

- E. Establish and maintain marine park (MP) zoning district to include appropriate water bodies.

POLICY 9. THE MAJOR THOROUGHFARE SYSTEM MUST BE DEVELOPED IN A WAY THAT WILL EFFICIENTLY AND SAFELY SERVE THE URBAN AREAS WITH CONGESTION-FREE TRAFFIC ARTERIES. TO ACCOMPLISH THIS, THE STREET SYSTEM MUST BE DESIGNED TO SERVE ALL PORTIONS OF THE PLANNED URBAN AREAS WITH FACILITIES OF THE APPROPRIATE FUNCTIONAL CLASS.

- A. A Major Thoroughfare Plan should be maintained for Sarasota County, incorporating appropriate elements of the Comprehensive Plan.
- B. Urge completion of the proposed I-75 link between Tampa and Miami. This will further improve both intra- and inter-county traffic movements. Completion of I-75 will also provide better access to planned industrial parks and permit better highway connection between the northern and southern portions of Sarasota County.
- C. Improve traffic capacity on U. S. 41 by restricting additional strip commercial development, establishing minimum spacing between curb-cuts, and tightening highway commercial development regulations.

- D. Links should be planned between all major traffic generators, e.g. large commercial areas and industrial parks with arterial streets built to appropriate standards to accommodate the necessary traffic volumes generated by people using the facilities.
- E. Use arteries to define - not penetrate - neighborhood units. This can be partially accomplished by advance planning of major thoroughfare routes and by requiring that development proposals crossing arterials include independent community facilities provisions on either side of the major street. Duplication of the public facilities helps to create two neighborhoods bounded by the arterial.
- F. Routes for thoroughfares should not utilize valuable park and recreation land as a means for lowering the costs of highway construction.
- G. The tributary areas lying between arterial streets should be served by an adequate network of collector streets which can also serve as neighborhood boundaries.
- H. Neighborhood units should be served internally by a system of local service and collector streets.

- I. Relate land uses to street function by establishing commercial zoning districts in proper locations adjacent to arterial routes. Place major retail and services zones at selected intersections, and provide for highway-oriented businesses at strategic locations along major thoroughfares. Highway commercial zones should not be "stripped" over long distances. Rather, the districts should be concentrated into realistic nuclei which have sufficient depth to permit construction of access roads and provision of effective buffer areas.
- J. Moderate and medium density housing areas can be effectively built on both arterial and collector streets, however, construction of garden apartments on collectors within low-density neighborhoods should be restricted to a minor proportion of the total area; this will avoid conversion of the entire neighborhood into an apartment area.
- Low-density housing is best served by local streets, and the surrounding zoning patterns should reflect this condition. Local streets are not designed to carry the vehicle volumes generated by high-intensity uses.
- K. Use loop streets and cul-de-sacs, to serve local needs in residential areas. Cul-de-sacs are especially effective in reducing through-traffic move-

ments and dispersing neighborhood circulation patterns for greater safety and residential protection.

POLICY 10. FULL CONSIDERATION SHOULD BE GIVEN TO ENVIRONMENTAL FACTORS WITHIN SARASOTA COUNTY AS THEY PERTAIN TO LAND USE.

- A. The Environmental Element of the Sarasota County Comprehensive Plan should include an environmental inventory.
- B. Areas to be preserved or conserved should be determined by the Environmental Element of the Sarasota County Comprehensive Plan.
- C. Lands and waters determined by the Environmental Element to be of general environmental value should be conserved, while those lands and waters determined to be of specific critical value should be preserved.
- D. Require environmental consideration of all development proposals within Sarasota County.

POLICY 11. RECOGNIZING AGRICULTURE AS AN IMPORTANT AND NECESSARY ACTIVITY WITHIN FLORIDA AND SARASOTA COUNTY, ADEQUATE AND APPROPRIATE LAND SHOULD BE RESERVED FOR ITS CONTINUANCE.

- A. Discourage urban development east and north of proposed I-75 in order to reserve that land, where appropriate, for agricultural uses.
- B. Recognize agricultural uses as one form of open-space.
- C. Establish and maintain appropriate agricultural zoning districts.

#### Plan Specifics

The Land Use Plan projects existing urbanization to ultimately expand within that area west of proposed Interstate Highway 75, while concurrently providing for the continuation of local community identities, in accordance with the above general policies. This urban containment policy should generate more efficient provision of public and private services, within the county, while retaining natural esthetics, and yet permit appropriate urban growth in a controlled manner.

The retention of agricultural land in the eastern portion of Sarasota County and between the four urban nodes, should provide several benefits. Among these are: 1) taxable open space; 2) retention of agricultural production; 3) aid to maintenance of air and water quality; 4) retention of local recharge; 5) provision of wildlife habitat, and 6) provision of population limiting factor.

The choice of proposed I-75 as an urban barrier has several supporting factors: 1) it will be easily identifiable; 2) since it is not yet built, no confiscatory action is necessary or appropriate, and; 3) such planning will prevent large scale commercialization of land in the interior county.

Separation of Sarasota, Venice, Englewood, and North Port urban areas should assist in: 1) maintaining an open space community image; 2) provision of basic community facilities through centralization, and; 3) separation of jurisdictional administration such as groundwater withdrawal, fire and police protection and pollution control.

Residential densities and commercial land uses are minimized on the offshore barrier islands due to their inherent environmental limitations and the difficulty of providing safe and efficient transportation and other community facilities. It is intended that residential densities on Casey and Manasota Keys be generally limited to no more than 2.5 units per acre.

Sarasota City is included in the Land Use Plan since its plan categories are virtually identical to the County Plan, and the City of Venice is included at the request of the Venice Planning Board. Longboat Town and North Port are included depicting only generalized land use patterns until actual land use plans are made available.

## Plan Categories

### Residential

Rural Density	1.0 or fewer residential units per acre
Low Density	1.1 - 4.5 units per acre
Moderate Density	4.6 - 13.0 units per acre
Medium Density	13.1 - 18.0 units per acre

Medium and moderate density residential are planned in:

- 1) those areas now permanently so developed;
- 2) areas of service concentrations;
- 3) areas of high accessibility;
- 4) areas now undesirably zoned for commercial uses.

Realistic planning suggests that presently developed areas of higher density residential uses (other than redevelopment areas) will remain beyond the foreseeable future. These areas are, therefore, retained (albeit at lower densities than in the past).

Those areas surrounding existing or planned service centers (shopping, medical, public institutions, employment centers) can support higher densities due to more efficient, combined support systems.

Land easily and quickly accessible can support higher densities than remote locations due mostly to transportation factors. In many cases, these areas are zoned currently for commercial uses because of easy market attraction.

Medium and moderate residential densities will include mostly multifamily structures which may or may not be more than one story in height. As professional office uses are generally compatible with multifamily uses, areas shown as medium or moderate density with good access to collector or arterial roadways may also include office uses.

Low density marks generally the extent of urbanization planned within the county. Generally, those low density areas furthest from the urban core should be developed at the lower end of the permitted density range. Low density residential land use should result mostly in single family detached houses, although some cluster and/or attached housing development may evolve.

Rural density residential refers more to the actual use of land than actual specific densities under one unit per acre. These areas should provide estate or ranchette style housing and/or agricultural uses, for the most part. Rural density residential use will not be of urban nature and, in fact, may not develop even to estate density capacity in the future.

#### Agriculture

These lands are not open to urban or suburban development except in accordance with adopted growth policies. Farming and related agricultural uses are permitted and encouraged. These areas along with conservation areas will help maintain groundwater supplies, flora and fauna, as well as assist in controlling surface water run-off, and providing open space.

### Commercial

Neighborhood commercial activities include local retail and service needs for a limited population and geographic area. Such uses would include, among others: convenience stores; laundromats; barber shops; beauty shops. In general, such uses do not require location along major or minor arterials, but rather, collectors.

General commercial uses include shopping centers, central business districts, and other retail and services of a more regional nature. These activities will contain the largest portion of the commercial acreage and establishments in the county.

Intensive commercial land uses will include highway interchange developments as well as wholesale and automotive oriented business such as garages, drive-in restaurants, auto sales.

On the Sarasota County Land Use Plan map (Map 2) only major commercial areas are shown. It is intended that neighborhood commercial uses will be planned as the necessity arises since their locations will remain quite flexible. General and intensive commercial uses are combined into the category "Major Commercial".

### Industrial

Land planned for industrial purposes is reserved in those areas already developed industrially and areas meeting in-

dustrial location criteria: location along railroad lines; location on or near major highways; nearness to labor source. General environmental impact has also been considered in those planned, new industrial areas.

#### Community Facilities

Land is allocated for private and public facilities such as utilities, transportation, schools and wellfields as anticipated by future land use and population expectations.

Within unincorporated Sarasota County, those community facilities now publicly owned and those specific planned sites whose dimensions are currently definable are shown on Map 2. Particular sites for specific facilities are determined within the Community Facilities Element of the Comprehensive Plan. That Element currently includes the officially approved Water and Wastewater Systems Master Plan (Smally, Wellford & Nalven and Russell & Axon, June 1971), as amended, as well as the Comprehensive Road Plan of Sarasota County, as amended.

It is intended that this Land Use Plan be utilized, as appropriate, to amend and update the above official plans. particularly the Road Plan, henceforth to be called the Sarasota County Thoroughfare Plan. Since the Thoroughfare Plan is so intimately related to the Land Use Plan, the proposed functional classifications (as described in Appendix A) and

their respective planned locations (as shown by Map 2 overlay, page 31) should be adopted along with this Land Use Plan.

Particular recommended design standards will be set forth within the Community Facilities Element of the Comprehensive Plan.

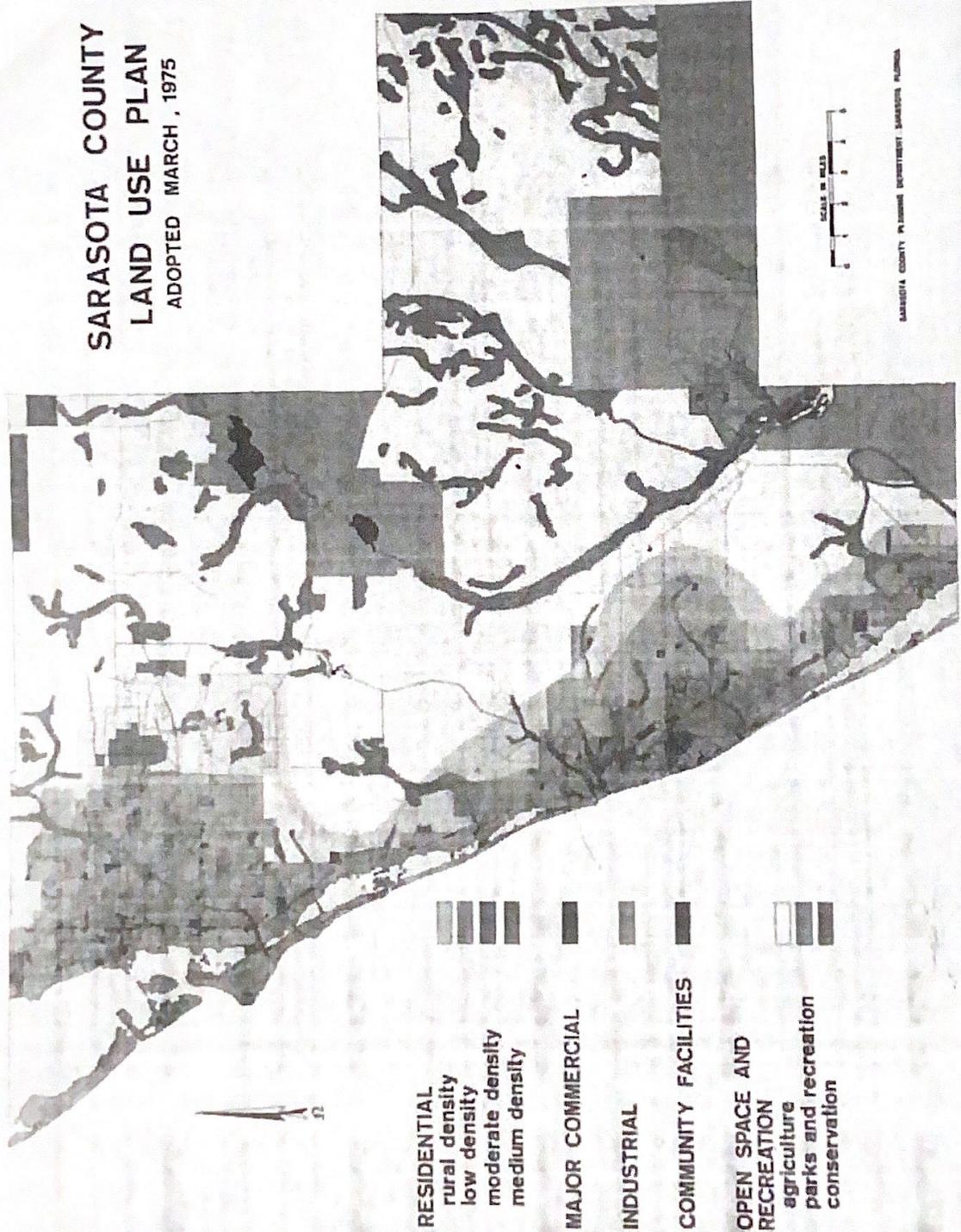
#### Parks and Recreation

This category includes both private and public land which is planned to provide facilities for active and passive recreation as well as various forms of open space. This category will be specifically considered within the Community Facilities Element of the Comprehensive Plan.

#### Conservation

Land determined to be of ecological or environmental value is set aside to be conserved. For the purposes of this land use plan, 'conserve' shall imply use such as parks, agriculture, very low density residential which will not overly damage natural conditions, as well as "no development" uses. It is intended that the Environmental Element will eventually determine actual preservation areas as specific inventories and information become available. Within the Land Use Plan, criteria such as drainage patterns, soil types, flood zones, and indigenous vegetation are utilized as suggested by the Florida Coastal Coordinating Council, and established by the Environmental Limitations section of the Environmental Element, Sarasota County Comprehensive Plan.

**SARASOTA COUNTY  
LAND USE PLAN  
ADOPTED MARCH, 1975**



SCALE IN MILES

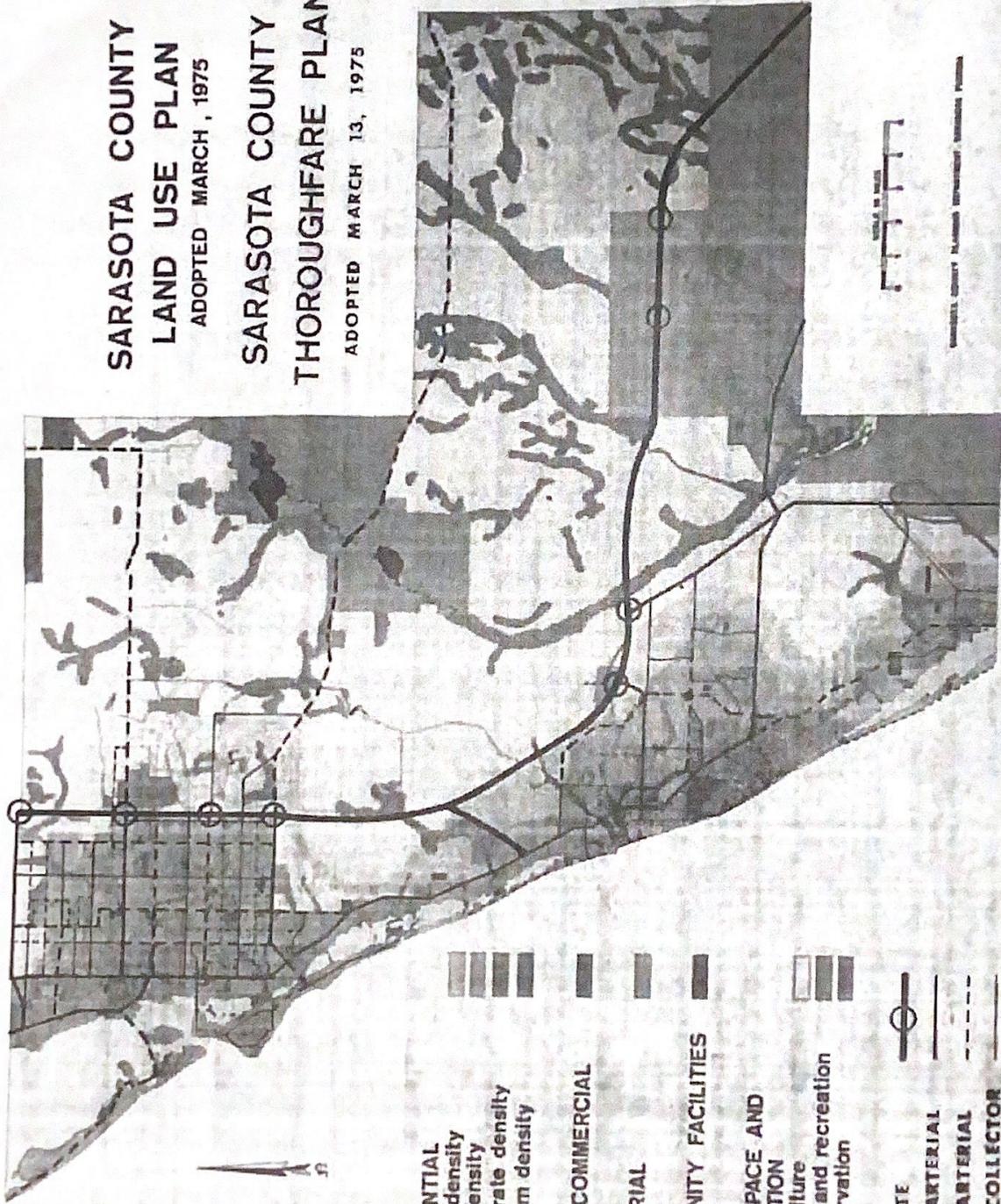
SARASOTA COUNTY PLANNING DEPARTMENT, SARASOTA, FLORIDA

A P P E N D I X    A

Thoroughfare Plan

**SARASOTA COUNTY  
LAND USE PLAN**  
ADOPTED MARCH, 1975

**SARASOTA COUNTY  
THOROUGHFARE PLAN**  
ADOPTED MARCH 13, 1975



- RESIDENTIAL**
  - rural density
  - low density
  - moderate density
  - medium density
- MAJOR COMMERCIAL**
- INDUSTRIAL**
- COMMUNITY FACILITIES**
- OPEN SPACE AND RECREATION**
  - agriculture
  - parks and recreation
  - conservation
- INTERSTATE**
- MAJOR ARTERIAL**
- MINOR ARTERIAL**
- MAJOR COLLECTOR**
- MINOR COLLECTOR**

SARASOTA COUNTY PLANNING DEPARTMENT, SARASOTA, FLORIDA

## SARASOTA COUNTY THOROUGHFARE PLAN

The Sarasota County Thoroughfare Plan is designed as part of the Community Facilities Element of the Comprehensive Plan. Since, however, roads are directly related to land use, this thoroughfare plan is presented along with the Sarasota County Land Use Plan. The Thoroughfare Plan is graphically presented as an overlay to the Land Use Plan map, page 31.

The four categories of planned thoroughfares are based upon the function or role each will play within the transportation network of Sarasota County. The classification scheme, then, is not based simply upon expected traffic volume alone although volume is strongly related to the classification.

Planned roads fall within the following functional classification system:

1. Minor Collectors are those streets planned to carry a moderate traffic volume within neighborhood areas as a link among local streets and will have no more than two traffic lanes;
2. Major Collectors are planned to carry moderate to high traffic volumes from neighborhood areas to arterial roads or to local activity centers and will probably have no more than two traffic lanes;

3. Minor Arterials are planned to carry moderate to high traffic volumes connecting activity centers generally within individual urban areas and may be two or more traffic lanes;
4. Major Arterials are planned to carry high traffic volumes over long distances among regional activity centers within different urban areas and all are planned to have at least four traffic lanes, and;
5. Interstates are planned to carry high volumes of traffic among national activity centers, will have at least four traffic lanes and be designed as limited access.

As the overlay on page 31 shows, the Thoroughfare Plan is designed to relate directly with the Land Use Plan, although design standards are left to the discretion of those agencies responsible for engineering and construction.

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Current Planning Division

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Jeff Randell, Planner III  
Jerry Cray, Planner II

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Operations & Research Division

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Norbert Musial, Planner II (Systems Analyst)  
Gail Kelly, Junior Programmer

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