

OSPREY REVITALIZATION PLAN

No. 98-01-SP

"RESPECT FOR THE PAST -- PLANNING FOR THE FUTURE"



GALINDERY'S DOCK CIRCA 1908



PREPARED BY:
SARASOTA COUNTY GROWTH MANAGEMENT BUSINESS CENTER

ADOPTED ON OCTOBER 12, 1999

"Dedicated to Quality Service"

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The preparation of the Osprey Revitalization Plan would not have been possible without the time and effort expended by many Osprey residents and business owners. Long Range Planning Services staff of the Growth Management Business Center and Board of County Commissioners would like to thank the organizations, citizens, and property owners who furnished information and their time to attend numerous workshops and public hearings in the preparation of this document.

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THE OSPREY REVITALIZATION PLAN

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INTRODUCTION

The Osprey Revitalization Plan provides a framework for the preservation, revitalization and long-term development of the Osprey Village Center. The Osprey Village Center is located on the southwest coast of Florida, in central Sarasota County, within a larger Osprey Planning Area located between North Creek and South Creek (See Figure 1). The Osprey Revitalization Plan accomplishes the following:

- Outlines the highest priority projects that would improve the quality of life of Osprey residents and would promote redevelopment within the Osprey Village Center
- Provides minor interpretations of the boundaries of applicable Apoxsee Future Land Use Map designations and establishes appropriate uses within those areas
- Contains Conditions for Development Approval that all new development within the Osprey Village Center will be required to meet
- Identifies amendments to the Apoxsee Future Land Use Map and the County's Zoning Regulations that would be necessary to implement key components of the plan
- Identifies other projects that would promote the redevelopment of the Osprey Village Center.

A companion document (Support Document) provides additional background and analysis. The Support Document has ten chapters and an appendix. The Osprey Revitalization Plan is presented in Chapter Two. Other chapters include: Chapter One, Introduction; Chapter Three, Community Characteristics; Chapter Four, Environment; Chapter Five, Public Facilities; Chapter Six, Community Facilities; Chapter Seven, Transportation; Chapter Eight, Land Use, Chapter Nine, Urban Design; and Chapter Ten, Marketing and Funding Programs.

Key Boundary Definitions Used In The Plan

To assist the reader, the following definitions are provided of key boundaries used throughout the document and are illustrated on Figure 1:

OSPREY PLANNING AREA: The Osprey Planning Area refers to that area bounded by North Creek to the north, South Creek to the south, the Seminole Gulf Railroad to the east, and Little Sarasota Bay to the west. This area was created at the request of local residents who felt that the historical boundaries of Osprey as described above, should be considered. The Osprey Planning Area has been examined in order to provide a more comprehensive perspective between the functional relationship between the Osprey Village Center and the larger Osprey Planning Area. Accordingly, although the plan refers throughout the entire document to the larger Osprey Planning Area, the focus of the plan and the majority of the plan's projects apply only within the Osprey Village Center.

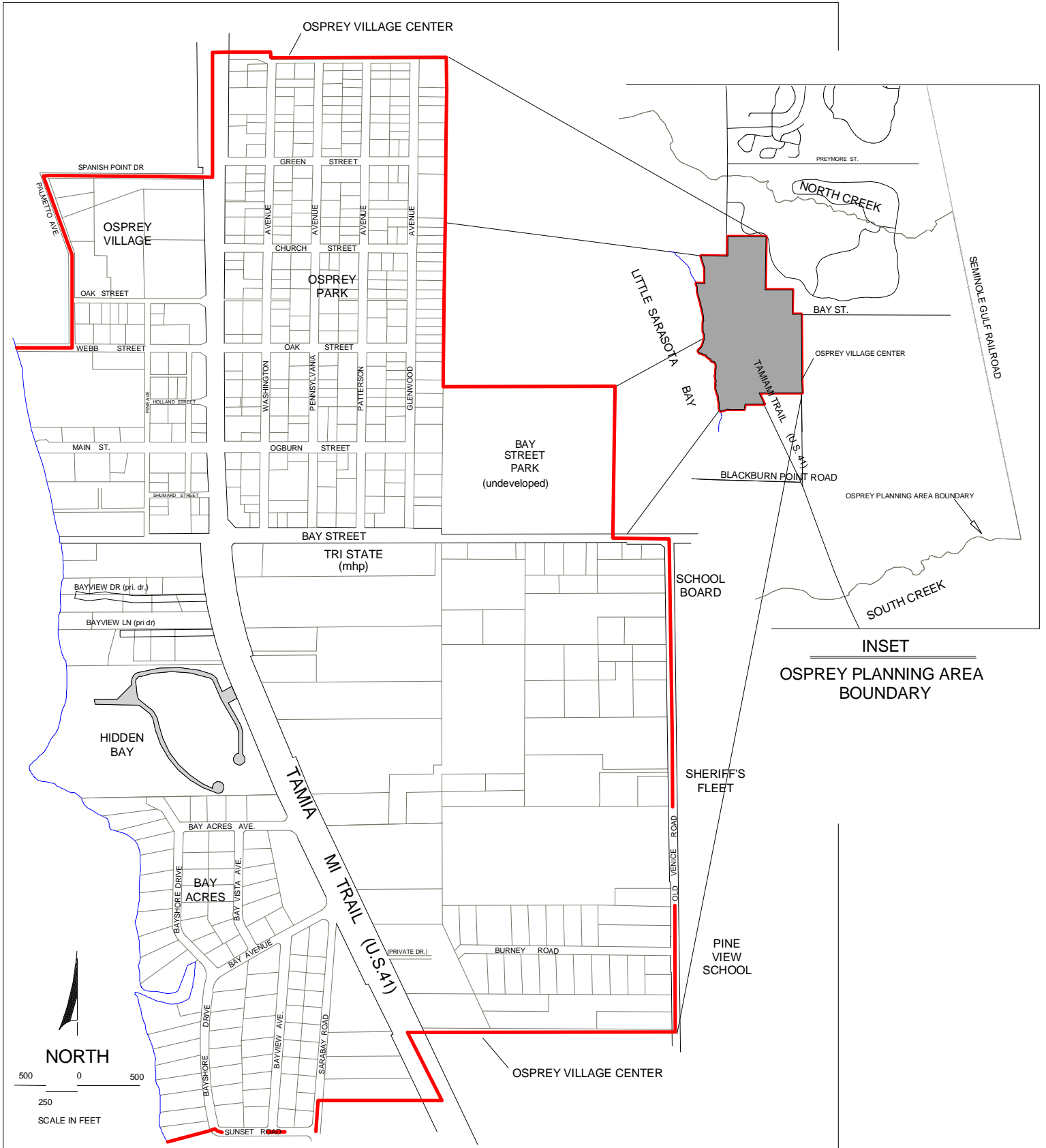
OSPREY VILLAGE CENTER: The Osprey Village Center refers to the area bounded by the Oaks Development to the north, Sunset Road to the south, Old Venice Road to the east, and Little Sarasota Bay to the west. This area of approximately 396 acres is the historical center of the village and contains the earliest subdivisions recorded for the area. This area is the focus of the Osprey Revitalization Plan and where a majority of the plan's projects are to be implemented.

COMMERCIAL CORE: The Commercial Core refers to that area on both sides of U.S. 41 between the southern boundary of The Oaks development and extending south to approximately Bay Avenue, as designated in the Apoxsee Future Land Use Chapter. All parcels within the Commercial Core are currently zoned CG (Commercial, General).

Why Osprey Needs A Revitalization Plan

Osprey was founded in 1867 by John Webb in what was then Manatee County. 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. Most of the homes and businesses in the Village Center were built

**FIGURE 1
LOCATOR MAP
OSPREY REVITALIZATION PLAN
(NO. 98-01-SP)**



SBROWN.SECTOR\98-01\F1-LOC.DWG

SOURCE: SARASOTA COUNTY GROWTH MANAGEMENT, 1999

between 1920 and 1960. As older homes were demolished and replaced with newer homes and/or subdivisions, and as urban growth continued to rapidly change the character of Osprey, the need for a plan to address these changes became apparent.

In 1996, the Sarasota County Comprehensive Plan, Apoxsee, was amended to include a Village Center designation within the Osprey area. The Apoxsee Future Land Use Policy 4.1.4. recommends that a Critical Area Plan (CAP), such as this plan, be developed for designated Village Centers (e.g., Osprey) to promote revitalization in areas that are in decline. CAP's are prepared under the auspices of County Ordinance No. 97-074, which outlines the procedures for their preparation and adoption. Revitalization plans are a type of CAP that are designed to provide maximum participation of residents and property owners in the preparation and implementation of the plan.

Attributes Of A Successful Revitalization Plan

During the preparation of the Osprey Revitalization Plan, Long Range Planning staff investigated other communities with successful revitalization projects. Among the communities were Palmetto, Venice, the City of Sarasota, and Punta Gorda. Each community was unique in its assets and needs but each of the redevelopment plans examined had the following common characteristics:

- **Visual improvements** for buildings, streets, signs, and landscaping are always a high priority and implementation occurred early. Early successes are important.
- A **theme** or consistency in architectural style to produce a sense of place was incorporated in new development and redevelopment. The theme was applied to signs, storefronts, street furnishings, and logos.
- Specific projects were **scheduled** for implementation in a **timely manner** according to needs and finances.
- **Financing** sources and methods were identified for each project.
- **Organization** was present in the structure of the plan, how projects were implemented, and also in leadership positions to carry out the functions of the plan.
- Most importantly, **community support** was expressed through participation, investment, and enthusiasm by local groups, individual citizens, and investors.

Community Involvement

On January 21 1998, and on February 26, 1998, Long Range Planning staff held public meetings on the Osprey Village Center Critical Area Planning study to solicit comments and concerns from Osprey residents and interested citizens. During the February 26, 1998, public meeting, approximately forty Osprey residents and interested citizens volunteered to participate in the development of the Osprey Village Revitalization Plan. Between August 1998 and January 1999, two committees of residents and concerned citizens met bi-weekly and investigated a wide range of topics. One committee focused on the Commercial Core. The second committee delved into several community issues. The following is a list of topics examined by the committees:

Commercial Core Committee Topics

- Determine appropriate size and type of development within the Commercial Core
- Encourage small businesses to locate within Osprey
- Protect home based businesses
- Reestablish an Osprey Chamber of Commerce to market Osprey businesses
- Examine the effect of the planned widening of U.S. 41 on existing businesses
- Examine the effect of code restrictions (e.g., lot size) on redevelopment
- Evaluate the need for modifications to on-street and off-street parking requirements
- Examine the impact of businesses in the Commercial Core on adjacent residential areas

- Develop urban design guidelines, such as landscaping and storefront enhancements
- Examine ways to reduce bright light pollution and establish lighting requirements
- Establish the appropriate limits of the Commercial Core area

Community Issues Committee Topics

- Determine what recreational facilities can be constructed at Bay Street Park
- Create new recreational and play areas for children in the community
- Improve existing public bay access and develop new bay access locations
- Improve stormwater drainage
- Extend potable water and sewer service to the Osprey Planning Area
- Reduce cut through traffic in Osprey neighborhoods
- Construct new sidewalks and pedestrian crossings
- Install street lights on residential streets
- Protect Osprey neighborhoods, including programs to preserve historic homes, incentives for homeowners to beautify and maintain property, and assistance programs for low/moderate income property owners.

Following the series of committee meetings, approximately 40 residents attended an all-day Vision Workshop on February 6, 1999, at Pine View School. Participants developed recommendations and identified those that were the most important. In March 1999, as a follow-up to the February workshop, Long Range Planning staff mailed an Osprey Community Questionnaire to approximately 1,350 Osprey residents and property owners within the Osprey Planning Area. Nearly twenty-two percent of the residents responded to the questionnaire. Questionnaire responses, along with the results of the committee meetings and the February workshop, were used to develop the Osprey Revitalization Plan. A summary of the findings of the Osprey Community Questionnaire is an appendix to the Support Document.

PRIORITY PROJECTS

During the community involvement process, Osprey residents identified numerous projects, which they believe are needed to improve the quality of life of those living within the Osprey area. These projects address environmental, recreational, utility, transportation, urban design, land use, and marketing issues. Priority projects are discussed in this section, but these do not represent every project identified. Twenty-seven other projects are described in the Other Projects section of this document. All projects are identified in Table 1, at the end of this document, and have a corresponding project detail sheet contained in the Appendix. Project detail sheets include a background and project description, preliminary cost estimates, funding sources, implementing time frame, responsible parties, steps required to implement the project, and additional issues requiring further analysis and/or action.

Osprey residents have already 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 also worked with the County Landscape Operations staff to plan for landscaping around the base of the signs and additional landscaping along U.S. 41.

The success of the Osprey Revitalization Plan will require the continued involvement of Osprey residents and a commitment for funding and staff from Sarasota County. A key provision of this plan, therefore, is the creation of an Osprey Revitalization Committee (ORC) which would play a direct role in implementing the Osprey Revitalization Plan, particularly those projects requiring coordination with Sarasota County government and where funding sources must be secured. An Osprey Chamber of Commerce, or other

business organization, is also needed to represent Osprey businesses and promote and market the Osprey area as a desirable place for existing and new businesses.

Osprey Revitalization Committee

The creation of an ORC by the Sarasota County Board of County Commissioners is a critical element of the Osprey Revitalization Plan, one that will assure 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 also provide a forum for community input on land use issues, such as rezone petitions, special exceptions, 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 land use 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.

Steps To Revitalize Osprey

In addition to the appointment of an ORC, the fifteen projects described below are priorities of the Osprey Revitalization Plan. All fifteen projects will require Sarasota County funding and/or staff support, as well as continued support of the Osprey residents. Project descriptions include background and funding sources. Additional details are contained in the project detail sheet in the Appendix, including, implementing time frames, responsible parties, and steps required for completing the project.

1. Bay Street Park

Construction of the Bay Street Park is a high priority of Osprey residents. In 1972, the 20 acre \pm Bay Street Park was identified to replace the former Osprey Recreation Hall and ball fields, which had been located on Glenwood Street. The undeveloped property includes scrub, mesic hammock, swamp, and scrubby flatwood habitats and a 5 acre \pm stormwater detention pond and littoral zone. 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 to require preservation of scrub habitat, however, delayed park development and left the property without space for a recreation center. As a result, planned park improvements were scaled back. Current design plans include children's play yards and nature trails.

Osprey residents have requested that the County construct a large, covered picnic pavilion, a small playing field, water fountains, and restroom facilities in addition to the proposed children's play yards and nature trails. A picnic pavilion would provide residents a gathering place for recreation and events such as a community barbecue. Residents have also asked that the number of parking spaces be reduced to allow for additional facilities 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. These additional recreational needs should be considered to the greatest extent possible.

The County allocated funding for the Bay Street Neighborhood Park from previous years in the County's Capital Improvements Plan (CIP), but this funding is not enough to construct even the minimum proposed facilities. In July 1999, County staff recommended additional funding for the park, as part of the County's FY 2000 – 2005 CIP, which will be adopted by the Sarasota County Board of County Commissioners in September 1999. In the interim, Parks and Recreation staff will begin redesigning Bay Street Neighborhood Park to incorporate as many resident suggestions as feasible. Projects that can be completed within the proposed budget, such as the children's play yards and nature trails, would be completed as Phase I. All other projects, such as restrooms, would be assigned to Phase II and completed when, and if, new funding becomes available in the future. The County's Development Review Committee must first approve design plans before construction can begin. Once project plans are approved, it may be possible to begin Phase I construction by January 2000 through a combination of County funding, staff support, and volunteer community efforts.

2. Water and Sewer Line Extensions

There are significant problems with the existing on-site sewer and water service in some areas within the Osprey Planning Area, and these systems need to be replaced and connected to central sewer and water services. Septic tank systems in the Osprey Village Center have a history of failures dating back to 1972, when permit records were first kept. Because of the age of many of the homes in the Osprey Park and Osprey Village neighborhoods located north of Bay Street, it is expected that a significant number of septic tank systems may have failed prior to record keeping. Only about ten percent of the existing septic tank systems were permitted under current standards, which began in 1983. The remaining septic tanks have less than the two foot separation now required between the seasonal high water table and the bottom of the drainfield. These systems have significant environmental and public health concerns, similar to those found in the Newtown and Phillippi Creek areas which are now under planning and design for conversion to central sewer service. From a public health standpoint, the Osprey Park and Osprey Village neighborhoods also need central sewer service to eliminate septic systems, the majority of which are substandard. Funding for sewer line extensions to the Osprey Village Center through the Sarasota County Septic Tank Replacement Program is decades away. Alternate funding for extending sewer service in the near future within the Osprey Village Center needs to be identified, and Community Development Block Grants (CDBG) may be the best alternative for extending sewer lines within the Osprey Park neighborhood. The extension of sewer lines to the Osprey Village Center, however, should not delay any extension of water lines to the area.

Water lines are needed in the Osprey Village Center and should be extended without waiting for funding for sewer line extensions. During 1998 and the spring of 1999, residents in the Osprey Village Center experienced severe well failures due to a temporary loss of water. Well failures are a result of several contributing factors related to the depth of existing wells, type of well pump, and the impacts of nearby permitted irrigation wells. Failed well systems generally have smaller 2 to 3 inch wells and pumps that are unable to pull water from depths greater than 25 feet. Nearby irrigation 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. A four inch replacement well with a submersible pump or jet pump capable of drawing water from much greater

depths than the down levels expected in the Osprey Planning Area could solve the problem in the short term. But these wells can cost over \$3000 and many residents are unwilling to incur the cost for a seemingly temporary problem that they did not create. And given the amount of development in the area and the likelihood of more droughts, deeper wells may not solve every resident's problem. Instead, 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 through the County's Water Line Extension Program. 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.

3. New Community Center

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. 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 3-acre Glenwood Avenue site for a 20 acre parcel on Bay Street.

Osprey residents have requested that the County construct a new community center at Bay Street Park site, but existing wetlands and scrub habitat restrict the developable area and there may not be room for a community center. Residents have also identified other locations for a new community center, including 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. 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. An Osprey Village Square would create a central focal point for the Osprey community and could be tied into the Historic Spanish Point Visitors Center. Other areas to consider for a community center are exiting parklands, such as the Blackburn Point Park, other public lands, such as part of the future mid-County public library, or other new locations within the Osprey Village Center. (Further discussion of the Osprey Village Square is included in the Land Use Initiatives section of this document.)

There is no funding for a new Osprey Community Center, however, and funding needs to be identified through the County's CIP process. Construction of a community center could be expensive, especially if the County must purchase property for the facility. A new community center would also require annual operational costs that must be budgeted and provided for in the County's CIP. If it is not feasible for the County to construct a new community center within the Osprey Village Center in the near future, perhaps the functions of a recreation center could be coordinated with the School Board, Historic Spanish Point, or local Osprey churches, as an interim measure.

4. Bay Access Improvements

Osprey residents have identified the need for additional bay 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. 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 Fishing Pier discourage boat docking. Posts located at the entrance to the fishing pier to prevent motor vehicular access also limit access by persons with disabilities. 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. Existing bay access could be improved by constructing a pedestrian and canoe/kayak access at the Webb Street right-of-way. Overgrown

vegetation could be cleared, and park benches and trash receptacles installed at the Bay Street right-of-way. Alternate methods to prevent motor vehicle access to the Osprey Fishing Pier should be considered to allow access for persons with disabilities. A lower dock with a step-up could also be built at the fishing pier to provide limited boat docking.

Residents have stressed the need for a place to launch boats within the Osprey Planning Area and have identified five potential locations for a new bay access park: Salty Dog restaurant across from Blackburn Point Park, Spanish Pointe Marina and Restaurant on Bay View Lane, vacant property on Bay Street, vacant property on Palmetto Avenue, and the Blackburn Point Road fish camp. Existing public bay access locations, such as Blackburn Point Park, should also be considered for boat ramp improvements. Residents have asked that the County coordinate with Historic Spanish Point to evaluate the feasibility of locating new bay access at Historic Spanish Point.

A feasibility study is needed to determine the potential for locating a boat ramp and improving bay access within the Osprey Planning Area. Any new boat ramp locations should be large enough to include boat trailer parking and restrooms. The optimal site would also contain enough land to include neighborhood recreation facilities, possibly including a community center. In all cases, bay access improvements must provide access to persons with disabilities and 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 natural resources.

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.

5. Appearance Codes (Urban Design Overlay District)

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. An architect, in coordination with the ORC 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. 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 the above issues, with the exception of architectural guidelines, which are discussed in the Land Use Initiatives section of this document.

6. Land Development Regulations and Zoning Relief in Commercial Core

The Commercial Core Committee identified front, side and rear yard requirements of the CG (Commercial, General) district as major hindrances to redeveloping existing businesses along both sides of U.S. 41 north of Bay Street. On-site stormwater retention regulations contained in the County’s Land Development

Regulations (LDRs) were also cited. The County's LDR regulations already allow existing impervious surfaces to be counted toward stormwater attenuation requirements. The LDR regulations, however, cannot provide relief from the stormwater treatment requirements because of the importance of water quality. All new development and redevelopment are required to treat existing stormwater for the purpose of improving water quality. A Condition for Development Approval contained in this plan encourages new development and redevelopment to share stormwater retention facilities, which would allow property owners greater flexibility in developing their property.

A new zoning overlay district will need to be developed to supercede elements of the underlying CG zoning, which cannot, or do not, work for this area. The new district, referred to as the Osprey Commercial Overlay District (OCOD), would apply to all CG zoned parcels on both sides of U.S. 41 north of Bay Street, including the CG parcels on the west side of Washington Avenue. When the OCOD is created, it will be designed to address the unique attributes of this area with respect to the following:

- Reduced on-site parking requirements and allowance for on-street parking and shared parking
- Reduced building setbacks from all property lines to maximize development potential of lots.

The OCOD could also be used to 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.

7. Alternatives to Widening U.S. 41

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 residents' 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.

8. Sidewalks on U.S. 41

Osprey residents have asked that sidewalks be constructed on U.S. 41, without waiting for U.S. 41 to be widened. 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. 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. These projects should be added to the County's Sidewalk Program and alternate funding should be sought through the County's CIP. 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 grassed or landscaped 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.

9. Pedestrian Improvements at U.S. 41 and Bay Street

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, which is an important pedestrian crossing and focal point for the Osprey Village Center.

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. There is no funding for this project, however, these improvements could be incorporated in FDOT's plans to widen U.S. 41 and should be considered as part of a transportation systems management study to assess the impacts and evaluate alternatives to widening the roadway.

10. Sidewalks and Bicycle Lane Improvements on Old Venice Road

Old Venice Road is an important roadway for bicycle and pedestrian travel. Sarasota County 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. Funds have been allocated for new sidewalks on Old Venice Road within the next 10 years as part of the County's Sidewalk Program being funded by 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. There may be an opportunity to restripe the travel lanes on Old Venice Road from the existing four foot paved shoulder bicycle lanes to five foot paved shoulder bicycle lanes, as part of roadway resurfacing in the future. 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 school bus and truck traffic that use this road.

11. Sidewalks on Bay Street

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 should 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 has not been scheduled within the next 10 years. 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.

12. Bicycle and Pedestrian Facilities on Blackburn Point Road

For several years, residents have requested pedestrian and bicycle improvements on Blackburn Point Road. 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-lane roadway, which has been identified in the County's Sidewalk Program as needing sidewalks and/or bicycle lanes. This project, however, has a low priority in the County's sidewalk program and funding is 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 in order to coordinate bicycle and pedestrian improvements with FDOT's planned replacement of the bridges in the near future. Federal ISTEA funding may be a potential alternate source of funds, particularly because of the bridge replacement projects.

13. Crosswalks at U.S. 41 and Blackburn Point Road

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 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.

14. Residential Traffic Abatement

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 east of U.S. 41, as well as speeding traffic in other Osprey Village Center neighborhoods. Residential traffic calming techniques, such as stop signs, entrance signs, streetlights, and sidewalks, need to be considered in these neighborhoods, according to resident interest and support.

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. No

funding has been allocated for these projects, however, the County's Residential Street Tree Program and CDBG funds may be sources of funding in the future. Residents would have to apply for the Residential Street Tree Program through the Sarasota County Street Tree Advisory Committee and provide matching funds and a commitment to care for street trees once they are planted. CDBG funds may be available for street lights and entrance signs, however, residents would have to fund the operational cost of the street lights.

The posted speed limit on roadways in the Osprey Park neighborhood 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. Residents may wish to request that the Sarasota County Traffic Advisory Committee recommend lowering traffic speeds to 25 mph in the Osprey Park neighborhood, especially in coordination with any redevelopment along Washington Avenue.

15. Residential Sidewalks

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 improve 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.

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 and may be difficult for residents with disabilities to use. Concrete sidewalks are preferable, but should be designed to preserve existing trees. 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.

FUTURE LAND USE PLAN

This section of the document outlines the various land use components of the plan and contains the Conditions for Development Approval, which all new development within the Osprey Village Center will be required to meet. Figure 2 contains the Future Land Use Map and Plan at a Glance, which establishes appropriate land uses within the Osprey Village Center and identifies key projects and strategies which are essential to the revitalization of the Osprey Village Center. Many of the land use proposals are preliminary and will require further development and input from Osprey residents in coordination with the ORC.

Minor Comprehensive Plan Interpretations and Amendments

The Apoxsee Future Land Use Map designates a Commercial Corridor and an Office/Multi-Family Residential Area and Corridor along U.S. 41 through the Osprey Village Center. The Commercial Corridor designation is used to recognize extensive areas of existing commercial zoning, particularly along roads such as U.S. 41. The Office/Multi-Family Residential Area and Corridor designation is used to recognize existing areas that include office and multi-family residential uses and to provide additional areas where such uses could be developed. The following section provides a brief discussion on minor comprehensive plan

interpretations and comprehensive plan amendments that will be necessary to maintain consistency with Apoxsee.

Osprey Village Center Commercial Core

Areas designated commercial, in red on Figure 2, represent the Commercial Core of the Osprey Village Center. Other areas where commercial uses may be permitted include the east side of Washington Avenue and the Waterfront Revitalization Area, south of Bay Street. Both designations are discussed later in this document.

A number of limitations to development within the Commercial Core have been identified, including insufficient size and depth of parcels. For the most part, the Commercial Core includes only those parcels currently zoned Commercial General (CG). There is one area east of U.S. 41 and south of Bay Street, however, where the Commercial Core includes additional land that is not zoned CG. There is a sufficient amount of vacant and underutilized parcels in this area that are deep enough to allow better site planning and opportunities to develop a commercial center as opposed to strip commercial development.

Mixed Use Non-Commercial

Areas designated Mixed Use Non-Commercial, shown in purple on Figure 2 either represent portions of the Commercial Corridor where future commercial uses are not appropriate or define the limits of the Office/Multi-Family Residential Area and Corridor.

West of U.S. 41 and North of Webb Street

The northern portion of the Osprey Village Center, west of U.S. 41 and north of Webb Street is located in the Commercial Corridor and contains two churches and the Historic Spanish Point Visitors Center and abuts an existing mobile home park. It is not anticipated that these parcels will be redeveloped in the immediate future, nor is likely that commercial uses will relocate into this area because of the nature of the existing institutional land uses. This area is designated Mixed Use Non-Commercial on Figure 2. The Mixed Use Non-Commercial land use category allows multi-family and office uses to be developed in the future, consistent with the Apoxsee Office/Multi-Family Residential designation.

East and West of U.S. 41 and South of Bay Street

The Apoxsee designated Commercial Corridor, extending along U.S. 41, abuts an Office/Multi-Family Residential Corridor in the general vicinity of Bay Avenue. Parcels which are zoned CG on the east side of U.S. 41 are designated Commercial Core on Figure 2. Parcels zoned multi-family or office uses on the west and east side of U.S. 41 are designated Mixed Use Non-Commercial.

Hidden Bay Condominium Site

Figure 2 designates a High Density Residential (>9 to ≤13 units per acre) area on the west side of U.S. 41, just south of the Waterfront Revitalization Area. On the Apoxsee Future Land Use Map, this area is designated Medium Density Residential (≥5 to ≤9 units per acre). However, this site is zoned RMF-3 (Residential Multi-Family – 3, 13 units per acre) and is being developed at ten units per acre. The High Density Residential designation on Figure 2 merely recognizes the existing zoning and development pattern. This designation, however, will require an amendment to the Apoxsee Future Land Use Map, which can be accomplished during the next update of the Comprehensive Plan.

Future Land Use Initiatives

Osprey residents identified a number of land use concerns affecting the Osprey Village Center during numerous workshops, meetings, an all day visioning session and a citizen questionnaire. Land use concerns raised by Osprey residents included the following:

- Allowance of home based businesses within the Osprey Park neighborhood.

- Need to preserve residential neighborhoods by removing home based commercial businesses.
- Preservation of historic homes.
- Impact on residents from commercial traffic intrusion on Washington Avenue.
- Impact of existing commercial development on the residential uses on the east side of Washington Avenue.
- Consensus to shift from the automotive driven commercial along U.S. 41 and create a downtown Osprey.
- Need to protect and preserve public bay access and address the existing grandfathered uses along the Bay (i.e., Spanish Point Marina and Pub).
- Need to protect native habitat on undeveloped properties.
- Interest on behalf of property owners of the large vacant parcels east of U.S. 41 and south of Bay Street to develop multi-family residential uses.
- Requirements of existing CG (Commercial, General) zoning and LDR regulations which limit redevelopment of the Commercial Core north of Bay Street.

In response to these concerns, three future land use initiatives are contained in this plan that will require additional resident input and processing through amendments to Apoxsee and the Sarasota County Zoning Ordinance or Land Development Regulations (LDR). These initiatives are as follows:

- Commercial Revitalization East of U.S. 41/North of Bay Street
- Waterfront Revitalization Area
- Medium and High Density Residential Area and Transfer of Development Rights

Commercial Revitalization North of Bay Street

The creation of an Osprey Commercial Overlay District (OCOD) could provide relief from the CG zoning regulations in the Commercial Core north of Bay Street and allow various land uses that are not currently permitted in the underlying CG zone district, such as bed and breakfast establishments and allow residences to be located above or behind the business. The OCOD overlay zone district would permit the reorientation of the commercial area north of Bay Street and east of U.S. 41 along a pedestrian friendly Washington Avenue, creating a new “Main Street” for the Osprey Village Center. The creation of an OCOD has been discussed earlier on page eight of this document (See number 6: Land Development Regulations and Zoning Relief in Commercial Core). The following discussion represents preliminary work that needs to be more fully developed at the community level, with the proposed Osprey Revitalization Committee (ORC) being the appropriate forum for continued community involvement.

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.

Limited Commercial and Office Uses on the East Side of Washington Avenue

The OCOD could permit limited commercial and office uses on the east side of Washington Avenue and would be supported by a Washington Avenue Streetscape Plan and a Village Square. Any such change, however, would have to address complaints expressed by the Commercial Core Committee and Osprey residents regarding the adverse affect of the commercial property on the west side of Washington Avenue. These concerns included the following:

Figure 2

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- Commercial trucks use Washington Avenue to access U.S. 41 at nearby controlled access intersections because business driveways have limited access to U.S. 41, or are difficult to maneuver. There are also two businesses having access only to Washington Avenue.
- Commercial dumpsters, open storage equipment, etc., are located on the west side of Washington Avenue and are visually exposed and unsightly to the adjacent residences.
- Cut through and truck traffic on Washington Avenue, which has no sidewalks, is perceived as unsafe for residents and children living along Washington Avenue.
- Existing commercial development on the west side of Washington Avenue is perceived to have had an adverse effect on residential property values and owner occupancy. As owner occupancy declines, increased absentee ownership often leads to a decline in reinvestment in the properties. At present, almost half of the 24 existing homes on Washington Avenue are rental units.

To address these concerns, Washington Avenue could be converted from a mixed commercial/residential street to a limited commercial and office use area. The OCOD could allow limited commercial and office uses, such as bed and breakfast, artist galleries, artist studios, and home-based office uses, and supersede the requirements of the underlying RSF-3 zone district on the east side of Washington Avenue. No other commercial uses would be permitted. The OCOD could also provide relief from parking and front yard building setback requirements. OCOD regulations for the area on the east side of Washington Avenue, however, must ensure that all new development will not adversely affect traffic flow or the safety of those living on or adjacent to Washington Avenue. The OCOD must also ensure that the new limited commercial and office land uses are compatible with adjacent residential development located immediately to the east, on Pennsylvania Avenue. The OCOD should be designed to require all new development on the east side of Washington Avenue to retain a residential appearance and character, in keeping with the existing residential area on Pennsylvania Avenue and the Osprey Park neighborhood in general. Good examples of the types and character of uses that could be created through the OCOD for the east side of Washington Avenue can be found in the Towles Court development located in the Morrill Street area, west of U.S. 301 in the City of Sarasota.

The next step in implementing the limited commercial and office use concept on the east side of Washington Avenue will require further input from residents in coordination with Long Range staff and the Osprey Revitalization Committee (ORC). Specific issues to be discussed include: types of land uses to be allowed within the district, 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. The new district can be processed as part of the twice a year cycle of zoning ordinance amendments.

Washington Avenue Streetscape Plan

A key 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 limited commercial and office use district along Washington Avenue. 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 feel comfortable shopping or strolling. A Washington Avenue Streetscape Plan would create opportunities to develop a pedestrian friendly Washington Avenue with amenities such as sidewalks, street trees, and on-street parking, and to support the proposed limited commercial and offices uses along Washington Avenue. Other improvements such as decorative low-level street lighting, landscaping, benches, bicycle racks, and trash receptacles could be included to provide a pleasant environment for the pedestrian. The Washington Avenue Streetscape Plan could address the creation of common stormwater management systems designed to further reduce individual on-site stormwater retention requirements and, thus, improve the quality of redevelopment and development. The Washington Avenue Streetscape Plan could be implemented with, or without, the OCOD on the east side of Washington Avenue to improve pedestrian safety and to reduce the impacts of the commercial development on the west side of Washington Avenue.

The Washington Avenue Streetscape Plan would need to consider 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. On-street parking, however, will require the relocation of stormwater swales, or the use of curb and gutter combined with retention ponds.

Funding sources need to be identified for the preparation of the streetscape plan in the Public Works Capital Improvements Program (CIP). 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 necessary funding. Other funding options may also be available, such as business or business organization contributions.

As part of developing the streetscape concept plan, a public workshop(s) will need to be held to allow input from business owners within the Commercial Core north of Bay Street and west of U.S. 41, and property owners and residents along Washington Avenue. A workshop coordinated by the ORC, will allow Long Range and Public Works staff to discuss various planning, engineering, and funding options. Elements of the streetscape plan should be included in the Urban Design Overlay District (UDOD).

Village Square

A second unifying element and key to the success of revitalizing the Commercial Core north of Bay Street and the Washington Avenue area, is 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 a 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 uses. 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.

The next step in implementing the Village Square will be to seek funding for this project. Even though the lots may be available, decisions regarding the County’s purchase of any property requires a series of complex steps not the least of which is determining how a particular purchase might effect the County’s overall budget

strategy and priorities. Long Range staff has been in contact with the owner of the vacant property and has advised him of the plan recommendations. Staff will keep discussions open with the owner and encourage him to be part of the planning process.

Waterfront Revitalization Area

During the August 13, 1998, Community Issues meeting and at the February 6, 1999, public workshop, residents asked that waterfront uses be expanded, particularly around the Spanish Pointe Marina and Pub, in an area located west of U.S. 41 and south of Bay Street. An area of 14 acres \pm was examined, located 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, which could be considered within the Waterfront Revitalization Area, could include, but are not limited to, waterfront restaurant(s), hotels, shops and offices, recreational uses, and clustered residential uses. What should be discouraged, however, is an exclusive use 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.

The type of waterfront revitalization being discussed could be created by one developer purchasing the entire 14 acres \pm and developing a master plan for the entire project. An alternative development scenario would be for each of the affected property owners working in concert to develop the entire area according to a unified format and theme. In either scenario, a master development proposal would be required, demonstrating how the entire 14 acres \pm would be developed in a coordinated and unified manner. This approach will require a single rezoning petition being filed for the Waterfront Revitalization Area to include the entire area in a unified plan. 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. If the designated Waterfront Revitalization Area were presented as a rezoning in a unified manner, any combination of CG (Commercial General), OPI (Office, Professional and Institutional) Residential Multi-family (RMF) or Residential, Tourist Resort (RTR) zoning districts could be permitted, subject to applicable zoning stipulations. Approval of any rezoning within the designated Waterfront Revitalization Area would be tied to a development concept plan adopted in conjunction with the rezoning as a condition of development approval. Any substantial amendment to the concept plan, as determined by the County Zoning Administrator, would trigger a rezoning.

The next step in implementing the Waterfront Revitalization Area will require further input from residents in coordination with Long Range staff and the ORC. Prospective developers are required to submit concept plans to Long Range staff for coordination with the community and review/recommendation by the Osprey Revitalization Committee (ORC) prior to formal submittal as a rezone application. Specific issues to be discussed include: types of land uses to be allowed, building setbacks, type of buffers between adjacent residential development to the east, on-site parking requirements, and other design and regulatory elements.

Medium and High Density Residential Areas

Figure 2 designates areas south of Bay Street as Medium Density Residential (≥ 5 and ≤ 9 dwelling units/acre) and High Density Residential (> 9 and ≤ 13 dwelling units/acre). These designations are described below and

represent preliminary work that needs to be more fully developed at the community level, with the ORC as a forum for continued community involvement. To be consistent with Apoxsee, the Sarasota County Comprehensive Plan, areas designated Medium Density Residential and High Density Residential would require an amendment to the Apoxsee Future Land Use Map by the County during the next regularly scheduled cycle of amendments in May 2000.

Until the publicly initiated Comprehensive Plan Amendment is adopted, property owners desiring to develop at densities greater than allowed under the existing zoning, would be required to utilize development rights transferred from other locations by rezoning the parcel High Density Residential Receiving Zone (HRRZ).

Medium Density Residential Areas

The Medium Density Residential designation west of Old Venice Road is based upon resident concerns about adverse impacts on existing single family areas west of Old Venice Road from the Sarasota County School Board warehousing and transportation facility located on the east side of Old Venice Road. Residents have complained that the facility has an industrial appearance and that school bus traffic is noisy. Owners of property east of U.S. 41 and west of Old Venice Road, between Bay Street and the Burney Road subdivision, have stated that this area should be allowed to be developed with densities above that permitted under the existing Apoxsee Moderate Density Residential (≥ 2 and < 5 dwelling units/acre) designation. Densities above five units per acre would make it affordable to provide central water and sewer service, to preserve native habitats not protected by Apoxsee, such as pine flatwoods, to cluster the development away from Old Venice Road and to use buffering techniques to mitigate the noise from the Sarasota County School Board facilities.

Within the Waterfront Revitalization Area, Figure 2 designates an area west of the Commercial Core (shown in red), as Medium Density Residential. Portions of this area are designated Moderate Density Residential on the Apoxsee Future Land Use Map. Designating the entire non-commercial portion of the Waterfront Revitalization Area as Medium Density Residential would promote redevelopment consistent with the development potential of the surrounding properties.

High Density Residential Areas

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, which was discussed earlier in the Minor Comprehensive Plan Interpretations and Amendments section of this document. 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 new multi-family development is compatible with any adjacent lower density residential development, the plan contains a Condition for Development Approval, which imposes height restrictions and additional buffer requirements. These requirements are designed to ensure that multi-family residential development will be compatible with adjacent lower density residential development. Multi-family residential development will be prohibited from exceeding 57 feet in height, including any on-site parking levels. To maintain greater separation between new multi-family residential development and existing single family or mobile home park development, multi-family residential development will be required to provide a minimum 20 foot buffer area (as opposed to 10 feet, as required by the County Zoning Regulations) adjacent to single family or multi-family zoned land. The height of any structures built within 50 feet of any single family zoned district will be limited to the maximum height of the adjacent single-family (or mobile home park) district.

New Internal Roadway Network

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, regardless of the type of land use permitted. 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. Figure 2 depicts a conceptual roadway alignment for this new internal roadway network.

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.

Transfer of Development Rights

Apoxsee Future Land Use Policy 3.1.3. encourages transferring development rights from environmentally sensitive lands with high ecological value, barrier islands, historical and archaeologically sensitive lands, and platted substandard subdivisions and into appropriate areas within Town and Village Centers. Areas within Town and Village Centers may be designated for up to 25 units per acre if Transfer of Development Rights (TDRs) are utilized. Residential development, however, within the Osprey Village Center TDR receiving area would be limited to not more than 18 units per acre.

Figure 2 designates portions of the Medium Density Residential, High Density Residential and Commercial Core areas east of U.S. 41 as a TDR receiving area. Developers electing to use TDRs would be eligible to rezone the subject parcel(s) to the High Density Residential Receiving Zone (HDRRZ) zoning district. The maximum density allowed within the HDRRZ would be limited by this plan (i.e., to not more than 18 units per acre). Site plan approval would be required.

To ensure that new multi-family residential developments are compatible with adjacent lower density residential development, and with the overall character of the Osprey Village Center, this plan contains a Condition for Development Approval that increases buffer requirements and limits heights of buildings to not more than 57 feet (similar to the height of the Hidden Bay Condominiums). With the application of these restrictions, densities above 18 units per acre within any designated TDR receiving area may not be achievable.

CONDITIONS FOR DEVELOPMENT APPROVAL

The Conditions for Development Approval, along with Figure 2, the “Osprey Village Center Future Land Use Map and Plan at a Glance,” are to be used in evaluating and coordinating all future development requests within the boundaries of the Osprey Village Center. Conditions for Development Approval are based on analysis contained in this plan and within the Osprey Revitalization Plan Support Document.

General

1. Except as otherwise noted herein, future development approvals (e.g., Rezoning Petitions, Special Exceptions, Site and Development Plans, Construction Plans, Preliminary Subdivision Plans, and Final Subdivision Plans) shall be consistent with Figure 2, the Future Land Use Map and the conditions set forth herein. **Notes:**
 - A. Implementation of the Osprey Commercial Overlay District will require an amendment to the Sarasota County Zoning Regulations, Schedule of District Regulations.
 - B. Until such time as a Waterfront Revitalization Plan is developed and approved, all development within the Waterfront Revitalization Area shall be consistent with the existing future land use designations on the Apoxsee Future Land Use Map.
 - C. Not all residential designations shown on this map are consistent with the current Apoxsee Future Land Use Map. Unless or until such time as an amendment to the Apoxsee Future Land Use Map is adopted, incorporating the Medium Density and High Density Residential designations on the Osprey Village Center Future Land Use Map, all residential development shall be consistent with the existing future land use designations on the Apoxsee Future Land Use Map.

Environment

2. A minimum of one new tree (minimum 2-inch caliper, 8-foot height) shall be planted for each 2,000 square feet of the development site. Any existing trees that are protected will be counted towards the total requirement. Tree species for new plantings are those allowed by the Sarasota County Street Tree Program’s Master Tree List (Ordinance No. 97-01).
3. Large trees of the following species having a diameter at breast height (DBH) of 30 inches or greater shall be considered a Landmark Tree and shall be saved: Cypress, Elm, Hickory/Pecan, Holly, Magnolia, Oak, Red Cedar, and Sweet Gum. When a large tree is saved, the requirements of Sarasota County Ordinance No. 84-44, as amended for the subject site shall be reduced from one replanted tree per 2000 square feet to one replanted tree per 3000 square feet.

If a landmark tree can not be saved, it shall be replaced with: a) a tree of equal size and type, or b) as many 5-inch DBH or greater trees to equal or be greater than the DBH inches of the tree that was removed. Any Cabbage Palms (*Sabal spp.*) that need to be removed shall not be removed but shall be transplanted to appropriate areas within the site. A waiver of this Condition may be granted by Resources Protection Services if it is clearly demonstrated that the condition and character of the Landmark Tree is such that saving the tree is not consistent with the definition of a Landmark Tree.

4. Invasive plant species (i.e., Brazilian Pepper, Punk or Melaleuca, Australian Pines, Carrotwood, China-berry, Chinese Tallow, or any tree species prohibited by the Sarasota County Invasive Plant Species Ordinance No. 90-01, as amended) shall be removed and properly disposed of in an approved landfill or other environmentally acceptable manner, including, but not limited to, mulching or on-site burning (permit required).
5. Landscape buffer areas containing native habitat (canopy and understory) shall be conserved to fulfill the County’s landscape buffer requirements. If an area adjacent to the conserved native habitat requires buffer elements (e.g., landscaping, walls, berms) supplemental native plants may be considered in lieu of such buffer requirements.

Transportation

6. Where applicable, applicant's for new development south of Bay Street, between U.S. 41 and Old Venice Road, shall demonstrate that access to the parcel can be provided, consistent with the conceptual roadway generally depicted on Figure 2.
7. All new non-residential development with frontage along U.S. 41 shall provide cross access with the adjacent parcel(s). The location of all cross access, or access to a public or private road, shall be depicted on all site and development plans, subdivision plans, or concept plans submitted with a rezoning application. Said cross access shall be coordinated to the greatest extent possible with adjacent properties to establish a mutually acceptable location. A waiver of these provisions may be approved by Public Works Transportation Planning Services if it is clearly demonstrated that no reasonable means or need for cross access can be provided.
8. All new developments along U.S. 41, Old Venice Road and Bay Street shall design and place sidewalks in such a way that allows for planting street trees, including large canopy trees, within County rights-of-way. In some cases, street trees may be placed in easements behind the sidewalk to avoid conflicts with utilities and stormwater facilities. As part of the County's Permanent Tree and Maintenance Easement Program, the Public Works Landscaping Operations will plant and maintain the trees. A waiver of these provisions may be approved by Public Works Landscape Operations if it is clearly demonstrated that no alternative means of locating drainage slopes and sidewalks can be provided.
9. All new commercial, office, and multifamily development at existing or planned bus stop locations along U.S. 41, Bay Street, and Old Venice Road, shall construct an ADA approved concrete bus stop pads for handicapped access and install a bench, in coordination with Public Works Transit and Fleet Services. Developments over 200 residential units or 200,000 square feet of non-residential space shall provide and maintain a bus stop, including sheltered and shaded seating areas, transit route information, and a trash receptacle. A waiver of these provisions may be approved by Transit and Fleet Services if it is clearly demonstrated that there is no reasonable means of providing transit services to the development.
10. All new development shall provide internal bicycle and pedestrian circulation systems. Circulation systems shall be linked to existing or planned public sidewalks, bicycle lanes, and adjacent development. Circulation plans shall be submitted at the time of Construction Plan, Site and Development Plan, and/or Preliminary Plan Review.
11. All new non-residential and multi-family development in the Commercial Core shall install bicycle parking facilities in appropriate locations adjacent to the building.

Land Use

12. No new privacy walls shall be permitted west of U.S. 41. In lieu of privacy walls, security fences which are designed according to Crime Prevention Through Environmental Design (CPTED) principles may be permitted (e.g., a security fence that provides for the safety of the residence while not obstructing the surrounding view).
13. To ensure new multi-family residential development is compatible with adjacent single-family and /or mobile home development, the following limitations shall apply:
 - A. A minimum 20 foot buffer area shall be required between any adjacent non-multi-family zoned land. Any structures built within 50 feet of any single family (e.g., RSF or OUE) or mobile home park (MHP) district, shall be limited to the maximum height permitted within that adjacent residential district.
 - B. The maximum height of any new multi-family residential development shall be limited to 57 feet, including any parking areas (45 feet plus 12 feet for one floor of parking). In no instance shall special exceptions be granted to allow buildings to exceed 57 feet in height.

14. Properties with off-site signs (billboard), within the Osprey Village Center, existing as of the adoption of the Osprey Revitalization Plan No. 98-01-SP shall not be subdivided for the purpose of creating a separate parcel for the off-site sign.

Urban Design

15. To promote shaded pedestrian friendly roads within residential developments, the required front yard setback established in the County zoning regulations shall be reduced from 20 feet to 10 feet and the minimum buffer area shall be reduced by half, if a ten-foot wide easement is donated to the County for the planting and maintenance of canopy trees as part of the Street Tree Planting Program.
16. All new development, except for single family homes, within the Osprey Village Center shall provide the following information as part of required Site and Development Plan and/or Preliminary Plan Review: (Note: Single family residential subdivisions are included.)
 - site plan
 - building elevations
 - landscape plan
 - lighting plan
 - signage plan
 - pedestrian and bicycle circulation plan
17. Until such time as an Urban Design Overlay District (UDOD) is created and adopted for Osprey, all development within the Osprey Village Center, except for single family homes, shall comply with the provisions of the urban design program outlined below: (Note: Single family subdivisions are exempt from A below.)
 - A. Flags
Flags shall be permitted as follows: a maximum of one (1) federal, one (1) state and one (1) local/county flag per parcel, each a maximum of thirty-five (35) square feet in area.
 - B. Landscaping
 - 1) Where possible, new development shall utilize native plants and materials for landscaping, including the preservation of existing native vegetation.
 - 2) Within landscaped parking lot islands and medians, and in buffer areas, plant palettes shall complement each other.
 - C. Signage
 - 1) The required signage plans shall include all parcels within the development (including all outparcels) and shall include schematic building elevations, as necessary, to illustrate sign locations.
 - 2) Ground Signs:
 - a. Signs and sign structures shall be architecturally consistent with the buildings they identify. Architectural consistency includes compatibility of forms, materials, finishes, and colors.
 - b. Signs must include a street address or range of addresses for the building(s) they identify.
 - c. No part of the sign or its structure shall move, rotate, or use flashing lights.
 - d. The area surrounding the base of the sign shall be kept clear of unsightly debris. Landscaping is encouraged in the area immediately surrounding the base of the sign.
 - e. All signs shall be externally illuminated, except for backlit or internally illuminated individual letters.
 - f. Screen external light sources from view and locate so as not to impede pedestrian or vehicular traffic.
 - g. Wind, animated, or changeable copy (except service station) signs shall be prohibited.
 - h. Wooden ground signs shall be no higher than six (6) feet in height.

- i. All sides of a sign's supporting structure shall be painted.
- 3) Monument Signs:
 - a. All sides of a sign's supporting structure shall be painted.
 - b. The width of the sign support enclosure (foundation) must be equal to at least one-third (1/3) of the horizontal width of the sign surface.
 - c. Tops of signs shall be no higher than fifteen (15) feet from the ground level.
 - 4) Wall Signs:
 - a. Do not paint signs directly on walls.
 - b. Do not use projecting or roof signs.
 - c. Do not use window signs, except small lettered signs adjacent to entry doors.
 - d. Use a unified sign design for all signs on multi-tenant buildings.
 - e. Do not locate signs above the second story windowsill in a multi-story building.
 - 5) Combine various types of signs as much as possible, such as a pole sign with street signs, stop signs, and other informational signs; design with a common theme.
- D. Lighting:
- The following standards shall govern the use of lighting:
- 1) Use low pressure sodium lamps; masts in parking lots and internal circulation systems shall not exceed twenty feet (20') in height.
 - 2) Do not spill light onto adjacent properties.
 - 3) Shine lights down to locations where needed; use light shields when appropriate.
 - 4) Design and install lighting fixtures that minimize glare.
 - 5) Use time controls to insure that lights are not on when not needed.
- E. Utilities:
- All above ground utility appurtenances shall be constructed and routed to minimize detrimental effects to the visual character of the area and must be effectively screened by plantings, existing topography or the placement of buildings or structures. Where plantings are used, such plantings shall achieve a minimum mature height equal to that of the structure, up to eight feet (8'). Fire hydrants, public and emergency telephones, access ways to such utilities and primary facilities providing service to the site and all single-family homes shall be exempted.
- F. Appearance Codes:
- 1) Outparcel Treatment:

The design of structures on outparcels shall be compatible with the primary structure on the main parcel. Compatibility items to consider include, but are not limited to, similar exterior colors and/or materials, roof shape and material, signage, lighting and landscape materials.
 - 2) Front Yards:

Loading, storage, and refuse areas shall not be located within front yards.
 - 3) Outdoor Refuse Collection:

Outdoor refuse collection containers and similar facilities shall be screened from public view on all four (4) sides. The area shall be visually screened with an opaque material, which may include shrubs, walls, fences, or berms that are a minimum of eight feet (8') in height. (**Note:** Chain link fencing with slats does not constitute opaque material.) Single family homes shall be exempt from this provision.
 - 4) Mechanical Equipment:
 - a) All mechanical equipment including, but not limited to, heating, ventilating, and air conditioning machinery; public utility service fixtures such as potable water and sewer facilities; telephone and electrical switching equipment; and natural or propane gas tanks,

shall be screened from public view.

- b) Such screening may include any combination of landscaping and building materials. If building materials are to be utilized for screening purposes, such materials shall be consistent with the architectural design of the principal structure. Screening shall extend at least one foot (1') above the object to be screened.

5) Wall Treatment:

No exterior walls of exposed unfinished or painted concrete block shall be permitted.

18. Until such time as an Urban Design Overlay District (UDOD) is created and adopted for Osprey, all development within the Osprey Village Center is encouraged to comply with the guidelines outlined below:

A. Design Guidelines

- 1) Encourage development to utilize an “Old Florida Village” or “Spanish Colonial Revival” appearance, similar to the old Osprey Elementary School.
- 2) Encourage building designs for new developments to utilize offsetting sections of the building footprint and differing the building façade.

B. General Principles For Rehabilitating Existing and/or New Development

- 1) Screen outside storage, mechanical equipment, and dumpsters from view.
- 2) Coordinate landscape design including trees in parking areas.
- 3) Encourage large display windows for retail stores, preferably with no or minimum sunblock film.
- 4) Complement new building facades and mass with the surrounding buildings.
- 5) Screen loading areas from view. Where possible, locate loading areas in rear or side yards, preferably with access from side streets and alleys.
- 6) Locate any on-site parking in side or rear yards, preferably with access from side streets and/or alleys.
- 7) Encourage replacement of existing on-site parking with landscaping if on-street parking (parallel or angled) is provided along Washington Avenue.
- 8) Provide pedestrian access and landscaping as part of front yard design, and coordinate with any public or private streetscape improvements.

C. Signage

- 1) Signs should fit into the context of neighboring signs.
- 2) Encourage the use of pressure treated wooden ground signs.

D. Streetscape Improvements

- 1) Use of brick paving or stamped concrete in pedestrian areas, especially along Washington Avenue is encouraged.
- 2) The installation of decorative (low pressure sodium) street lights along Washington Avenue is encouraged.

E. Internal Pedestrian Improvements

Paver brick, or stamped concrete, striping, and landscaping should be considered to improve the safety and enhance the appearance of internal pedestrian systems.

F. Stormwater

Redevelopment and new development are encouraged to utilize shared stormwater retention facilities, provided property owners coordinate these facilities at the time of development approval.

G. Shared Access

New non-residential and multi-family development are encouraged to share access. A new driveway may be located solely on one parcel, with cross access provided to the adjacent parcel(s) or driveways may be located along lines with the driveway access being located equally on both parcels. Shared

access will require an access easement to be recorded by both property owners allowing permanent uninterrupted access between the cross access area and the shared driveway.

OTHER PROJECTS

The fifteen projects and land use initiatives described at the beginning of this plan are only the highest priority projects. Osprey residents identified twenty-eight other projects, which are also being recommended as part of this plan. Projects are listed on Table 1, indicating the type of project, a preliminary cost estimate, and timeframe.

The Appendix contains project detail sheets for each of the projects listed in Table 1. Project detail sheets include a background and project description, preliminary cost estimates, funding sources, implementing time frame, responsible parties, steps required to implement the project, and additional issues requiring further analysis/action. Each project has a reference number (e.g., LU – 3) that corresponds to the project category (i.e., environment, community services, public facilities, transportation, land use, urban design, and marketing). Project categories are tied to specific chapters in the Osprey Revitalization Plan Support Document, such as Chapter Eight: Land Use.

Priority and land use initiative projects are considered essential or very important for revitalization of the Osprey Village Center. Other projects are those that are less vital to the success of the overall plan, but which are, nevertheless, important and would help the overall revitalization of the area.

TABLE 1
REVITALIZATION PROJECTS

NO.	NAME OF POTENTIAL PROJECT	PROJECT TYPE	PRELIMINARY COSTS	TIME FRAME*	PROJECT SHEET NO.
Priority Projects					
1	Recreational Facilities at Bay Street Park	County project	\$228,298	Short	CS – 2
2a	Water Lines to Osprey Village Center	Water Line Extension Program, CDBG	\$850,000	Short - Long	PF – 2
2b	Sewer Lines to Osprey Park	Septic Tank Replacement Program, CDBG	\$783,000	Mid - Long	PF – 1
3	Feasibility Study for a New Osprey Community Center	Community Project, County Project	In-House Staff Project	Mid - Long	CS – 1
4	Bay and Beach Access Improvements and Study	County Project, Community Project	\$41,000	Short - Long	CS - 6
5	Urban Design Overlay Zoning District	County Project	\$20,000	Short	UD – 1
6	Osprey Commercial Overlay District	County Project	In-House Staff Project	Short - Mid	LU – 2
7	Alternatives to Widening U.S. 41	County Project, FDOT, MPO	\$100,000	Short - Long	TR – 13
8	Sidewalks on U.S. 41	Sidewalk Program Project, FDOT	#300,000 (west side)	Mid	TR – 1
9	Pedestrian Refuge and Landscaping at U.S. 41 and Bay Street	Sidewalk Program, FDOT	TBD	Mid	TR – 10
10	Sidewalks and Bicycle Lane Improvements on Old Venice Road	Sidewalk Program Project	\$740,000	Mid	TR – 7
11	Sidewalks on Bay Street	Sidewalk Program Project	\$375,000	Mid	TR – 6
12	Sidewalks and/or Bicycle Lanes on Blackburn Point Road	Sidewalk Program Project, FDOT	\$850,000	Mid - Long	TR – 9
13	Crosswalks at U.S. 41 and Blackburn Point Road	FDOT	TBD	Short	TR – 11
14	Traffic Abatement in Osprey Village Center Neighborhoods	County Project, Community Project	\$100,000 - 200,000	Long	TR – 15
15a	Osprey Park Neighborhood Sidewalks	Sidewalk Program Project	\$360,000 (1) \$695,000 (2)	Mid - Long	TR – 4
15b	Osprey Village Neighborhood Sidewalks	Sidewalk Program Project	\$475,000 (1) \$250,000 (2)	Mid - Long	TR – 5
16	Osprey Revitalization Committee	County Project	\$1,000	Short	LU – 5
Land Use Initiative Projects					
1	Washington Avenue Streetscape Planning Study	County Project, Community Project	\$75,000	Short - Mid	UD – 2
2	Waterfront Revitalization Area	Community Project	TBD	Short - Mid	LU - 6
3	Medium and High Residential Density Comprehensive Plan Amendment	County Project	In-House Staff Project	Short	LU – 1

*Time Frames: Short = one to two years; Mid = two to five; Long = more than five years

NO.	NAME OF POTENTIAL PROJECT	PROJECT TYPE	PRELIMINARY COSTS	TIME FRAME*	PROJECT SHEET NO.
Other Projects					
1	Expanded Public Use of Pine View School Athletic Facilities	Community Project, County Project	In-House Staff Project	Short	CS – 3
2	Public Access to Pine View School Media and Technology Center	County Project, Community Project	\$4,640	Short	CS - 11
3	Relocation of Fire-Rescue Station #14	County Project	Adopted CIP	Short - Mid	CS - 12
4	Establish a Chamber of Commerce	Community Project	TBD	Short - Mid	M – 1
5	Develop an Osprey Village Square	County Project	\$1,365,000	Short - Mid	LU – 3
6	Community Policing in Osprey	Community Project, County Project	In-House Staff Project	Short - Mid	CS - 13
7	Enhance Transit Service within Osprey	County Project	\$82,750	Short - Mid	TR – 14
8	Osprey Bayfront Trail and Bay Blueway	Community Projects	\$22,400	Short - Mid	CS – 8
9	Reduce Conflicts Between Recreational Bay Uses	County Project, Community Project	In-House Staff Project	Short - Mid	CS – 7
10	Environmental Education	County Project, Community Project	In-House Staff Project	Short - Mid	ENV - 2
11	Osprey Village Neighborhood Coastal Sub-Basin	County Project	In-House Staff Project	Short to Mid	PF - 3
12	Landscaping Projects on U.S. 41	County Project, FDOT	\$221,000	Short - Long	TR – 8
13	Designate a Historic Preservation / Neighborhood Conservation District	County Project	In-House Staff Project	Mid	LU – 4
14	Theme events	Community Project	TBD	Mid	M – 3
15	Community Identification Banners	Community Project	TBD	Mid	M – 5
16	Community Projects	Community Project	TBD	Mid	M – 6
17	Traffic Signal at U.S. 41/Bay Acres Ave.	Community Project, County Project, FDOT	\$615,000	Mid	TR – 2
18	New Mid-County Public Library	County Project	Surtax	Mid	CS - 10
19	Attract Specific Uses to Osprey	Community Project	TBD	Mid	M – 7
20	Pollution Control and Water Quality Improvement Projects	County Project, Community Project	\$50,000 w/o land purchase	Mid	ENV – 1
21	Pedestrian Signal at U.S. 41 and Church Street	Community Project, County Project, FDOT	\$160,000	Mid - Long	TR – 3
22	Scenic Vistas on U.S. 41	FDOT	TBD	Mid - Long	TR-16
23	Feasibility Study for Blackburn Point Park Improvements	County Project, FDOT	In-House Staff Project	Mid - Long	CS - 4
24	New Internal Road from U.S. 41 to Old Venice Road	Community Project	TBD	Mid - Long	TR – 12
25	Historic Commemorative Signage	Community Project	\$2,000	Long	M – 4
26	Connections to Future Rails-to-Trails	County Project	Surtax	Long	CS – 9
27	Storefront Improvement Program	Community Project	In-House Staff Project	Long	M – 2
28	Expanded Museum and Archives at Historic Spanish Point	Community Project	TBD	Long	CS – 5

*Time Frames: Short = one to two years; Mid = two to five; Long = more than five years