



# CRITICAL AREA PLANS

PLANNING FOR CRITICAL AREAS IN SARASOTA COUNTY, FLORIDA

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## QUICK FACTS

THE CRITICAL AREA PLAN PROGRAM WAS CREATED IN 1984. AT THAT TIME, THEY WERE REFERRED TO AS SECTOR PLANS.

1984

THE CRITICAL AREA PLANS PROVIDE A BRIDGE BETWEEN THE GENERAL CHARACTERISTICS OF THE COMPREHENSIVE PLAN AND THE SPECIFIC NATURE OF DEVELOPMENT ORDERS AND PERMITS.

THE COUNTY HAS ADOPTED APPROXIMATELY 29 CRITICAL AREA PLANS.

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INFORMATION ON ADOPTED CRITICAL AREA PLANS CAN BE FOUND ON THE COUNTY'S WEBSITE AT THE FOLLOWING LINK: [HTTPS://WWW.SCGOV.NET/PLANNINGSERVICES/PAGES/CORRIDORPLANS.ASPX](https://www.scgov.net/planningservices/pages/corridorplans.aspx)

HAVE AN IDEA FOR A CUTSHEET? LET US KNOW! EMAIL: [PLANNER@SCGOV.NET](mailto:PLANNER@SCGOV.NET)

## WHAT IS A CRITICAL AREA PLAN?

The Critical Area Plan (CAP) is one of the planning tools used to help implement the Sarasota County Comprehensive Plan by providing specific recommendations for certain geographic areas, referred to as Critical Areas of Concern. CAPs serve as a bridge between the broader characteristics of the Comprehensive Plan and the specific details of the zoning and land development regulations. This intermediated planning effort allows the county to provide specific recommendations for the development of these geographic areas to help ensure that they are developed in a coordinated way and are compatible with the surrounding neighborhoods and consistent with the goals, objectives and policies of the county's Comprehensive Plan.

## CRITICAL AREAS OF CONCERN

Critical Areas of Concern include; commercial, town and village centers, blighted, declining or transitional neighborhoods, commercial highway interchanges, other arterial roadways, the barrier islands, major employment centers, large tracts of land under common ownership, and communities within the unincorporated area of the county, such as Englewood, Nokomis, and Osprey.

Critical Area Plans (CAPs) help determine the location and number of different land uses (i.e., residential, commercial, office). This area-wide planning approach assesses impacts on a cumulative basis rather than a site specific basis. This approach also allows coordinated planning for the provision of system-wide infrastructure, such as: drainage; transportation; water and sewer; environmental systems; and protection of habitats. CAPs may also include urban design guidelines to help establish or support community identity. Adopted CAPs include a land use plan and Conditions of Development Approval, with which all new development and any future re-zonings within the CAP boundary must comply.

## WHAT IS THE CRITICAL AREA PLAN PROCESS?

The Critical Area Plan (CAP) process can be broken into three general steps:

**1** The determination of the CAP study area boundaries and the identification of the scope of work that will be conducted. This includes what types of things will be evaluated, analyzed, and studied within the CAP boundary. As part of this first phase, staff will visit the area and get input from the community about any concerns. This phase is completed when the Sarasota County Commission approves the CAP boundary and project scope.

**2** The development of the Plan. Staff examines existing conditions of the area, performs studies and analyzes results, leading to recommendations on ways to implement Comprehensive Plan policies and identify solutions to concerns from the neighborhood. The Critical Area Plan is then drafted with input from the community and finalized for consideration by the Planning Commission and Sarasota County Commission.

**3** The Planning Commission holds a public hearing and provides a recommendation on the CAP to the Sarasota County Commission. The county commission then holds a public hearing and makes a final determination whether to approve the CAP, approve the CAP with changes, or not approve it.

## CAN AN APPROVED CRITICAL AREA PLAN BE CHANGED?

Yes. An adopted Critical Area Plan (CAP) can be amended or changed. Changes to an adopted CAP may be initiated by either the private sector (i.e., property owners, developers) or the public sector (Sarasota County). The change is conducted as part of a public hearing process that provides opportunity for public comments, and requires an application and supporting documentation.

Adopted CAPs may also be reevaluated. Reevaluation may occur due to the following reasons; changing conditions within the CAP; area build out and completion of conditions of development approval of the adopted CAP; or, updates to development standards in other regulatory documents (such as the zoning ordinance and the land development regulations), which cause development standards in an adopted CAP to become outdated over time.

### TYPES OF CRITICAL AREA PLANS

**CORRIDOR PLANS** – Linear studies that occur along major roadways (i.e., I-75, I-75 connector roads). Components of these plans may address urban design; land use distribution and compatibility issues; drainage; and transportation needs focusing on access and circulation issues.

**REVITALIZATION AND REDEVELOPMENT PLANS** – Provide strategies to foster the renewal of existing community's function by identifying and planning for necessary improvements to community facilities and infrastructure, housing rehabilitation, redevelopment, community identity and cohesiveness where appropriate.

**SECTOR PLANS** – Plans for commercial centers, major employment centers, major employment centers/interstate regional office parks, and commercial highway interchanges. The elements for each sector plan are based on the existing conditions and uniqueness of the specific geographic area.

**TOWN AND VILLAGE PLANS** – Plans that are designed to promote redevelopment and creation of public amenities within designated town and village centers. These plans address the provision of safe and convenient pedestrian, bicycle, and vehicular access; minimization of incompatible land uses or building types; evaluation of mixed uses; and protection and integration of residential uses.

# HIGHLIGHTED EXAMPLE OF AN ADOPTED CRITICAL AREA PLAN: NOKOMIS REVITALIZATION PLAN

**“PRESERVING HISTORY, IMPROVING CONDITIONS AND GUIDING FUTURE DEVELOPMENT IN THE NOKOMIS CENTER.”**

The Nokomis Center Revitalization Plan provides a framework for the preservation, revitalization and long-term development and redevelopment of the Nokomis Center. The revitalization plan sets priorities for the older, generally historic, portions of the unincorporated community of Nokomis. The plan outlines recommends projects to enhance the community’s positive qualities and includes the following five elements; ten priorities for improving the quality of life and promoting redevelopment within the Nokomis Center; boundaries of applicable Apoxsee Future Land Use Map designations and appropriate uses within those areas; recommended amendments to the Future Land Use Map and Zoning Ordinance; regulations that are necessary to implement key components of the plan; and conditions for Development Approval that new development and redevelopment within the Nokomis Center will be required to meet.

Source: Nokomis Center Revitalization Plan No. 99-03-SP



## HIGHLIGHTED EXAMPLE CONDITIONS



### SIGNAGE

Smaller wooden pole signs provide a sense of charm typical of specialty shops. Small wood signs are encouraged where traffic speeds are slow enough so back-lit signs are not needed.



### SENSITIVE LANDS

The Sarasota County Comprehensive Plan requires new development to preserve environmentally sensitive lands. One such site, known as the Curry Creek Preserve, has approximately 95 acres, with pristine native habitats and a natural meandering creek.



### GATEWAY ENTRANCE

Gateways will introduce and identify the Nokomis as a unique place. They will benefit from planting small canopy trees, palms and shrubs and add beauty and a sense of identity to Nokomis.



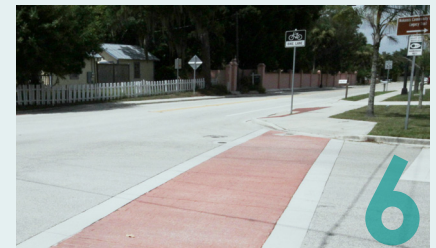
### TRANSIT IMPROVEMENTS

Quality transit amenities encourage the use of public transit. Convenient mini-transfer locations along U.S. 41 will allow for the creation of a flexible transit route service.



### COMMUNITY APPEARANCE

Urban design elements will be contained in an Urban Design Manual for the Nokomis Center. Expanded County sponsored clean-up days and community efforts are needed to improve the appearance of the Nokomis Center.



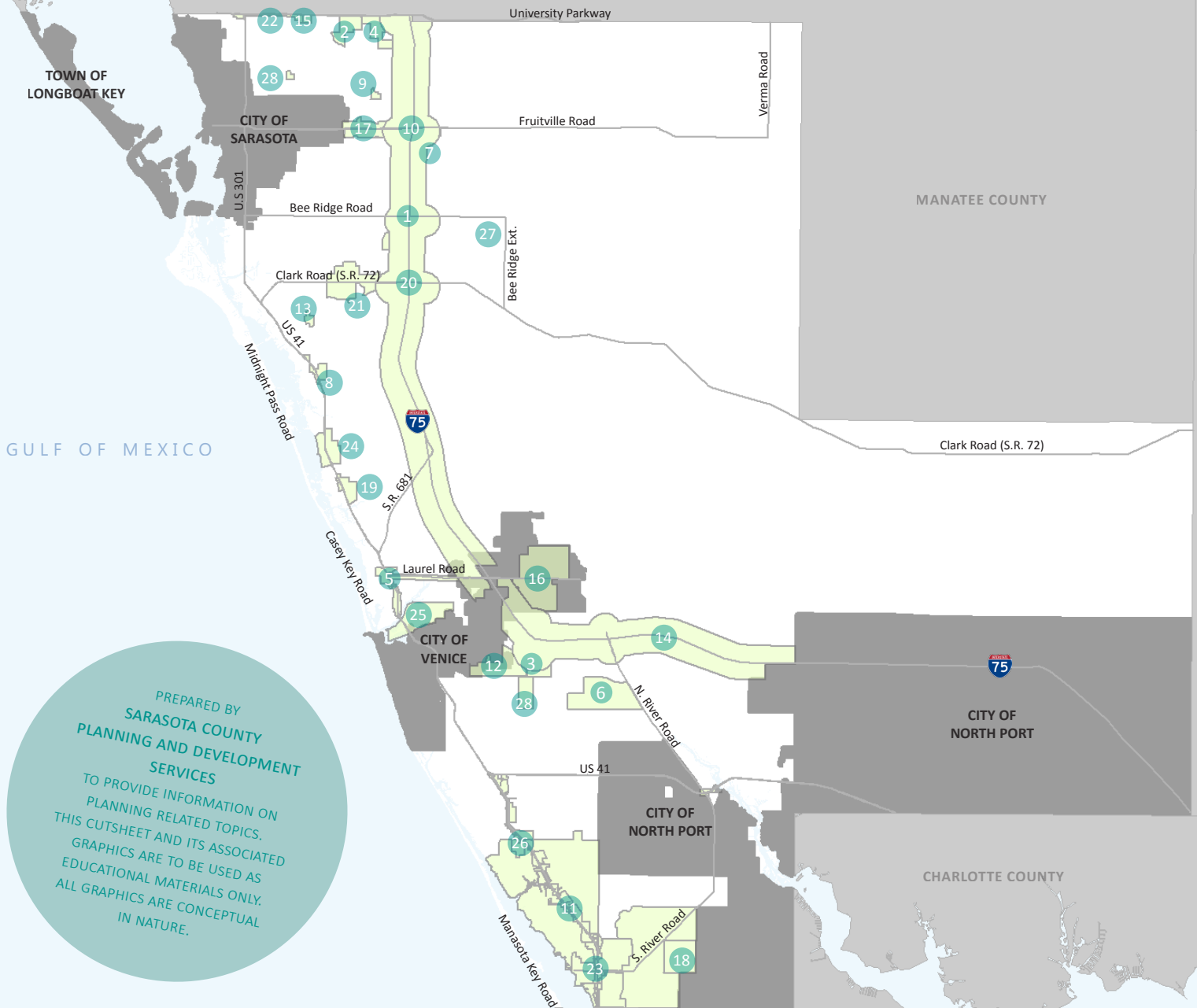
### TRAFFIC CALMING

Road resurfacing, cul-de-sac improvements, road closures, and limitations on truck traffic will prevent automobile and commercial truck traffic intrusion and improve motorist and pedestrian safety.

# APPROVED CRITICAL AREA PLANS

This map and accompanying list identifies those locations that a Critical Area Plan has been adopted. For more information on implemented CAPs, visit <http://bit.ly/1ldVwDR>

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|--|--|---|
| 1. I-75/Bee Ridge Road North & South       | 11. Englewood Area                         | 21. Clark Road Corridor                         |
| 2. Longwood Run Subdivision                | 12. Venice Avenue Corridor Plan            | 22. University Parkway Corridor                 |
| 3. I-75/Jacaranda Boulevard/Venice Avenue  | 13. Beneva Road/Gulf Gate Drive            | 23. Englewood Town Center Revitalization Plan   |
| 4. I-75/University Parkway                 | 14. I-75 Corridor Plan                     | 24. Osprey Revitalization Plan                  |
| 5. U.S. 41/Laurel Road                     | 15. University Parkway/Lockwood Ridge Road | 25. Nokomis Revitalization Plan                 |
| 6. Center Road/North River Boulevard       | 16. Laurel Road                            | 26. State Road 776 Corridor                     |
| 7. Fruitville Road Major Employment Center | 17. Fruitville Road Corridor Plan          | 27. Bee Ridge Extension                         |
| 8. U.S. 41/Beneva Road                     | 18. Pine Street/Dearborn Street            | 28. Jacaranda/Center Road                       |
| 9. 17 <sup>th</sup> Street/Honore Avenue   | 19. U.S.41/Blackburn Point Road            | 29. 27 <sup>th</sup> Street/Lockwood Ridge Road |
| 10. I-75/Fruitville Road                   | 20. I-75/Clark Road                        |   |



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