Osprey Park neighborhood, as well as speeding traffic in other neighborhoods. Traffic count and traffic speed data collected in the Osprey Park subdivision in November 1998 show somewhat higher traffic volumes eastbound than westbound on Church and Ogburn Streets, and somewhat higher southbound than northbound traffic on Washington and Patterson Avenues. This traffic count data may indicate cut-through traffic in the Osprey Park neighborhood related to motorists using local streets to travel to Old Venice Road, avoiding the Bay Street traffic signal. The data, however, do not support installation of traffic calming devices at this time. Traffic conditions, and resident interest, should be monitored in the Osprey Park neighborhood, especially in coordination with redevelopment in the Commercial Core along Washington Avenue. Neighborhood entrance signs, street tree plantings, and street lighting, could be installed to create pedestrian friendly streets within the Osprey Park neighborhood. The posted speed limit on roadways in Osprey Park is 30 mph. In 1998, traffic speed data showed that 85 percent of the traffic travels at speeds under 30 mph, with the highest 85th percentile traffic speeds recorded at 29.8 mph on Washington Avenue and at 23.5 mph on Ogburn Streets.

Preliminary Cost Estimates:

Replace and install traffic speed signs	To be determined with project design
Entrance signs to neighborhoods	To be determined with project design
Street lighting	To be determined with project design
<i>Total Osprey Village Traffic Calming</i>	<i>\$100,000 – \$200,000</i>

Potential Funding Source(s):

Traffic Abatement Program, Residential Street Tree Program, Community Development Block Grant, Property Owners

Implementation Time Frame: Long term, ten years and beyond.

Responsible Parties: Growth Management and Public Works Business Centers

Steps Required to Implement:

- Seek funding and install pedestrian friendly improvements (e.g., entrance signs, street lighting, and sidewalks) in the Osprey Park and Osprey Village neighborhoods.
- Monitor traffic conditions and resident interest for traffic abatement in the Osprey Park, Osprey Village, and Bay Acre neighborhoods.
- Residents could apply for the County’s Residential Street Tree Program for street tree plantings.
- Residents could request the County Traffic Advisory Committee recommend lowering traffic speeds to 25 mph in the Osprey Park neighborhood.

Issues Requiring Further Analysis/Action:

1. Coordinate traffic calming with Roadway Resurfacing and Sidewalk Program, and any redevelopment along Washington Avenue.





OSPREY VILLAGE CENTER REVITALIZATION

Project: Scenic Vistas on U.S. 41 (TR-16)

Project Type: Community and County Project

Background and Project Description:

Preserve and enhance scenic vistas of important natural and historical resources along U.S. 41 within the Osprey Planning Area. This could be accomplished by planting additional landscaping, removing off-site advertising, requiring coordinated signage, and encouraging storefront improvements. Coordinate with the Florida Department of Transportation (FDOT) to construct appropriately designed bridges providing scenic view of North and South Creeks during any bridge replacement over U.S. 41. Additional pine trees could be planted along U.S. 41 at The Oaks development to enhance the scenic view along U.S. 41.

U.S. 41 is a critical transportation route within the Osprey Planning Area, but this roadway also provides scenic vistas of important natural and historical resources. For example, the bridges on U.S. 41 over North and South Creeks offer travelers a view of the natural environment. Stately entrances at The Oaks development offer respite from the commercial strip along U.S. 41. Historic Spanish Point Visitor’s Center provides a glimpse into Osprey’s history. Other historic buildings and churches in the Commercial Core also contribute to the scenic view.

Preliminary Cost Estimates:

Bridge improvement costs:	To be determined during design.
Pine Trees at the Oaks development:	To be determined
Other project costs:	To be determined.

Potential Funding Source(s):

FDOT, County Street Tree Program, Transportation Equity Act for the 21st Century (TEA-21), National Trust for Historic Preservation

Implementation Time Frame:

Mid to long term, five to ten years and beyond.

Responsible Parties:

FDOT, Public Works Landscape Operations/Street Tree Advisory Committee, Business Owners

Steps Required to Implement:

- Work with FDOT to ensure scenic vistas are preserved and enhanced during any roadway widening of U.S. 41, especially at North and South Creeks and the Historic Spanish Point Visitors Center.
- Work with The Oaks development to obtain landscape easements along U.S. 41 for planting pine trees adjacent to the FDOT right-of-way.

Issues Requiring Further Analysis/Action:

1. Work with FDOT to ensure additional trees are planted in the rights-of-way and medians along U.S. 41 between Oscar Scherer State Park and Vamo Way, as part of FDOT’s future U.S. 41 widening project.
2. Create an Urban Design Overlay District (UDOD) for the Commercial Core north of Bay Street to encourage coordinated signage and “Old Florida” and “Spanish Colonial Revival” styles.
3. Purchase the property on the east side of U.S. 41 between Church and Green Streets to develop an Osprey Village Square with land uses that are pedestrian oriented and coordinated with Historic Spanish Point.
4. Implement a storefront improvement program within the Osprey Village Center.

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OSPREY VILLAGE CENTER REVITALIZATION

Project: Medium and High Residential Density Comprehensive Plan
Amendment (LU-1)

Project Type: County Project

Background and Project Description:

Areas south of Bay Street are designated, Medium Density Residential (>5 and <9 dwelling units/acre) and High Density Residential (>9 and <13 dwelling units/acre) on Figure 2 in the Osprey Redevelopment Plan. To be consistent with Apoxsee, the Sarasota County Comprehensive Plan, areas designated Medium Density Residential and High Density Residential will require an amendment to the Apoxsee Future Land Use Map. The Medium Density Residential designation west of Old Venice Road was based upon resident concerns about the adverse impact of the industrial nature of the Sarasota County School Board warehousing and transportation facility east of Old Venice Road on the existing single family uses west of Old Venice Road. Densities above five units per acre would enable residential units to be clustered away from Old Venice Road and utilize buffering techniques to mitigate the noise from the Sarasota County School Board facilities to the east.

Portions of the Medium Density Residential area within the Waterfront Revitalization Area are designated Moderate Density Residential on the Apoxsee Future Land Use Map. Designating the entire non-commercial portion of the Waterfront Revitalization Area for Medium Density Residential uses would promote redevelopment consistent with the development potential of the surrounding properties.

There are two High Density Residential (>9 and <13 dwelling units/acre) areas designated on Figure 2. Both High Density Residential areas are located south of Bay Street; one is located on the west side of U.S. 41 and the other is located on the east side. The High Density Residential area on the west side of U.S. 41 contains the Hidden Bay Condominiums. The second High Density Residential area consists of large parcels located on the east side of U.S. 41, east of the Commercial Core. The High Density Residential area east of U.S. 41 is based on an analysis of the area's future development potential, the Apoxsee Future Land Use Chapter; and input from participants at the February 6, 1999 all day workshop. High density residential development would provide an appropriate transition in intensity away from commercial uses and would permit greater flexibility in the design of the development. Clustering higher density multi-family development can be used to preserve native habitats not protected by Apoxsee.

To ensure that any multi-family development will be compatible with adjacent lower density residential development a Condition for Development Approval imposes height restrictions and additional buffer requirements.

Preliminary Cost Estimates: Soft costs only (In House Staff Project) and advertising costs.

Potential Funding Source(s): Not Applicable

Implementation Time Frame: Short Range (within one to two years)

Responsible Parties: Growth Management Business Center, Long Range Planning Services

Steps Required to Implement:

- Initiate a publicly initiated comprehensive plan amendment during the next cycle of comprehensive plan amendments.

Issues Requiring Further Analysis/Action: None



OSPREY VILLAGE CENTER REVITALIZATION

Project: Osprey Commercial Overlay District (LU-2)

Project Type: County Project

Background and Project Description:

Creation of an Osprey Commercial Overlay District (OCOD) to address limitation of existing zoning and reorientation of commercial uses away from U.S. 41 to along a pedestrian friendly Washington Avenue.

In examining the Commercial Core north of Bay Street, it is evident that current Sarasota County zoning and Land Development Regulations (LDR) requirements are limiting new development and the ability of existing businesses to redevelop. Individual lots are narrow and provide very limited parking. Some parking occurs within the rights-of-way of adjacent streets. On some parcels in this area, existing Commercial General (CG) zone district requirements would result in buildings being too small to meet the needs of even a small, local business; depending on the lot size and/or configuration. The Conditions for Development Approval provide for the shared use of stormwater retention facilities, providing adjacent property owners coordinate these facilities at the time of development.

The proposed widening of U.S. 41 has created uncertainty about future viability of the commercial businesses along U.S. 41 north of Bay Street. The Florida Department of Transportation's (FDOT's) long-range plan is for U.S. 41 to become a six-lane divided roadway with sidewalks through the Osprey Village Center. Although improvements are not currently programmed, the potential widening of U.S. 41 and acquisition of additional rights-of-way was a major concern of the Commercial Core Committee, as well as many Osprey residents. The OCOD could be created to address limitations of the existing CG zoning regulations and business owner interest in reorienting commercial uses along a new pedestrian friendly Washington Avenue. The OCOD would provide relief from CG regulations in the Commercial Core north of Bay Street, allow various land uses that are not currently permitted in the underlying CG zoning district, such as bed and breakfast establishments, and allow residences to be located above or behind businesses. The OCOD could also allow limited commercial and office uses on the east side of Washington Avenue.

The OCOD would need to be implemented in two phases. The first phase would provide relief from the CG zone district regulations and allow various land uses that are not currently permitted in the underlying CG district. The second phase, after extensive additional community dialogue, would be to consider allowing limited commercial and office uses on the east side of Washington Avenue.

Preliminary Cost Estimates: Soft costs only (In House Staff Project) and advertising costs.

Potential Funding Source(s): Not applicable.

Implementation Time Frame: Mid term, 18 – 36 months..

Responsible Parties: Growth Management Business Center, property owners.

Steps Required to Implement:

- Board of County Commissioners (BCC) authorizes proceeding with an amendment to the Sarasota County Zoning Regulations to include a new Osprey Commercial Overlay District
- Prepare the amendment to Sarasota County Zoning Regulations and impact analysis
- Hold required Planning Commission and BCC public hearings
- BCC adopts OCOD amendment to Zoning Regulations
- Process a one-group rezone petition to add OCOD to existing zoning.

Issues Requiring Further Analysis/Action:

1. Washington Avenue Streetscape Plan and Osprey Village Square.



OSPREY VILLAGE CENTER REVITALIZATION

Project: Develop a Village Square (LU-3)

Project Type: County Project

Background and Project Description:

A unifying element and key to the success of revitalizing the Commercial Core north of Bay Street and the Washington Avenue area, is the development of an Osprey “Village Square” located across from the Historic Spanish Point Visitors Center on U.S. 41. An existing vacant 2.42 acre ± parcel along U.S. 41 across from the historic Osprey Elementary School provides a unique opportunity for the County to work with Osprey residents to develop an Osprey Village Square. The Village Square would serve as the major focal point for the Osprey community and help create a community identity for Osprey. The Village Square could be developed in such a way that would tie together both sides of U.S. 41. The Village Square could also be developed with a range of uses. A simple design could include shade trees planted along the entire perimeter with the center being grass, open space, and a commemorative marker describing the history of Osprey. A more elaborate Village Square design could contain a landscaped community welcome sign, public fountain, artwork, park benches, picnic tables, and a flagpole.

The Village Square would serve as a focal point for redevelopment within Commercial Core north of Bay Street and along Washington Avenue, attracting visitors and, perhaps, providing parking along the perimeters (not including U.S. 41). The Village Square would complement and support the Washington Avenue Streetscape Plan, intended to create a pedestrian friendly Washington Avenue for the proposed limited commercial and office use district. A Village Square would provide the unifying element to redevelopment and community enhancement and is considered a key to the success in revitalizing the Osprey community. It may be possible to coordinate the creation of a Village Square with the development of a new community center, or possibly a relocated fire-rescue station, in Osprey. Any buildings located within the Village Square should be constructed in an architectural style similar to the Spanish Point Visitors Center.

Preliminary Cost Estimates:

Boundary survey, title search and appraisal.	\$ 10,000
Land acquisition	\$1,055,000
Improvements	\$ 300,000
<i>Total Estimated Costs</i>	<i>\$1,365,000</i>

Potential Funding Source(s):

Community Development Block Grant Funds, Ad-valorem taxes, Sarasota County Parks and Recreation Capital Improvements Program, Gulf Coast Heritage Society, private funding.

Implementation Time Frame: Short to mid term, 1-5 years.

Responsible Parties:

Property Owner, Osprey Civic Association, Sarasota County Parks and Recreation Department, Growth Management Business Center, Osprey Revitalization Committee

Steps Required to Implement:

- Contact property owner to determine interest in working with the County.
- Seek funding sources through County CIP process.
- Research title, appraise negotiate, and purchase property.
- Design, permit, and construct project.

Issues Requiring Further Analysis/Action:

1. It may be possible to coordinate the Osprey Village Square with development of a new community center, or possibly a relocated fire-rescue station, in Osprey.
2. Evaluate the need for a pedestrian signal at the intersection of U.S. 41 and Church Street, especially as part of any development of an Osprey Village Square, or other pedestrian oriented use, on the parcel of land across U.S. 41 from the Historic Spanish Point Visitors Center.



OSPREY VILLAGE CENTER REVITALIZATION

Project: Designate a Historic Preservation /Neighborhood Conservation District (LU-4)

Project Type: County Project

Background and Project Description:

Portions of the Osprey Village Center, north of Bay Street and west of U.S. 41 were originally platted in the 1860's. Half of the homes in this area were built before 1950, with a few dating back to the 1910's or earlier. About a dozen residential structures in this area west of U.S. 41 are listed on the Florida Master Site Files as historically significant. Numerous other homes are potentially significant historical structures (See Figure 8-4). Additional research will need to be conducted to determine whether portions of the Osprey Village Center are eligible to be designated as a Local Historic District as provided in the County's Historic Preservation Ordinance No. 97-133. This was a recommendation contained in a 1990 historic resources survey of the Coastal Zone of Sarasota County, prepared by University of Florida, Department of Anthropology. Appendix G contains a general outline of the incentives available for historic preservation and references to Local Historic Preservation Ordinances.

There are financial incentives for owners of historic structures to rehabilitate them in keeping with their historic character (County Ord. No. 97-134). This ordinance provides for an exemption from property taxes on the value of the improvement to the historic structure for a period of up to ten years. In order to be eligible to receive this exemption, properties must be historically designated locally in accordance with the policies and procedures contained in Sarasota County Ord. No. 97-133.

One tool which can assist redevelopment efforts in older neighborhoods, is the development of a Neighborhood Conservation District. Neighborhood Conservation District's are intended to preserve and improve the historical, architectural and functional characteristics of neighborhoods, to stabilize and improve property values and to encourage in-fill housing construction. Apoxsee Future Land Use Policy 4.1.6. provides for the creation of Neighborhood Conservation Districts to encourage infill-housing construction and rehabilitation of existing housing, to be developed in a consistent character with the surrounding area. This is achieved by adopting an ordinance which modifies existing County regulations (e.g., setbacks, spacing, and scale of existing housing) for that area. A Neighborhood Conservation District could be developed for the portion of the Osprey Village Center north of Bay Street containing older structures, which are not eligible to be included within a local historical district. Osprey residents, in coordination with the Osprey Revitalization Committee, would need to play a significant role in the development of the Neighborhood Conservation District for their community.

Preliminary Cost Estimates:

Variable, depending on strategies employed

Soft Costs Only (In House Staff Project)

Potential Funding Source(s): Community Services

Implementation Time Frame: Mid term, one to five years.

Responsible Parties:

County Historical Resources, Long Range Planning Services, Osprey Revitalization Committee

Steps Required to Implement:

- Contact the owner of the parcels and determine their interest in having their properties included within the respective preservation or conservation district.

Issues Requiring Further Analysis/Action:

1. The County Historical Resources staff should conduct additional research to determine which properties would be eligible for this designation.



OSPREY VILLAGE CENTER REVITALIZATION

Project: Create an Osprey Revitalization Committee (LU-5)

Project Type: County project

Background and Project Description:

The creation of an Osprey Revitalization Committee (ORC) is a critical element of the Osprey Revitalization Plan, one that will assume the continued involvement of Osprey residents in the plan's implementation. Throughout the Osprey planning process, Osprey residents have expressed concern with the lack of a local voice in the decision making process. The appointment of an ORC, consisting of seven to nine members from the Osprey community, will allow Osprey residents to continue to have a direct role in implementing the Osprey Revitalization Plan, particularly those items requiring funding or coordination with Sarasota County government. For example, the ORC would play a crucial role in the following provisions of this plan:

- Design and equipment needs of the Bay Street Park
- Location and priority of new sidewalks
- Location and priority for new street trees
- Timing of water and sewer extensions
- Creation of a new zoning district referred to as the Osprey Commercial Overlay District (OCOD)
- Development of a Washington Avenue Streetscape Plan
- Selection of an architect and preparation of architectural and appearance guidelines as part of an Osprey Village Urban Design Overlay District (UDOD)
- Designation of higher density residential areas south of Bay Street requiring an amendment to the Comprehensive Plan
- Creation of a new Waterfront Revitalization Area
- Explore alternatives to widening U.S. 41.

The ORC could provide a forum for community input on land use issues, such as pending rezone, special exception, and comprehensive plan amendments. For example, petitioners could request a meeting with the ORC, as part of the required neighborhood workshop. It is expected that the ORC would only provide a forum for community input on land use issues and not provide formal recommendations, which is the responsibility of the Sarasota County Planning Commission. Long Range Planning staff would provide a support role to the ORC in their deliberations.

Preliminary Cost Estimates: Soft costs only (staff time, advertising, etc.)

Funding Source(s): Growth Management Business Center

Implementation Time Frame: Short term, 6 months – 1 year.

Responsible Parties: BCC and Growth Management Business Center

Steps Required to Implement:

- BCC establishes an Osprey Citizen Advisory Committee
- Publish advertisement in the newspaper for interested Osprey residents to submit an application and letter indicating their qualifications and interest in serving on this Committee.
- Prepare a resolution outlining the powers, duties and responsibilities of the Committee.
- BCC appoints citizen members and adopts a resolution creating the Committee.
- ORC meets as necessary to discuss implementation elements of the Revitalization Plan.

Issues Requiring Further Analysis/Action: None.



OSPREY VILLAGE CENTER REVITALIZATION

Project: Waterfront Revitalization Area (LU-6)

Project Type: Community Project

Background and Project Description:

Figure 2 designates a Waterfront Revitalization Area west of U.S. 41 between Bay Street and the Hidden Bay Condominiums. Existing land uses include two small apartment complexes, six duplexes, four single family homes, the Spanish Pointe Marina and Pub, Sarasota Youth Scullers training facility and eight vacant lots. East to west access to this area is provided by Bay Street, and two private easements. The present configuration of seven lots along U.S. 41, if developed as currently zoned (CG) and platted, would likely result in a strip of commercial development with lot sizes of 100 feet by 200 feet deep. Likewise, the properties to the west of the commercial frontage and along the waterfront are relatively narrow and horizontal in their configuration. Without major land assembly, this area will likely result in scattered single family homes sandwiched between non residential uses to the north, future commercial developments to the east, and high density condominiums of up to 10 units per acre to the south.

A plan could be designed, however, to allow this area to be developed in a manner that encourages and promotes public viewing and access to Little Sarasota Bay by local residents, and at the same time, creates an opportunity for a unique mix of commercial/office/residential uses. Specific uses could include, but are not limited to, waterfront restaurant(s), hotels, shops and offices, recreational uses, and clustered residential uses. The following uses, however, should be discouraged: exclusive uses such as a private resort or gated community that does not permit public access to the waterfront; a purely commercial use such as a typical major shopping center; or a big box retail use.

Redevelopment could be created by one developer purchasing the entire 14 acres \pm and developing a master plan for the entire project or if each of the affected property owners work in concert to develop the entire area according to a unified format and theme. In either scenario, the entire area would need to be master planned. To allow for implementation of this concept, a development proposal would need to be submitted as part of a rezone petition, demonstrating how the entire 14 acres \pm would be developed in a coordinated and unified manner. Elements of the plan would need to comprehensively address: future land uses, land use compatibility, buffering, landscaping, access management, utilities, cross access easements, storm water management, and urban design. Approval of any rezoning within the designated Waterfront Revitalization Area would be required to be tied to a development concept plan that was a condition of development approval. Any substantial amendment to the concept plan as determined by the County Zoning Administrator would trigger a rezoning.

Preliminary Cost Estimates:

To be determined.

Potential Funding Source(s): Property Owners.

Implementation Time Frame: Short term, 6 months – 1 year.

Responsible Parties:

Property owners and the Long Range Planning Services staff of the Growth Management Business Center

Steps Required to Implement:

- Property owners organize all affected owners and establish levels of interest in developing a project..
- Property owners hire a land planner/engineer/architect to develop a conceptual master development plan.
- Property owners rezone property, prepare site and development plans, etc., and develop site.

Issues Requiring Further Analysis/Action:

1. Additional input from residents in coordination with Long Range Planning Services staff and the Osprey CAC is necessary. Specific issues to be developed include: types of land uses to be allowed within the Waterfront Redevelopment Area, building setbacks, type of buffers between adjacent residential development to the east, on-site parking requirements, and other design and regulatory elements of the proposed district.
2. Plant trees in the residential areas within in the Osprey Village Center, especially as part of Sidewalk Program projects and any redevelopment along Washington Avenue or within the Waterfront Revitalization Area.



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OSPREY VILLAGE CENTER REVITALIZATION

Project: Urban Design Overlay District (UD - 1)

Project Type: County Project

Project and Background Description:

Develop an Osprey Village Urban Design Overlay District (UDOD) to enhance the appearance of the Osprey Village Center. An architect, in coordination with the Osprey CAC and County staff, should develop the UDOD, which becomes a specific zoning district in the Sarasota County Zoning Ordinance. The design standards established by this overlay district will aesthetically integrate existing and future development, promote compatibility between land uses, and enhance community identity.

At the February 6, 1999, vision setting public workshop on the Osprey Village Center, the majority of the participants recommended that appearance codes, or an Urban Design Overlay District (UDOD), be developed to enhance the appearance of the Osprey Village Center. Based on resident input, the UDOD should accomplish the following:

- Establish architectural guidelines using an “Old Florida Village” or “Spanish Colonial Revival” appearance, similar to the old Osprey Elementary School.
- Establish buffering, landscaping and lighting techniques to enhance the appearance of the Osprey Village Center and reduce potential conflicts between residential and non-residential uses.
- Regulate signage, lighting, and screening.
- Develop recommended pedestrian scale streetscape improvements.

Until a UDOD is created, all new development with the exception of single family homes, will be required to comply with urban design elements contained in the Conditions for Development Approval section of this document. These urban design conditions address many of the above issues, with the exception of architectural guidelines, which are discussed in the Land Use Initiatives section of this document.

Preliminary Cost Estimates:

Professional Architectural Services \$20,000

Potential Funding Source(s):

General Revenue

Implementation Time Frame:

Short term, one year

Responsible Parties:

Architect, Growth Management Business Center and the Osprey Revitalization Committee

Steps Required to Implement:

- Identify and secure funding
- Hire an architect for project

Issues Requiring Further Analysis/Action: None





OSPREY VILLAGE CENTER REVITALIZATION

Project: Washington Avenue Streetscape Planning Study (UD-2)

Project Type: County and Community project

Project and Background Description:

Develop a streetscape plan for Washington Avenue to include on-street parking, landscaping, decorative streetlights, roadway and drainage improvements, and other streetscape furniture such as benches, trash receptacles, and bicycle racks. The purpose of adding streetscape features is to provide a comfortable and safe environment for the pedestrian.

Healthy commercial areas within a community should have a unique sense of identity and be in character with the surrounding area. It should be a place where people can feel comfortable shopping or strolling. An essential component of the Osprey Revitalization Plan is a shift from the pattern of strip commercial development along U.S. 41, towards a reoriented pedestrian friendly commercial district along Washington Avenue. The development of the streetscape plan needs to take into consideration that travel lanes along Washington Avenue are nine feet wide (18 feet of pavement) within a 50-foot right of way. To provide on-street parking and sidewalks as proposed, at least seven feet of additional right-of-way may be required of property owners. As much as fourteen feet of additional right-of-way may be needed to accommodate the installation of street trees, and other streetscape furniture (street lamps, trash receptacles, benches, bicycle racks) and angled parking. The construction of on-street parking will require the relocation of stormwater swales or the use of curb and gutter combined with retention ponds.

Once prepared, the streetscape concept plan will be used in the review of site and development plans and rezone petitions along Washington Avenue. The streetscape plan will also allow a number of ongoing and planned street improvements to be coordinated, including future installation of utilities. (Any installation of sewer lines in the future will require some roadway rehabilitation. Developers are responsible for constructing sidewalks along Washington Avenue and sidewalk construction is ongoing.) Streetscape improvements will be the responsibility of the property owners. One funding option available to the property owners is to establish a Public Improvement District (PID) to pay for those streetscape improvements not required by new development (e.g., on-street parking, street lighting, street furniture). Creation of a PID would allow the County to make streetscape improvements prior to receiving all of the necessary funding. Other funding options may also be available, such as business or business organization contributions.

Preliminary Cost Estimates: \$75,000

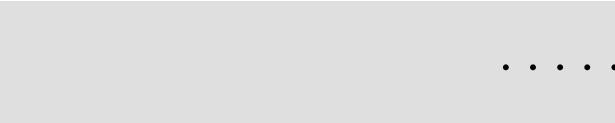
Potential Funding Source(s): Community Development Block Grant, Public Works Business Center, Property Owners.

Implementation Time Frame: Short to long term, one to ten years.

Responsible Parties: Business owners within the Commercial Core north of Bay Street and east of U.S. 41, property owners along Washington Avenue, Public Works, Growth Management, Osprey Revitalization Committee

- Steps Required to Implement:**
- Identify funding sources in the Public Works CIP for designing the streetscape concept plan.
 - Public workshop to discuss planning, engineering, and funding options.
 - Prepare streetscape concept plan.
 - Identify and secure funding for implementation, such as a PID or other funding alternatives.

- Issues Requiring Further Analysis/Action:**
1. Consider timing of water and sewer extensions and future needs for roadway resurfacing.
 2. Incorporate elements of the streetscape plan in the Urban Design Overlay District (UDOD).





OSPREY VILLAGE CENTER REVITALIZATION

Project: Establish an Osprey Chamber of Commerce (M-1)

Project Type: Community Project

Background and Project Description:

In 1936, an Osprey Chamber of Commerce was established and operated in the Osprey area, south of Vamo Way until its demise in the late 1970's. The Chamber of Commerce had created community welcome signs, published a visitor's guide highlighting recreational activities, promoted Osprey as a great place to live, promoted their member's businesses, and sponsored numerous fundraising events to aid the community. Since its demise, no other organization has emerged which provided those services.

To help the Osprey business community continue to prosper, an Osprey Chamber of Commerce or other organizations representing local Osprey businesses should be established to promote the Osprey area and its businesses. A Chamber of Commerce could publish a business directory and other promotional material, create a web-site, and sponsor events that would have the ability to draw people into the area, providing a positive exposure to are businesses.

Preliminary Cost Estimates:

Filing fee	Under \$1,000
Other associated expenditures	To be determined

Potential Funding Source(s): Membership dues

Implementation Time Frame: Short Term

Responsible Parties: Osprey business owners

Steps Required to Implement:

- Establish Articles of Incorporation
- Submit completed application and fees to the Florida State Department, Division of Corporations

Issues Requiring Further Analysis/Action:

1. Interested Osprey business owners would need to draft articles of incorporation, elect officers, etc.
2. Work with the Sarasota Chamber of Commerce and/or Venice Area Chamber of Commerce to seek guidance on establishing a new chamber of commerce.

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OSPREY VILLAGE CENTER REVITALIZATION

Project: Storefront Improvement Program (M-2)

Project Type: County Project

Background and Project Description:

A Storefront Improvement Program is needed to encourage the rehabilitation of commercial buildings in the Commercial Core by providing funds from the County or local banks. An Osprey Business Survey conducted in 1998 indicated that over 60 percent of the businesses within the Commercial Core would participate in such a program.

As a means of assisting commercial building owners and or tenants to improve the image of their business, a Storefront Improvement Program could provide the funds in several ways, usually, as matching funds (participants to match each dollar provided by the program) or through subsidized low or no interest loans. Several limitations are typically applied to these programs:

- There is a limit on the amount of public funds provided as a match or loan per business. The County defines single business and multiple business by the number of tenants per buildings (corner buildings can have expanded funds).
- Local banks can participate in the program by providing loans, with the County subsidizing part or all of the interest. Banks may have their own loan limitations. The County may establish length-of-loan terms.
- Improvements must demonstrate compliance with established architectural design guidelines and urban design strategies
- The property must be commercial, on a right-of-way, and within specified boundaries.
- All taxes and occupational license fees must be paid to-date.
- The funds are payable as reimbursement only; payable upon completion of the construction, inspection, and the proper paper work.
- Funds are limited to construction only; they cannot be used for permits, payroll, loans, utilities, or cash reserve. Usually, only a set amount is allowed for design fees.
- Funds are limited to exterior renovations, except to correct code violations, and for window showcases and display areas.
- Construction must start and be completed within a limited period.

Preliminary Cost Estimates: Soft Costs Only (In-House Staff Project)

Potential Funding Source(s): Sarasota County, banks, commercial property owners/tenants.

Implementation Time Frame: Mid to long, two to ten years, and beyond.

Responsible Parties:

Local business organization, or a Chamber of Commerce, in partnership with Sarasota County.

Steps Required to Implement:

- Form a Storefront Improvement Advisory Board.
- File application for consideration and approval (by the Advisory Board and County Commissioners).
- Review plans for storefront improvements for compliance to design guidelines.
- Complete construction.
- Complete authorization for payment from for reimbursement (matching funds basis), or County subsidy of interest (loan basis).

Issues Requiring Further Analysis/Action:

1. Board of County Commissioners interest in funding this program.
2. Define limitations to be included in the Storefront Improvement Program.
3. Identify local banking institutions willing to provide loans for future County reimbursement and/or interest subsidy.





OSPREY VILLAGE CENTER REVITALIZATION

Project: Theme Events (M-3)

Project Type: Community Project

Background and Project Description:

One mechanism to promote businesses within the Osprey Village Center and to foster a sense of community is the hosting of theme events. A resurrected Osprey Chamber of Commerce or other association of Osprey businesses could sponsor annual events such as heritage days, in conjunction with Gulf Coast Heritage Association, which operates Historic Spanish Point Visitor’s Center. Local businesses could participate by having an open door . These events, which highlight the past of Osprey, also bring people into the business area and expose them to the wide array of businesses that exist within Osprey.

The Osprey Civic Association could also hold theme events to help raise funds for community projects such as additional recreational facilities on the Bay Street Park site and other improvements sought by Osprey residents.

Preliminary Cost Estimates: To be determined

Potential Funding Source(s):

Local Business Organization, or an Osprey Chamber of Commerce, Osprey Civic Association sponsored community events

Implementation Time Frame:

Mid term, two to five years.

Responsible Parties:

A Chamber of Commerce or other organization of local businesses if formed, and/or the Osprey Civic Association

Steps Required to Implement:

- Plan theme events.
- Schedule theme events.
- Solicit funds to cover front-end costs associated with the theme events.
- Solicit volunteers to man theme events.

Issues Requiring Further Analysis/Action:

1. Determine what theme events should be held (by which organization).
2. Determine whether specific theme events should be used to raise funds for specific projects.

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OSPREY VILLAGE CENTER REVITALIZATION

Project : Historic Commemorative Signage (M-4)

Project Type: Community and County Project

Background and Project Description:

The Sarasota County Historical Commission’s Historical Marker Committee should investigate the potential of placing a historic commemorative marker in the Osprey Village. The Sarasota County Historical Commission was founded in 1976 by ordinance for the purpose of placing markers, with informative text, at locations deemed of historical significance. The markers serve as reminders of the ties which bind present Sarasota County residents to their common heritage, and are educational to students, residents, and visitors to Sarasota County. The Historical Commission’s Historical Marker Committee researches and makes recommendations for the marker narrative and text. A project typically takes two years from application to dedication.

Under the provisions of the Congressional Homestead Act of 1862, John Greene Webb and his family founded the area known as Osprey. The northern half of the Osprey Village Center contains the original (1860’s) platted Town of Osprey and the 1920’s Ogburn Addition to the Town of Osprey. About a dozen residential structures in the northwestern portion of the Osprey Village Center are listed on the Florida Master Site Files as historically significant. Numerous other homes in this area are potentially significant historical structures.

Preliminary Cost Estimates: \$2,000

Potential Funding Source(s):
Sarasota County Historical Commission’s Historical Marker Program

Implementation Time Frame: Long term

Responsible Parties:
Osprey Civic Association, Osprey Revitalization Committee and the Historical Commission’s Historical Marker Committee

- Steps Required to Implement:**
- Complete Marker Request Form.
 - Upon approval of the request, research and write historical narrative necessary to prepare marker text.
 - Submit historical narrative to Historical Commission for review and approval.
 - Draft marker text and proceed through approval process.
 - Order marker, install and dedicate.

- Issues Requiring Further Analysis/Action:**
1. Identify location for marker.
 2. Ownership/approval of location.
 3. Who is tasked with research work and writing narrative.





OSPREY VILLAGE CENTER REVITALIZATION

Project: Community Identification Banners (M-5)

Project Type: Community Project

Background and Project Description:

One mechanism to increase the public’s awareness and to promote businesses within the Osprey Village Center and to foster a sense of community is to erect community identification banners. These banners could be erected on street lamps and light poles. The banners should have a distinctive theme or logo identifying the Osprey Community.

A resurrected Osprey Chamber of Commerce or other association of Osprey businesses could raise funds to pay for the design, construction and installation of the banners. The Chamber of Commerce could sponsor annual events such as heritage days, in conjunction with Gulf Coast Heritage Association, which operates Historic Spanish Point Visitor’s Center. Banners for the special events should contain the community’s theme or logo. These events would bring people into the business area and expose them to the wide array of businesses that exist within Osprey. Local businesses could participate in the special events by having an open house and/or, participate in treasurer hunts or other activities which could provide additional exposure.

The Osprey Civic Association could also hold theme events to help raise funds for community projects such as additional recreational facilities on the Bay Street Park site and other improvements sought by Osprey residents.

Preliminary Cost Estimates:

To be determined

Potential Funding Source(s):

Osprey Chamber of Commerce or other business organization, Osprey Civic Association

Implementation Time Frame:

Mid term, two to five years.

Responsible Parties:

Local business organization, or a Chamber of Commerce and/or Osprey Civic Association

Steps Required to Implement:

- Establish a Chamber of Commerce or other organization of local businesses.
- Create a unifying community logo.
- Determine where the banners should be installed.
- Raise funds to cover the associated costs of the design, construction and installation of the banners.

Issues Requiring Further Analysis/Action:

1. Determine what theme events should be held (by which organization).
2. Determine whether specific theme events should be used to raise funds for specific projects.

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OSPREY VILLAGE CENTER REVITALIZATION

Project: Community Projects (M-6)

Project Type: Community Project

Background and Project Description:

Osprey residents have initiated several community projects since the beginning of the planning process for the Osprey Revitalization Plan, including forming the Osprey Civic Association, publishing a monthly newsletter, and coordinating two successful community cleanup days. During this time, the Osprey Beautification Committee, which was formed two years earlier to promote an improved appearance of local businesses, purchased and installed two locally designed “Welcome to Osprey” signs on U.S. 41 at North Creek and at South Creek. Beautification Committee members have presented awards to business owners for improved appearances and have worked with the County Landscape Operations staff to plan for landscaping around the base of the signs and additional landscaping along U.S. 41.

Another community project which could be established is a Community Paint Week, where volunteers could help prepare and paint the exteriors of houses. The owners of the houses could provide the painting supplies. A low cost source of premium grade paint is available through the Sarasota County Environmental Services Business Center.

Preliminary Cost Estimates: To be determined

Potential Funding Source(s): Civic Association, Community Cleanup Program, Street Tree Program, local grant foundations (e.g., Venice Foundation)

Implementation Time Frame: Short to long, one to ten years and beyond.

Responsible Parties: Osprey residents, Development Services Business Center (Permitting Services, Inspection Services) Public Works Business Center

Steps Required to Implement:

- Osprey residents should continue working through the Civic Association and Beautification Committee and coordinating with Sarasota County programs to improve the appearance of the Osprey Village Center.

Issues Requiring Further Analysis/Action:

1. The Osprey Civic Association and the Osprey Beautification Committee should determine if private funding sources, such as the Venice Foundation, are available for Osprey projects.



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OSPREY VILLAGE CENTER REVITALIZATION

Project: Attract Specific Uses to Osprey (M-7)

Project Type: Community Project

Background and Project Description:

Attract specific small businesses to locate within the Osprey Village Center, such as a café, ice cream parlor, antique shop, and restaurants. Cultural facilities, such as a school, university, museum, artist community, Van Wezel type performing arts center, etc., should also be encouraged.

One important element of any revitalization effort is encouraging and recruiting specific types of businesses or uses to locate within the revitalization area. Examples of the types of commercial businesses that local residents have indicated a desire to encourage in Osprey are small businesses, including a sidewalk café, ice cream parlor, antique shop, and restaurants. Types of cultural facilities discussed include: school, university, museum, artist community, Van Wezel type performing arts center, etc. The decision to locate either a business or cultural facility to an area is based upon economic, demographic, and locational factors. There are marketing techniques which range from the simple to the complex that can be used to help an area attract certain types of businesses and cultural facilities. A simple technique is to work with the local Chamber of Commerce (when created) or Board of Realtors to help get the word out that certain businesses are being encouraged. Creating an Osprey Web page is also a way to recruit certain types of businesses.

Preliminary Cost Estimates:

Variable, depending on strategies employed

To be determined

Potential Funding Source(s):

To be determined/local business resources.

Implementation Time Frame: Mid term, 1-5 years.

Responsible Parties:

Local business organization, or an Osprey Chamber of Commerce

Steps Required to Implement:

- Initially, the Osprey Civic Association could take the lead in developing a marketing strategy until an Osprey Chamber of Commerce or other Osprey businesses organization is established. A good first step might be the creation of an Osprey web-page.

Issues Requiring Further Analysis/Action:

Continue pursuing the creation of an Osprey Chamber of Commerce. Once created, the following needs to occur:

1. A list of desirable businesses must be developed
2. A list of incentives to attract new businesses must be created
3. An overall marketing strategy must be developed

