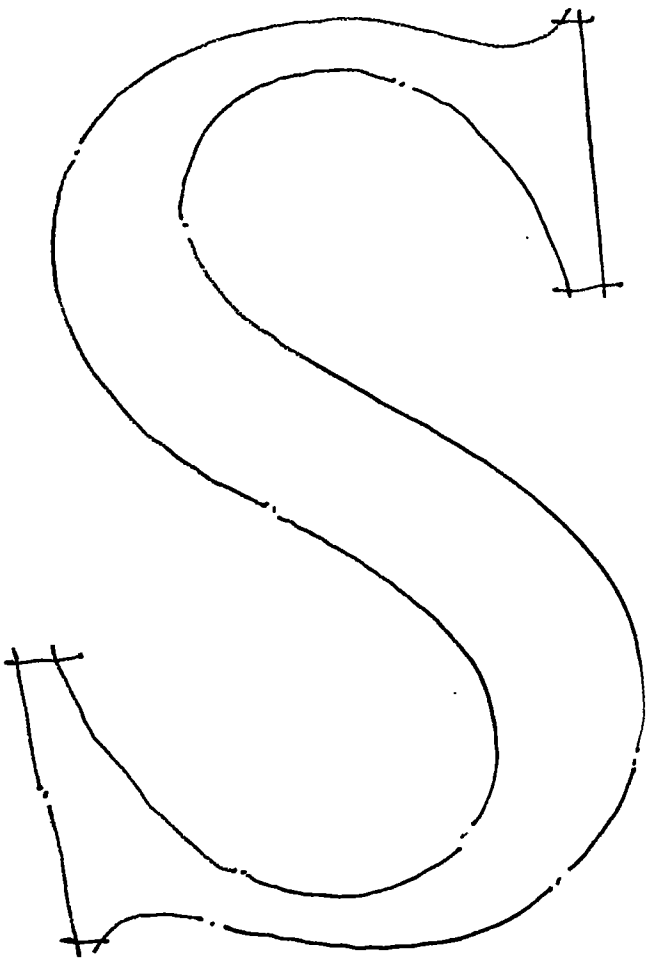
January 1990

Sarasota: University of South Florida urban design study, Gateway 2000 North Tamiami Trail 1990

University of South Florida. School of Architecture and Community Design



UNIVERSITY of SOUTH FLORIDA • URBAN • DESIGN • STUDY •

Gateway 2000

NORTH

tamiami

TRAIL

1990

Sarasota

Introduction

This book presents the results of four month's work undertaken in the Fall of 1990 by four graduate architecture students and two professors from the FAMU/USF Master of Architecture Program in Tampa, Florida.

This work was contracted for by "Gateway 2000" in order to address the deterioration (both actual and perceived) of the North Tamiami Trail in Sarasota.

This study represents an inroad into an increasingly critical issue in today's world and one that has been too long neglected: selective rehabilitation of major stretches of America's ubiquitous "generic" roadside strip development.

Introduction

This urban design study was initiated and spearheaded by an attentive group known as the *Gateway 2000* committee.

Gateway 2000 is a consortium of interested citizens dedicated to influencing and providing guidance to governmental bodies and private entities for the purpose of enhancing the environment and quality of life in the area surrounding Tamiami Trail between John Ringling Causeway and Bowlees Creek and the University Parkway connector between the Trail and Interstate 75.

In addition to its social, cultural and economic implications Gateway 2000 is an extremely important urban design project. The Tamiami Trail represents the first impression of both Sarasota and Bradenton to a high percentage of visitors and serves the existing population as a highly travelled business, recreational and cultural corridor. The City of Sarasota Planning Department is currently updating their North Trail Planning Study and their Crime Prevention Task Force has targeted this area as a focus of their new program. Gateway 2000 offers interested citizens in both Sarasota and Manatee counties an opportunity to become involved in the physical improvement of the Gateways into our respective cities.

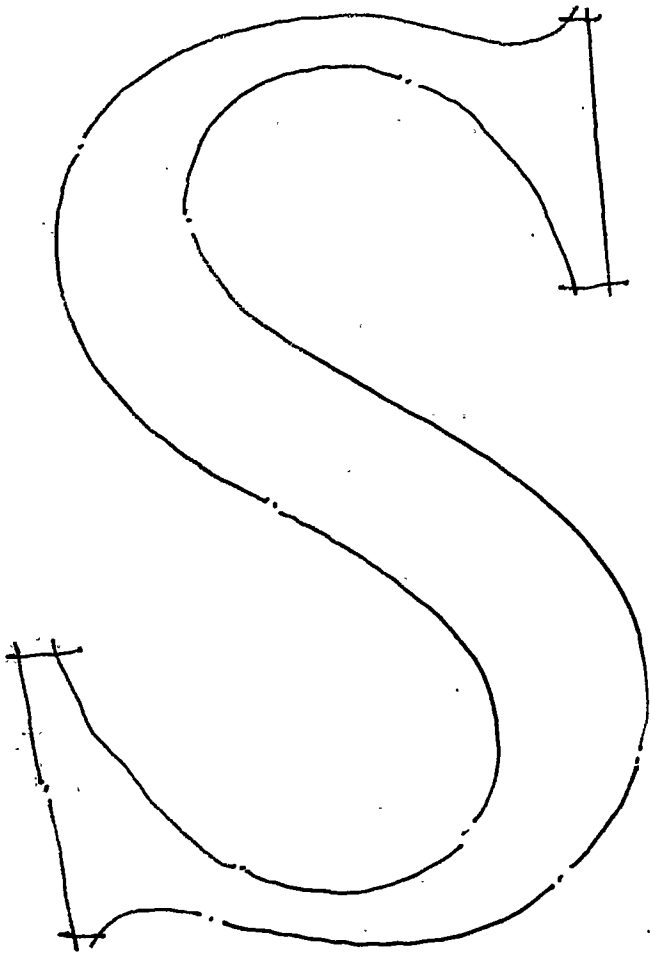
Background

Historically, the North Tamiami Trail (US Road 41), served as the major northern entry into the city of Sarasota. Over the past twenty years, with the rise of US 301 and I-75, US 41 lost its pre-eminence. Businesses --particularly small motels and hotels-- closed and were not replaced. The economic status of the Trail diminished. Today, it is a random string of small commercial and retail facilities, a decreasing number of "host" facilities such as motels, hotels, restaurants, a small number of residential options and an increasing number of vacant properties.

The economic status of the zone supports its downtrodden appearance. Recent attempts to spur new development through the re-zoning of a number of sites from multi-family to commercial have produced only limited improvement.

Introduction

Background



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Sarasota

Functionally and symbolically, however, the North Trail is critical to Sarasota's life. At the northern end of the 3.5 mile route lie two dominant educational institutions: New College, a nationally renowned honors college, and the University of South Florida's Sarasota campus. Just south are two premiere cultural facilities: the Asolo Center and the Ringling Museum. Further south is the Ringling School of Art, one of the finest schools of its kind.

At the southern end of the Trail in the city center, alongside various retail, commercial, hotel and professional options, lies the Civic Center, with a variety of cultural facilities including the Van Wezel Performing Arts Hall, the Symphony Center, the Art Association Center and the Exhibition Hall. The North Trail ends at the causeway leading across Sarasota Bay to the beach communities and St. Armand's Circle.

Introduction

The Urban Design Group

The members of "Gateway 2000" felt that the physical presence and appearance of the Trail belied its actual status in Sarasota's life. They approached the Graduate Architecture Program at USF and asked for help investigating the nature and condition of the Trail as it currently exists, and then in exploring a range of options for improving and upgrading its character. The Program set up a small Urban Design Group headed by Professor James A Moore, PhD with four thesis-level graduate students --Mark Beebe, Jim Geinzer, Christopher Joiner and David Hiatt-- whose efforts were generously supported by a grant obtained by "Gateway 2000" from the Galvin Charitable Trust.

Introduction

Design Team

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Fall 1990
University of South Florida

NEIGHBORHOOD WORKSHOP
PLANNING STAFF BUSINESS WORKSHOP
SEPTEMBER 18, 1990

DESIRED FUTURE LANDUSES	NUMBER OF RESPONSES	PERCENT
Better commercial mix	8	14%
More commercial	7	12%
Better residential areas	5	9%
Affordable housing med/high	3	5%
Better restaurants	3	5%
Less hotels	3	5%
More mixed use	3	5%
Reduce traffic	3	5%
Demo/rehab of buildings	2	4%
Improved economic base	2	4%
More cultural activities	2	4%
New subdivisions needed	2	4%
Tree protection/landscaping	2	4%
Want stable area	2	4%
Water accesses needed	2	4%
Better hotels	1	2%
Commercial signs	1	2%
Less commercial	1	2%
Low buildings	1	2%
More offices	1	2%
Neighborhood encroachment	1	2%
No strip centers	1	2%
Students	1	2%
TOTAL	57	100%

The timing of the request from "Gateway 2000" coincided with the decision by the City of Sarasota to conduct a "North Trail Sector Study," which was designed to look at the existing conditions of the North Trail area and explore means for improvement. Very early in the process, therefore, the USF Urban Design Group members found themselves working side-by-side with a number of members of the City Planning staff.

Members of the Urban Design Group participated in a series of open workshops conducted by the City Planning Board, examining a range of issues seen as critical to the re-development of the Trail. These workshops provided a means of gathering information and monitoring public sentiment as to what the future direction of the North Trail might be.

Introduction

In particular, the North Trail Sector Study Workshops examined the following issues:

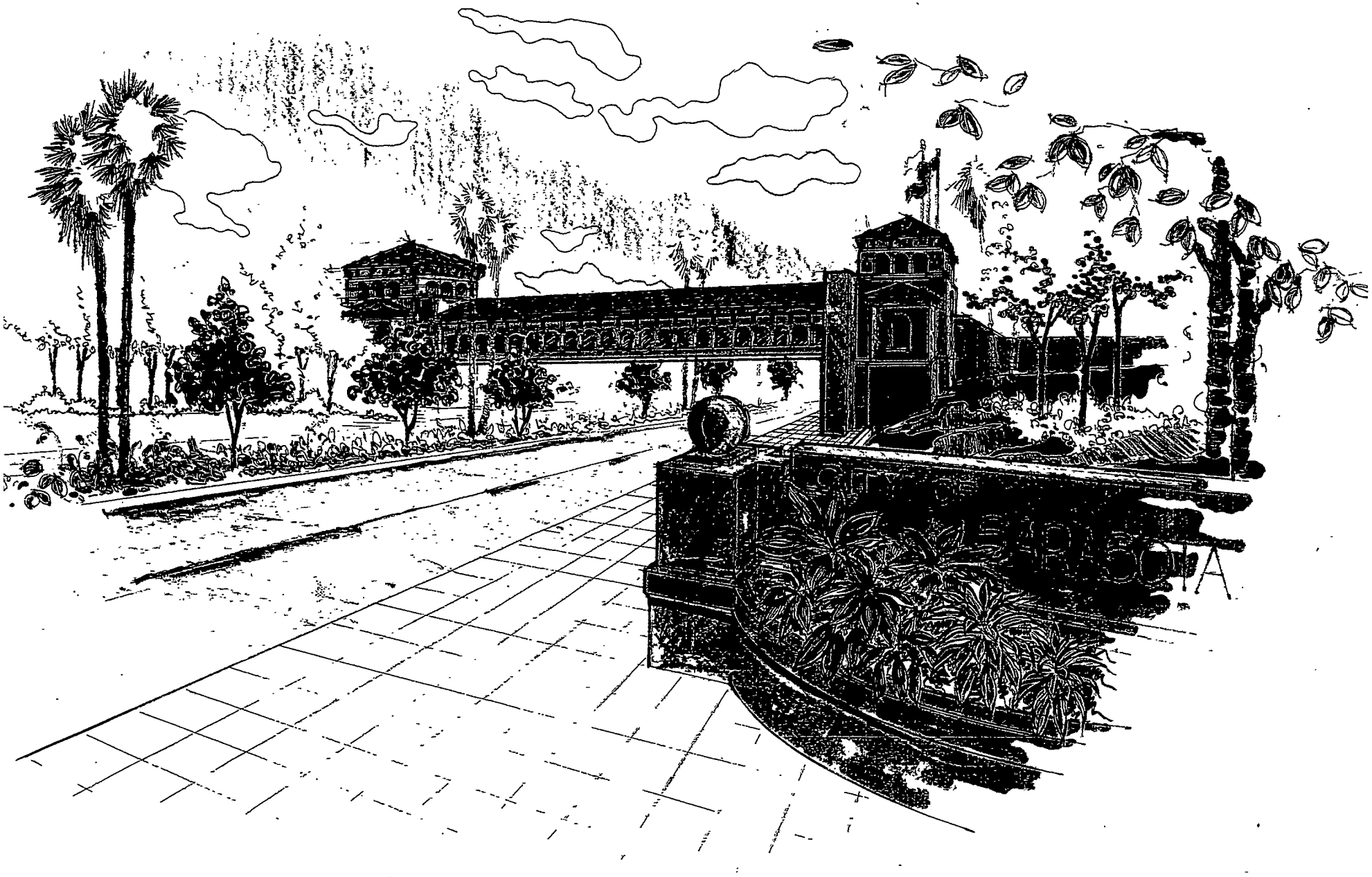
- Neighborhood Concerns
- Business Concerns
- Institutional Concerns
- Transportation
- Urban Design
- Future Land Uses
- Alternatives

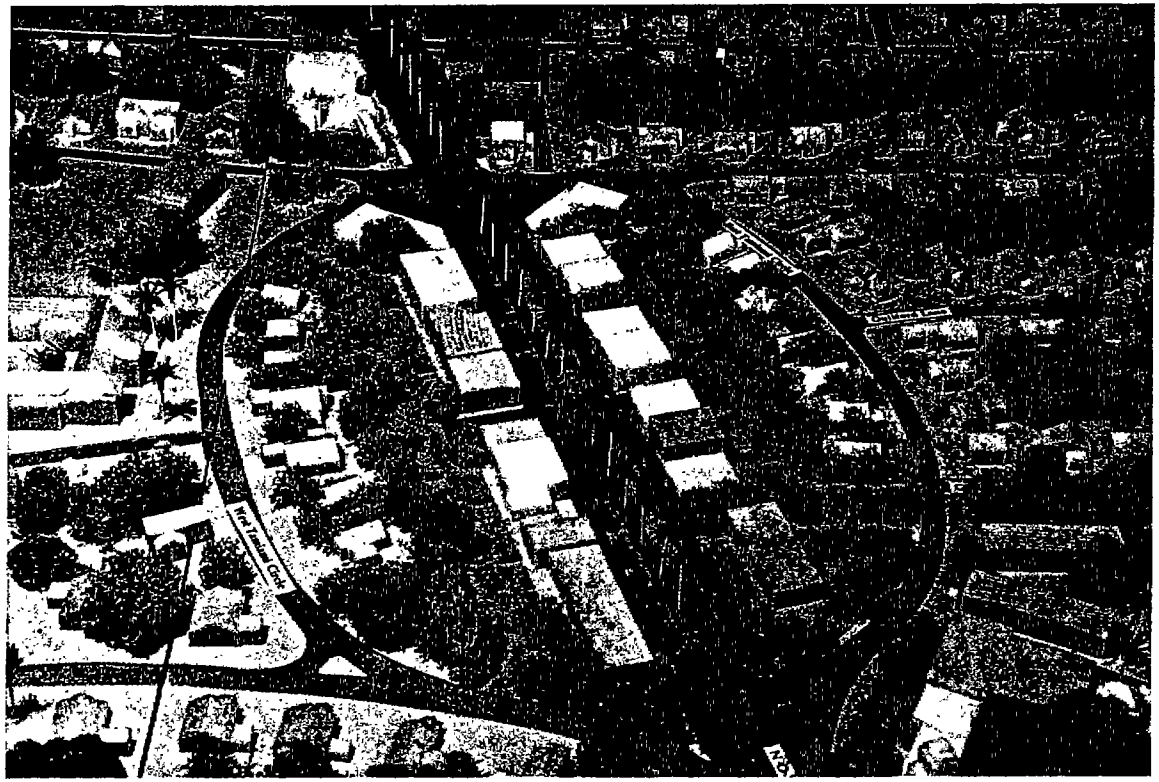
Each of the Workshops was attended by a range of citizens, professionals and community leaders who voiced concerns about a variety of issues, paramount of which seemed to be the perception of crime (especially drugs and prostitution), the lack of code enforcement, lack of commercial and residential options, the deteriorating condition of the buildings and environment and the general overall lack of urban design quality.

NORTH TAMIAMI TRAIL SECTOR STUDY
PLANNING STAFF NEIGHBORHOOD WORKSHOP
QUESTIONNAIRE RESULTS
SEPTEMBER 4, 1990

MAJOR CONCERNS OF NORTH TRAIL	NUMBER OF RESPONSES	PERCENT
Prostitution	18	12%
Crime	14	9%
Drugs	12	8%
Need Code Enforcement	12	8%
Deteriorating Shopping Ctrs	11	7%
Misc. zoning complaints	7	5%
Lack of parks	6	4%
Rundown	6	4%
Trash on properties	6	4%
Abandoned buildings	5	3%
Poor shopping	5	3%
41 traffic	4	3%
Median ugly/traffic hazard	3	2%
Migrants in motels	3	2%
Neighborhood traffic	3	2%
Poor lighting	3	2%
Poor pedestrian ways	3	2%
Unattractive	3	2%
Unkept vacant lots	3	2%
Airport noise/traffic	2	1%
Inappropriate zones	2	1%
Landscaping not enforced	2	1%
Noise	2	1%
Res./Comm. clash	2	1%
Street maintenance	2	1%
Ugly dumpsters	2	1%
Unsupervised kids	2	1%
East Trail	1	1%
Gay bar	1	1%
More Police patrols	1	1%
Poles in sidewalks	1	1%
Signs	1	1%
Slumlords	1	1%
Theft	1	1%
Too many rentals	1	1%
TOTAL	151	

Introduction





In November, at the workshop on Urban Design, the USF team presented its initial proposals for the Trail. This presentation was well attended by representatives of the City, members of the public and concerned design professionals, and sparked considerable debate. Feedback from these groups further focussed the final work contained within this document. This work, in turn, is expected to play some part in the final set of recommendations that are to be presented to the city of Sarasota early in 1991. presentation of the series, "Recommendations."

Introduction

Recognition

The USF Architecture Program's Urban Design Group wishes to thank the members of "Gateway 2000" for the opportunity and funding to work on this project. In particular, special thanks go to Frank Folsom Smith, for his tireless efforts in directing the Urban Design Committee. Additional thanks go to the Executive and Urban Design Committees of Gateway 2000, made up of Harry Adley, Dr. Arland Christ-Janer, Rick Ellis, Rick Fawley, Joel Freedman, General Roland Heiser, Mary Kane, John Moody, Jim Parrish, Lee Warner, Jack Whelan, and Paul Wolfe, and to all the other professionals and community members who supported this Study.

Grateful recognition is also due to Mr. Jay Crouse, Director of the Galvin Charitable Trust for the grant which made this study possible.

introduction

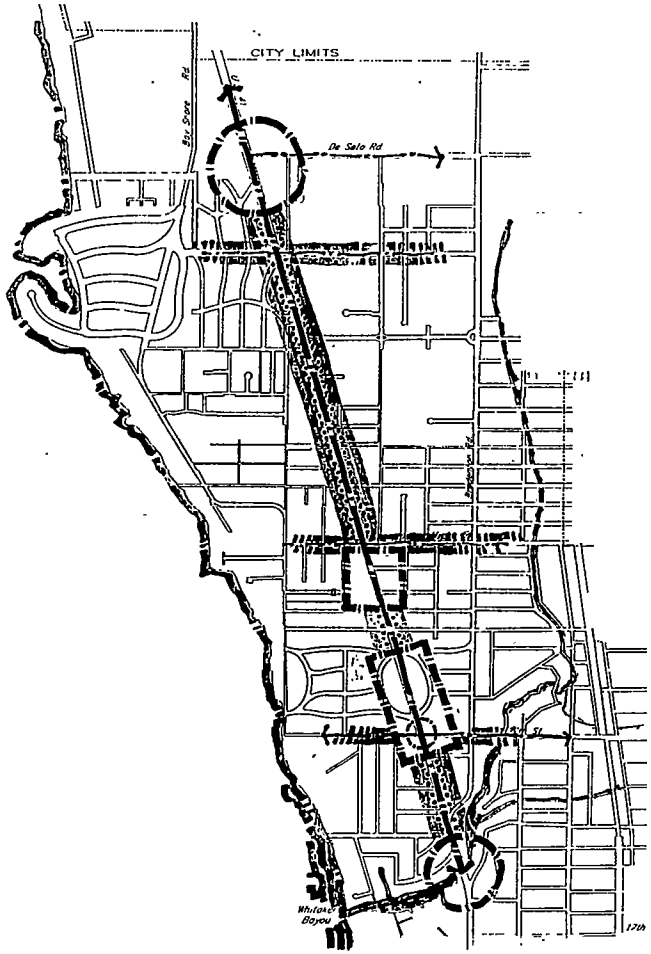
The members of the Sarasota City Planning staff deserve recognition for their assistance during this project. In particular, our thanks go to Sherry Plaster who headed the City's North Trail Sector Study.

Finally, special thanks to Kerry Kirshner, Mayor of Sarasota, and Alexander Ratensky, Dean of the USF Architecture Program.

Introduction

approach

NORTH TRAIL DISTRICT
COMPOSITE



Approach

The earliest days of the Study were spent on the Trail, developing a sense of its form and function, strengths and weaknesses, character and potentials. This analytical work included photographing and videotaping the entire 3.5 mile length of the Trail within the defined "district" stretching from the county line to the north to the Ringling Causeway to the south. Sketches were made of key buildings and points of interest and discussions were held with a range of interested parties, including residents of the neighborhoods east and west of the Trail.

From the outset of the Study, the goal was seen, not as the re-designing of US-41, but rather, the development of a set of design guidelines that could facilitate a gradual self-improvement of the North Trail.

Formal Analysis

Fundamental to the creation of these guidelines was a formal and functional analysis of the existing Trail. To this end, several days were spent in Sarasota, examining each site along the length of the Trail. The initial study looked at issues of form and relationship:

- Is the site vacant or occupied?
- If occupied, how big is the building and where is it on its site?
- Where is the parking?
- Where is the open space?
- Is it green or hardscape?
- What is the formal relationship of building, parking and open space?
- What is the relationship between site and street?

Answers to these issues were depicted in a graphic format that was both simple and comprehensive.

Approach

Formal Analysis

Functional Analysis

The Group also conducted a functional or operational analysis. This addressed the question:

How well does the current situation on the site work?

This question looked at issues of function, physical status and general appearance. Did the use of the site appear to be thriving, or was the property clearly under-utilized?

In addition, throughout the process of developing the design guidelines, a second question presented itself:

Can this site be adapted to the proposed design guidelines?

Thus, a dialectic established itself; guidelines responded to existing conditions which, in turn, responded to the proposed changes.

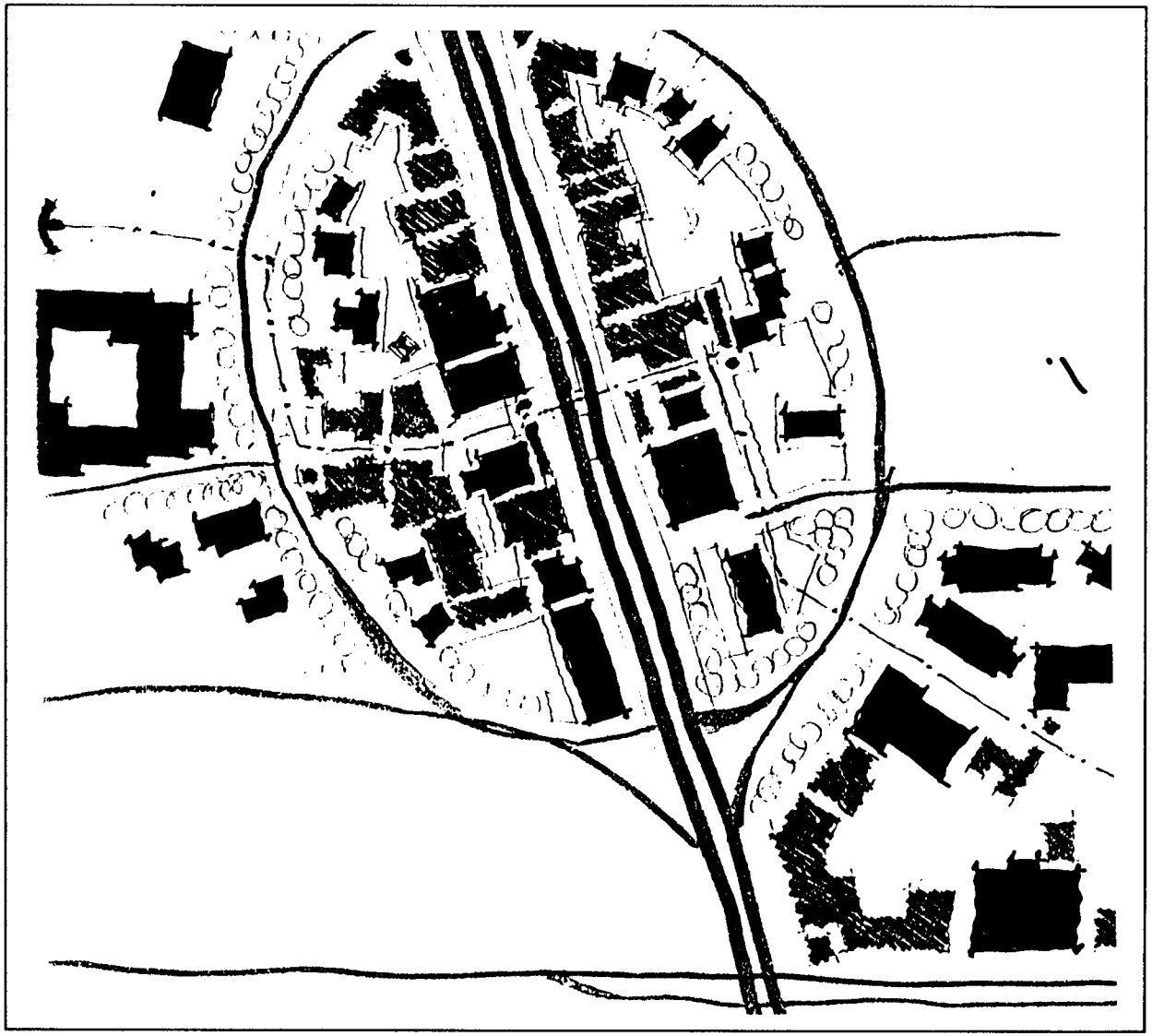
Approach

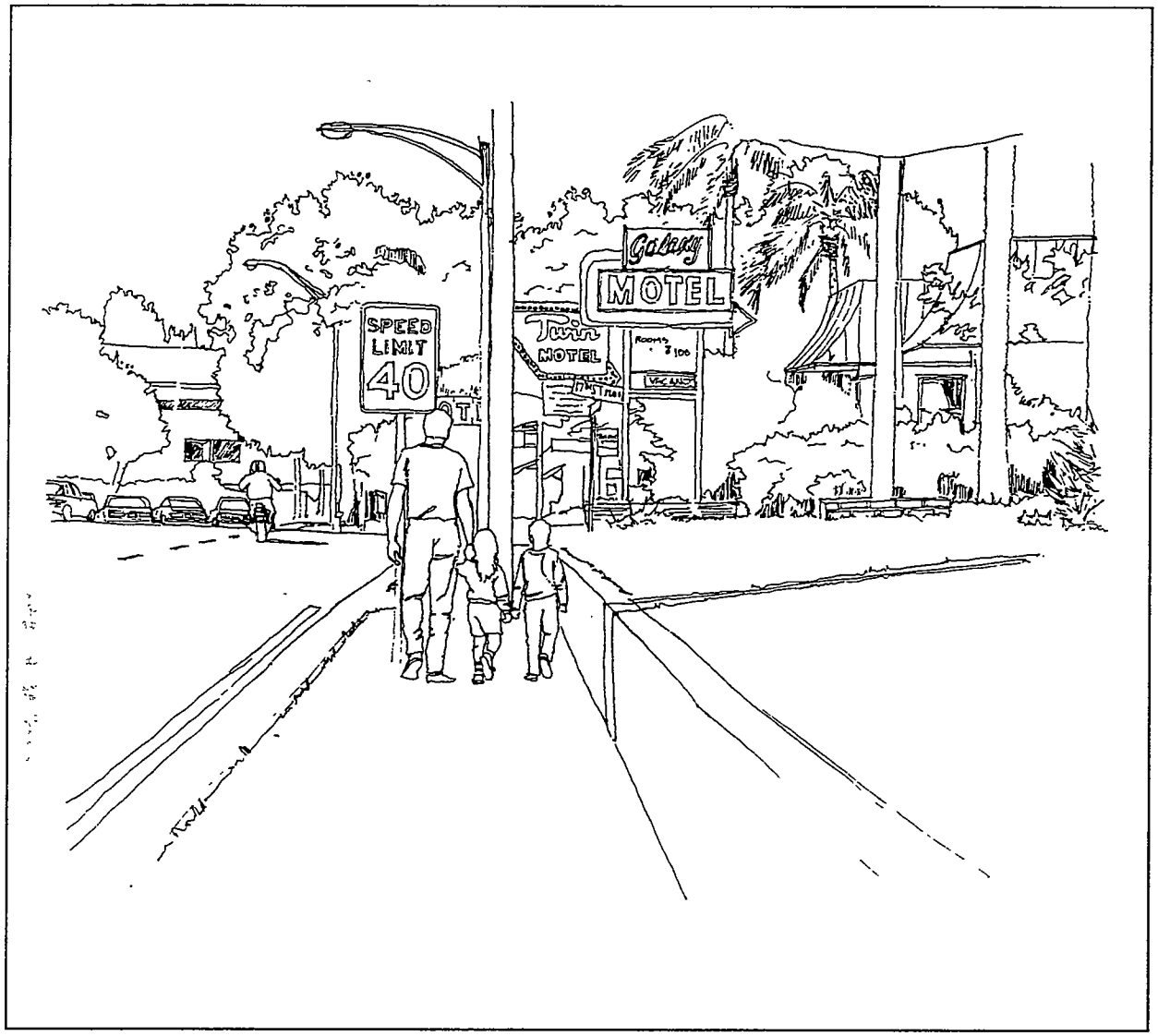
Functional Analysis

Responses

In some cases, answers to the questions were readily found. Many sites along the Trail are vacant; many more contain buildings for sale or closed. At the various workshops sponsored by the city, Group members were approached by Trail property owners interested in seeing how they could upgrade or improve the economic or functional viability of their investments.

In many situations, property owners were no longer interested in operating their business, and were simply looking to get out. Depressed property values and a preponderance of odd-shaped lots, somewhat erratic zoning and rather stringent requirements for new construction combined to leave many owners with a building that could no longer meet its original expectations, but which was virtually unsellable in its current condition.





Answers to the other questions developed during the course of the project, as the guidelines became specific and focussed. The guidelines, in turn, developed holistically, based on the frequent site visits and interaction with members of the City and local community.

In addition, there emerged a growing awareness of the enormous potential of the North Trail to come together as a cohesive and viable district linking a broad range of cultural and business amenities and neighborhoods. In parts, the Trail already conforms with many of the proposed guidelines, most of which focus on the Trail *as seen from the public realm*, in particular, the Trail itself.

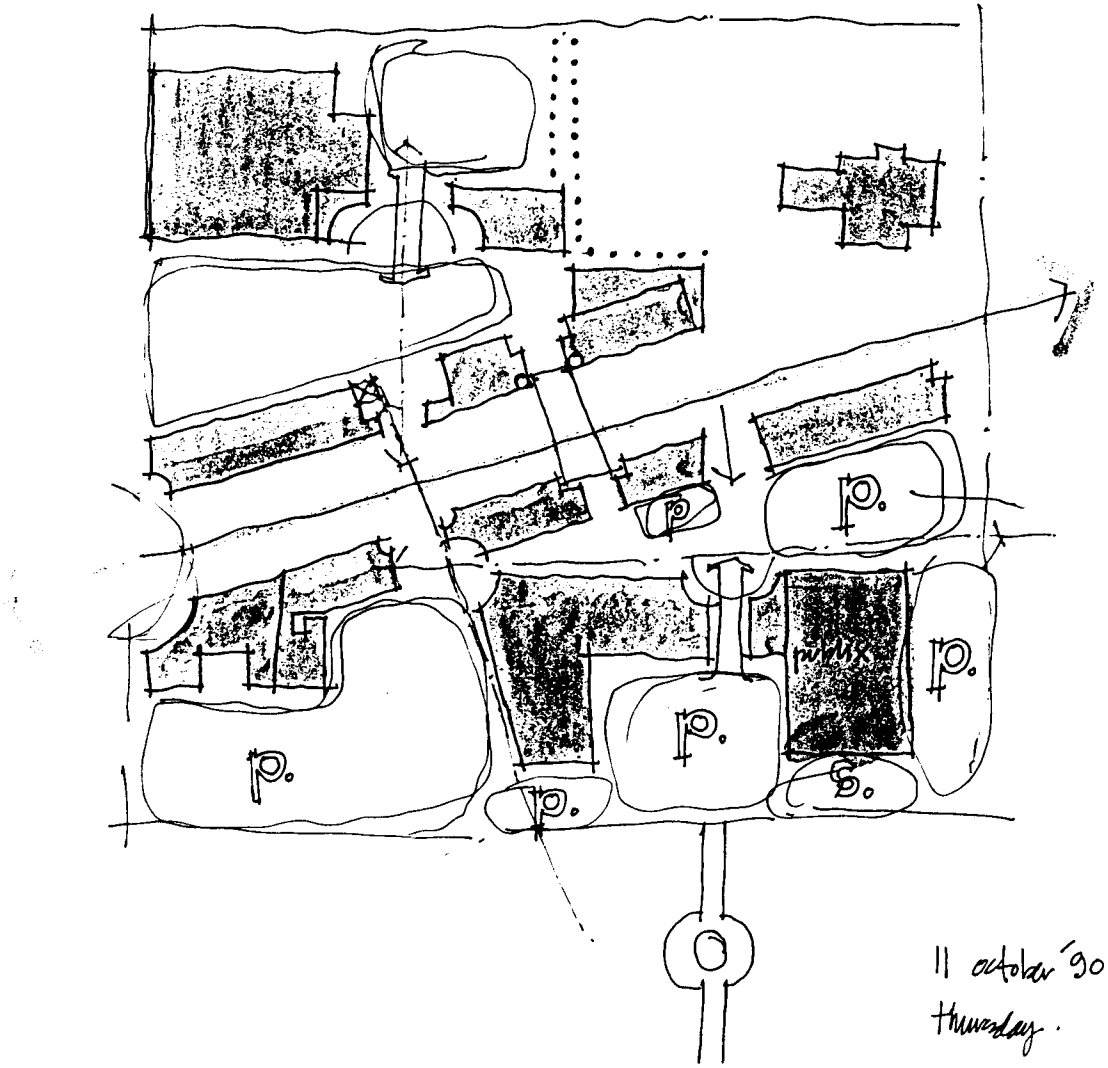
Approach

Guidelines

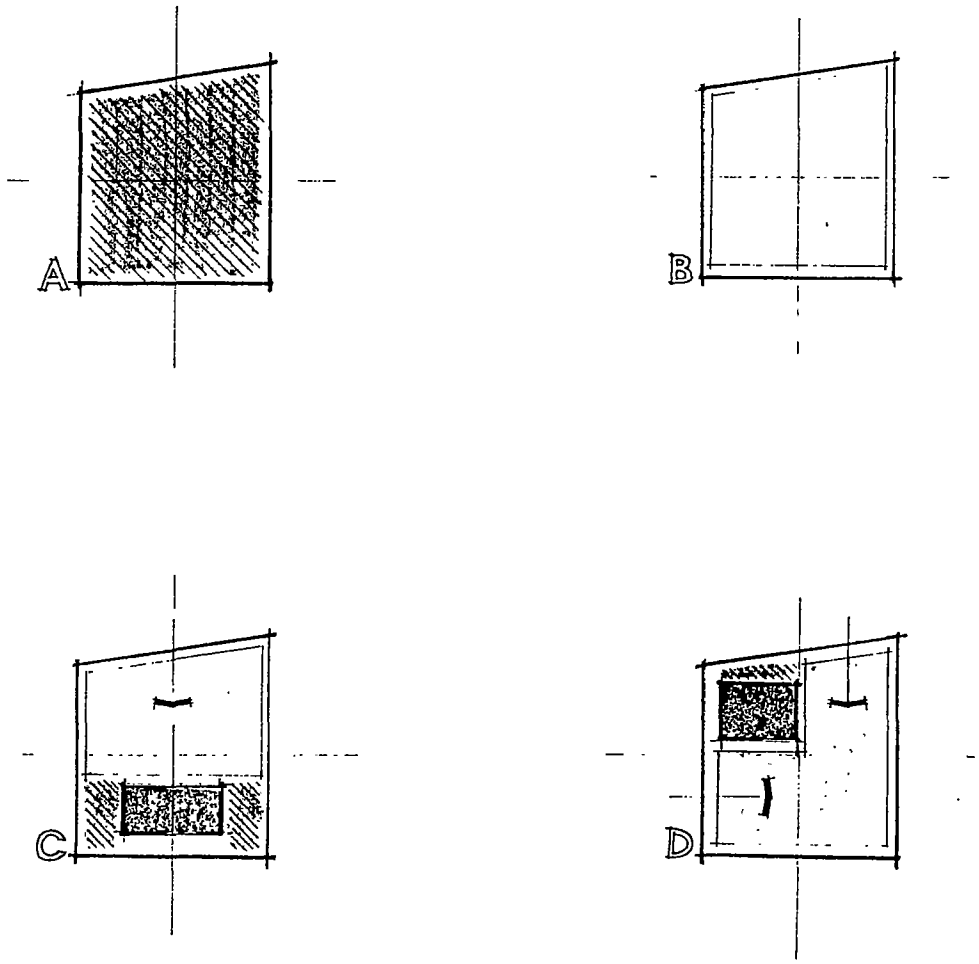
The guidelines contained herein focus on issues of *public perception of space and character*. They fall into a number of categories:

- General Character
- Land Use
- Building Design
- Street Systems
- Pedestrian Systems
- Parking
- Public Open Space

Considerable effort was made to tie in recommendations with existing City guidelines, regulations or zoning requirements, and to coordinate the Group's work with the work being carried out by the City Planning staff. Ultimately, it is hoped that the work presented in this text might be incorporated in the future design for the City of Sarasota.



formal analysis



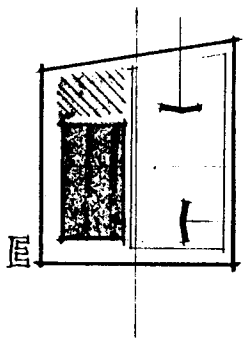
Formal Relationships

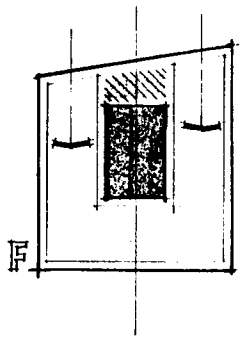
The conditions depicted on the following pages represent the dominant formal relationships currently found along the North Tamiami Trail (typically located at the top of each diagram).

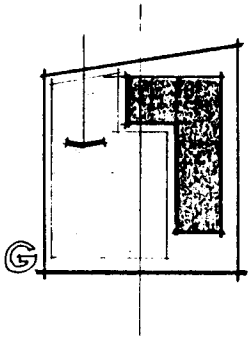
In particular, this analysis studys the following conditions:

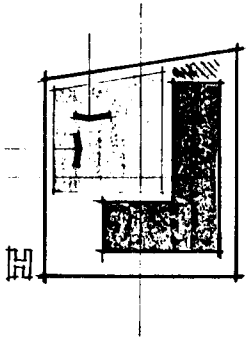
- relation between site and street,
- the placement on the site of structure, parking and open space, - the formal relation amongst these three elements.

Formal Analysis









Formal Analysis

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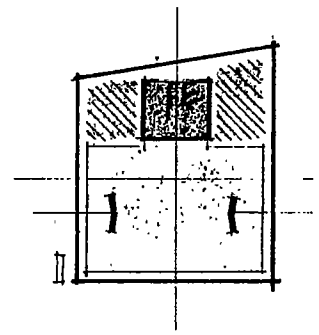

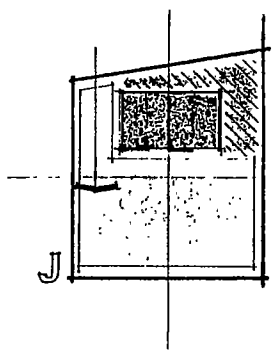

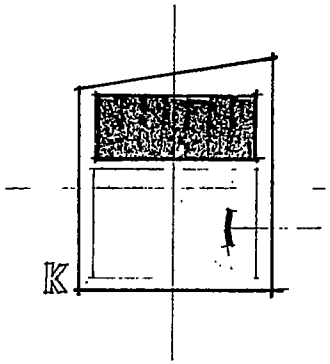

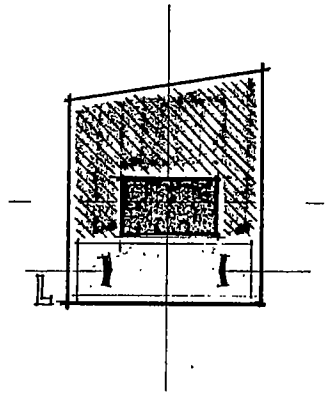

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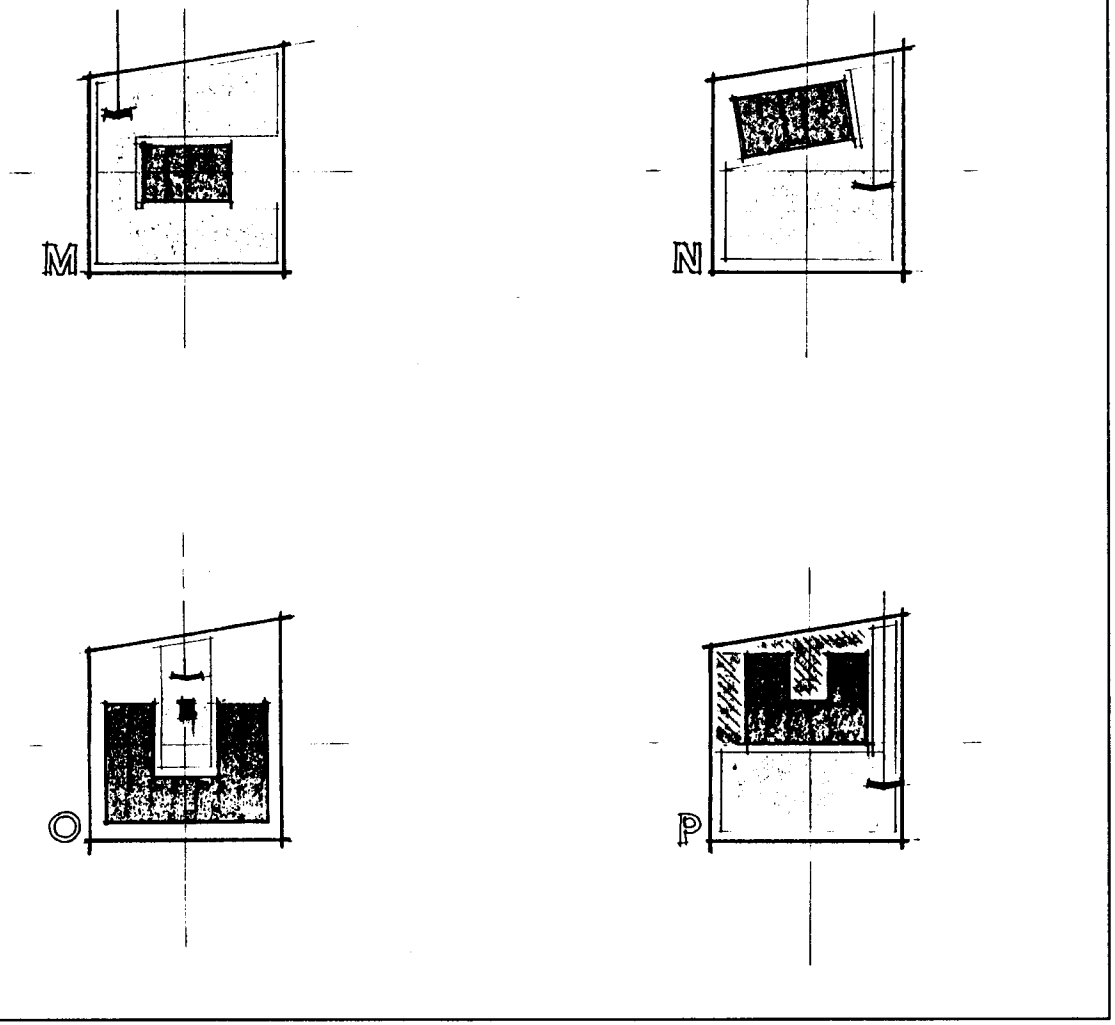

Formal Analysis

Fall 1990
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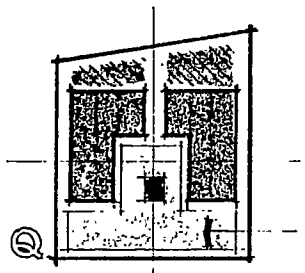
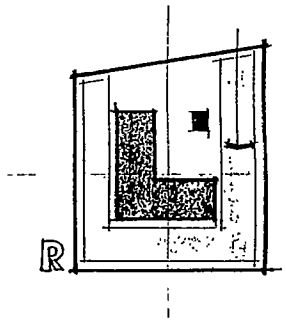
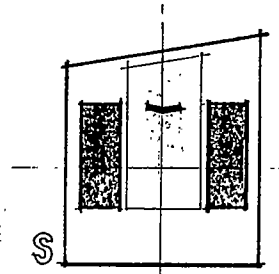
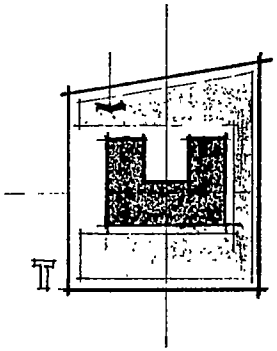








Formal Analysis

Fall 1990
University of South Florida

functional analysis

ADAPTABILITY MATRIX

EAST SIDE OF TRAIL

	New College	Cars of Yesterday	5350-Motel/Office	5340-Econo Lodge	5230-Parking lot	5100-Old Hickory Rest.	5050-Sal Woo Rest.	5000-Hampton Inn	4900-Days Inn
Potential to implement new sidewalk and landscaping scheme.	5	3	5	5	4	4	5	5	5
Potential to utilize side streets for access to property.	5	5	1	1	1	5	5	1	1
Potential to utilize side or rear parking configurations.	5	1	4	4	1	4	4	4	4
Potential to incorporate landscape elements to define trail edge.	4	4	5	5	5	4	5	5	5
Compatibility of existing building orientations with desired Trail edge.	1	2	2	3	1	2	4	2	4
Potential to eliminate excessive curb cuts.	5	5	1	3	3	5	1	2	1
Potential for infill structures to strengthen existing trail edge.	1	1	2	1	1	4	1	1	1
PHYSICAL CONDITION	***A***	***B***	***B***	***A***	***A***	***B***	***B***	***A***	***A***

Functional Analysis

Each of the sites on both the east and west sides of the Trail was analyzed for its perceived economic and functional viability, its existing and potential characters, and its potential to integrate some of the recommendations presented in this document. The matrices on these pages depict the criteria used in estimating this potential, as well as each site's ranking with respect to each criterion.

Adaptability Scale:

1 ——— *5*

Least accomodating — *Most accomodating*

Physical Condition Key:

A - Acceptable - no change
B - *Cosmetic renovation*
C - *Rehabilitate structure*
D - *Condemn/demolish*

The functional analysis directly influenced many of the subsequent proposed guidelines. In many instances, recommendations found in the guidelines can be traced to conditions depicted above that are seen as functioning well within the goal of enhancing the character and pedestrian viability of the Trail district. In no instance, is a recommendation made in the guidelines that cannot be traced in some part to one of the conditions described here.

Adaptability Scale:

1 ——— *5*

Least accomodating — *Most accomodating*

Physical Condition Key:

A - Acceptable - no change
B - *Cosmetic renovation*
C - *Rehabilitate structure*
D - *Condemn/demolish*

ADAPTABILITY MATRIX

EAST SIDE OF TRAIL	4800-New construction	4726-United Methodist Ch.	4644-Sunset Terrace Motel	4502-Jack's Rent-a-car	4404-NCR	4306-WAVE Radio Sta.	4200-Rainbow Motor Lodge	4132-Circle-K	4108-Sundial Motor Inn
Potential to implement new sidewalk and landscaping scheme.	5	5	2	4	5	4	5	5	5
Potential to utilize side streets for access to property.	1	5	1	1	1	5	5	5	1
Potential to utilize side or rear parking configurations.	4	5	4	4	5	4	5	1	5
Potential to incorporate landscape elements to define trail edge.	5	5	3	4	5	5	5	5	5
Compatibility of existing building orientations with desired Trail edge.	2	5	4	4	5	4	3	1	2
Potential to eliminate excessive curb cuts.	1	5	1	5	5	5	1	4	1
Potential for infill structures to strengthen existing trail edge.	1	1	1	1	1	4	3	1	4
PHYSICAL CONDITION	***A***	***A***	***B-***	***B-***	***A***	***B+***	***A***	***B-***	***A***

Functional Analysis

ADAPTABILITY MATRIX

EAST SIDE OF TRAIL	4014-Alamanda Motel	3942-Life of Georgia	3916-Cavalier Motel	3808-Brenton's Reef Rest.	3728-Onesti's Rest.	3708-Mobil gas sta.	3500-Winn Dixie	3434-De Sean	3432-7-Eleven
Potential to implement new sidewalk and landscaping scheme.	5	5	5	5	4	4	5	4	5
Potential to utilize side streets for access to property.	5	5	1	5	4	5	5	5	5
Potential to utilize side or rear parking configurations.	4	4	5	5	4	4	2	4	2
Potential to incorporate landscape elements to define trail edge.	5	5	5	5	4	5	5	5	5
Compatibility of existing building orientations with desired Trail edge.	5	5	5	5	4	5	1	2	3
Potential to eliminate excessive curb cuts.	1	5	1	1	5	2	1	5	5
Potential for infill structures to strengthen existing trail edge.	4	4	1	1	3	1	5	1	1
PHYSICAL CONDITION	***B***	***B+***	***B-***	***A***	***B***	***A***	***B***	***B-***	***B***

Adaptability Scale:

1 ——— 5

Least accomodating — *Most accomodating*

Physical Condition Key:

A - Acceptable - no change
B - *Cosmetic renovation*
C - *Rehabilitate structure*
D - *Condemn/demolish*

Functional Analysis

Adaptability Scale:

1 ——————— 5

Least accomodating — *Most accomodating*

Physical Condition Key:

A - Acceptable - no change
B - *Cosmetic renovation*
C - *Rehabilitate structure*
D - *Condemn/demolish*

ADAPTABILITY MATRIX

EAST SIDE OF TRAIL	3430-Scan Hair	3428-Memories Lounge	3300-First Florida Bank	3232-Gulf Coast Dental	3202-Video Village	3140-E & B Marine	3104-Law Offices	3020-Twistee Treat	3010-Residence
Potential to implement new sidewalk and landscaping scheme.	4	5	5	5	5	5	5	4	5
Potential to utilize side streets for access to property.	5	5	5	5	5	5	5	5	1
Potential to utilize side or rear parking configurations.	3	5	5	5	5	4	5	5	5
Potential to incorporate landscape elements to define trail edge.	5	5	5	5	5	5	5	5	5
Compatibility of existing building orientations with desired Trail edge.	3	2	5	4	5	4	2	1	1
Potential to eliminate excessive curb cuts.	5	1	1	4	1	1	1	5	5
Potential for infill structures to strengthen existing trail edge.	1	1	1	1	1	1	1	5	5
PHYSICAL CONDITION	***B-***	***B-***	***A***	***B-***	***A***	***B-***	***A***	***D***	***D***

Functional Analysis

ADAPTABILITY MATRIX

EAST SIDE OF TRAIL

	3002-boarding motel	3002-Loomis Armored Car	2914-boarding motel	2836-World of Health	2808-Burger King	1111-Ringling School of Art			
Potential to implement new sidewalk and landscaping scheme.	5	5	5	5	4	5			
Potential to utilize side streets for access to property.	1	1	1	5	5	5			
Potential to utilize side or rear parking configurations.	5	5	5	5	5	5			
Potential to incorporate landscape elements to define trail edge.	5	5	5	5	5	5			
Compatibility of existing building orientations with desired Trail edge.	1	4	4	5	2	1			
Potential to eliminate excessive curb cuts.	5	5	1	5	1	1			
Potential for infill structures to strengthen existing trail edge.	5	1	5	1	1	5			
PHYSICAL CONDITION	***D***	***B-***	***C***	***B+***	***A***	***A***			

Adaptability Scale:

1 ——— 5

Least accomodating — *Most accomodating*

Physical Condition Key:

A - Acceptable - no change
B - *Cosmetic renovation*
C - *Rehabilitate structure*
D - *Condemn/demolish*

Functional Analysis

Adaptability Scale:

1 ——————— 5

Least accomodating — *Most accomodating*

Physical Condition Key:

- ***A*** *- Acceptable - no change*
- ***B*** *- Cosmetic renovation*
- ***C*** *- Rehabilitate structure*
- ***D*** *- Condemn/demolish*

ADAPTABILITY MATRIX

WEST SIDE OF TRAIL	5333-Antique Emporium	5325-Antiques	5323-Lambert Interiors	5233	5131	5119	700-Family Medical	5025-Women's Health Center	4925-Sapphire Motel
Potential to implement new sidewalk and landscaping scheme.	5	5	5	5	5	4	5	5	3
Potential to utilize side streets for access to property.	5	1	1	1	1	5	5	5	1
Potential to utilize side or rear parking configurations.	1	4	5	1	1	3	5	1	1
Potential to incorporate landscape elements to define trail edge.	5	4	5	5	4	5	5	5	3
Compatibility of existing building orientations with desired Trail edge.	3	4	5	3	2	3	4	5	3
Potential to eliminate excessive curb cuts.	5	3	1	1	2	5	1	1	3
Potential for infill structures to strengthen existing trail edge.	1	1	1	1	1	3	1	1	1
PHYSICAL CONDITION	***B***	***A***	***B***	***B***	***A***	***B+***	***A***	***A***	***B***

Functional Analysis

ADAPTABILITY MATRIX

WEST SIDE OF TRAIL	4847-Bay Breeze Motel	4807-Imperial Motel	4703-Flamingo Colony Motel	4685-Mel-o-dee Rest.	4675-Golden Host Motel	4415-Palm Tree Motel	4309-Scottish Inn	4229-Royal Lodge	4211-Paragon Music
Potential to implement new sidewalk and landscaping scheme.	5	4	5	5	5	4	5	3	5
Potential to utilize side streets for access to property.	1	4	5	5	1	1	1	1	5
Potential to utilize side or rear parking configurations.	4	4	1	5	5	1	1	1	1
Potential to incorporate landscape elements to define trail edge.	4	5	4	5	5	5	5	3	5
Compatibility of existing building orientations with desired Trail edge.	2	3	4	3	5	3	2	2	1
Potential to eliminate excessive curb cuts.	2	1	4	5	3	1	1	1	4
Potential for infill structures to strengthen existing trail edge.	2	5	1	1	1	1	1	1	2
PHYSICAL CONDITION	***B***	***A***	***A***	***A***	***A***	***A***	***A***	***B***	***B***

Adaptability Scale:

1 ——— 5

Least accomodating — *Most accomodating*

Physical Condition Key:

A - Acceptable - no change
B - *Cosmetic renovation*
C - *Rehabilitate structure*
D - *Condemn/demolish*

Functional Analysis

Adaptability Scale:

1 ——————— *5*

Least accomodating — *Most accomodating*

Physical Condition Key:

A - Acceptable - no change
B - *Cosmetic renovation*
C - *Rehabilitate structure*
D - *Condemn/demolish*

ADAPTABILITY MATRIX

WEST SIDE OF TRAIL	4195-Kentucky Fried Chicken	4123-Koontz	4021-Cadillac Motel	4005-Liberty Nat. Bank	3815-Putt-Putt Golf	3709-Myrtle Plaza	3333-Trail Plaza	3201-Coast Federal Bank	3141-East West Temporaries
Potential to implement new sidewalk and landscaping scheme.	5	5	5	4	3	2	5	5	4
Potential to utilize side streets for access to property.	5	1	1	1	1	5	5	5	5
Potential to utilize side or rear parking configurations.	1	1	1	5	5	4	2	5	5
Potential to incorporate landscape elements to define trail edge.	5	5	5	5	3	5	5	5	4
Compatibility of existing building orientations with desired Trail edge.	4	4	4	5	3	5	2	5	5
Potential to eliminate excessive curb cuts.	4	1	3	1	1	4	1	1	4
Potential for infill structures to strengthen existing trail edge.	1	1	2	1	1	1	4	1	1
PHYSICAL CONDITION	***A***	***A***	***A***	***B***	***A***	***A***	***C***	***A***	***B***

Functional Analysis

ADAPTABILITY MATRIX

WEST SIDE OF TRAIL

	3105-abandon 7-Eleven	3025-The Corner Pantry	3011-Far East Imports	2941-Chada Rest.	2901-A-Pizza Hut	2901-B-parking lot	2831-Full Moon Pub	2801-Domino's / retail	2705-76 Gas sta.
Potential to implement new sidewalk and landscaping scheme.	5	3	5	5	5	5	5	5	5
Potential to utilize side streets for access to property.	5	5	5	1	1	5	5	5	5
Potential to utilize side or rear parking configurations.	1	5	5	5	5	5	5	5	5
Potential to incorporate landscape elements to define trail edge.	4	4	5	5	5	5	5	5	5
Compatibility of existing building orientations with desired Trail edge.	2	2	5	5	5	4	5	5	5
Potential to eliminate excessive curb cuts.	4	5	5	5	1	5	1	1	5
Potential for infill structures to strengthen existing trail edge.	1	5	1	5	1	5	1	1	5
PHYSICAL CONDITION	***B***	***B***	***B***	***A***	***A***	***B***	***B-***	***B***	***B-***

Adaptability Scale:

1 — 5

Least accomodating — *Most accomodating*

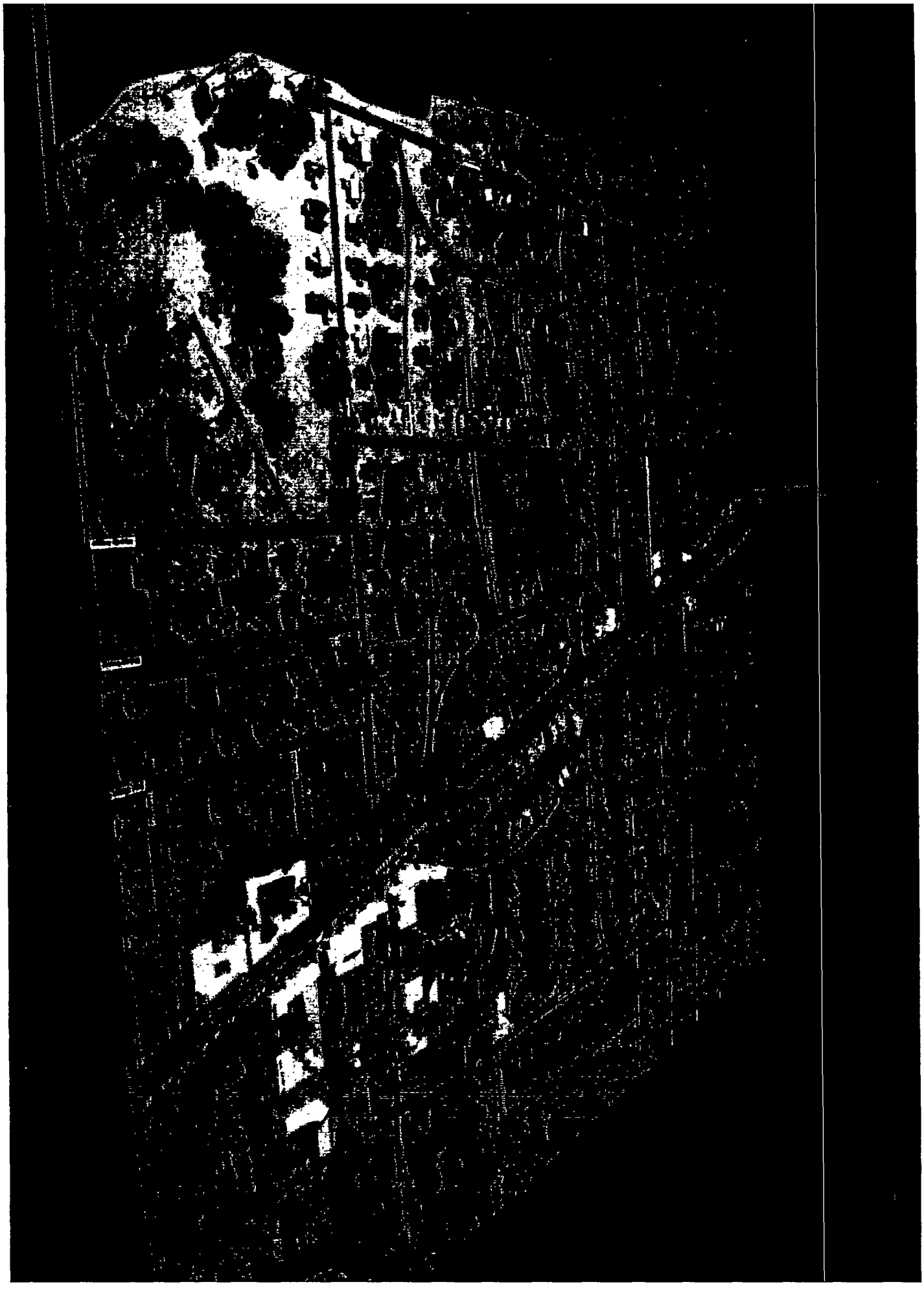
Physical Condition Key:

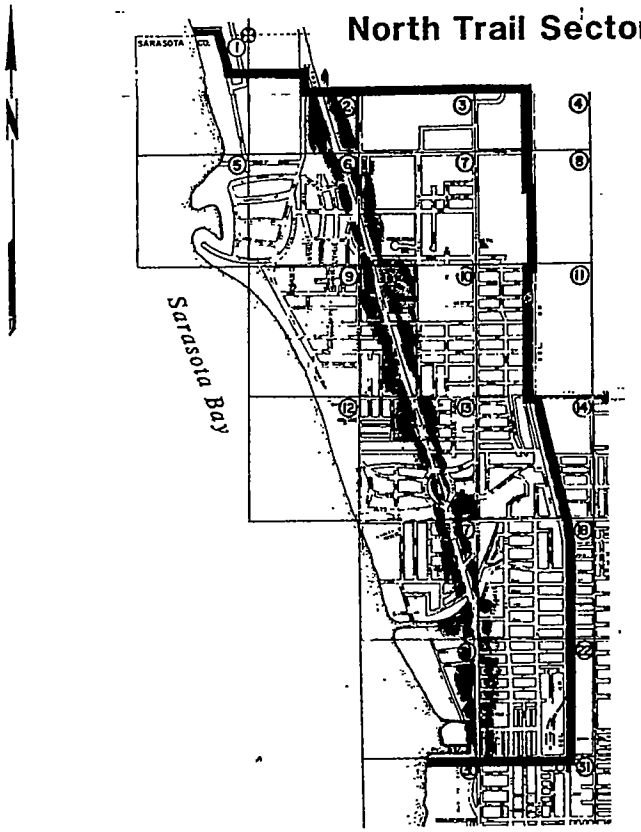
A - Acceptable - no change
B - *Cosmetic renovation*
C - *Rehabilitate structure*
D - *Condemn/demolish*

Functional Analysis

guideline 1

general





Overlay District

To effect positive changes along the length of the North Trail, the entire distance running from the northern city limits to its southern boundary should be declared a comprehensive "overlay district" in which revised zoning regulations can be put into place as well as site-specific design guidelines.

This overlay district should include every site fronting on the Trail itself and, in specific instances, should also include adjacent properties. Incentives, in the form of waivers and/or free City assistance should be offered as means of encouraging property owners along the Trail to actively respond to these changes. In addition, a new uses along the Trail should be made to conform with the desired formal and functional regulations.

Guideline 1-01
General
Overlay District

Mass Transit

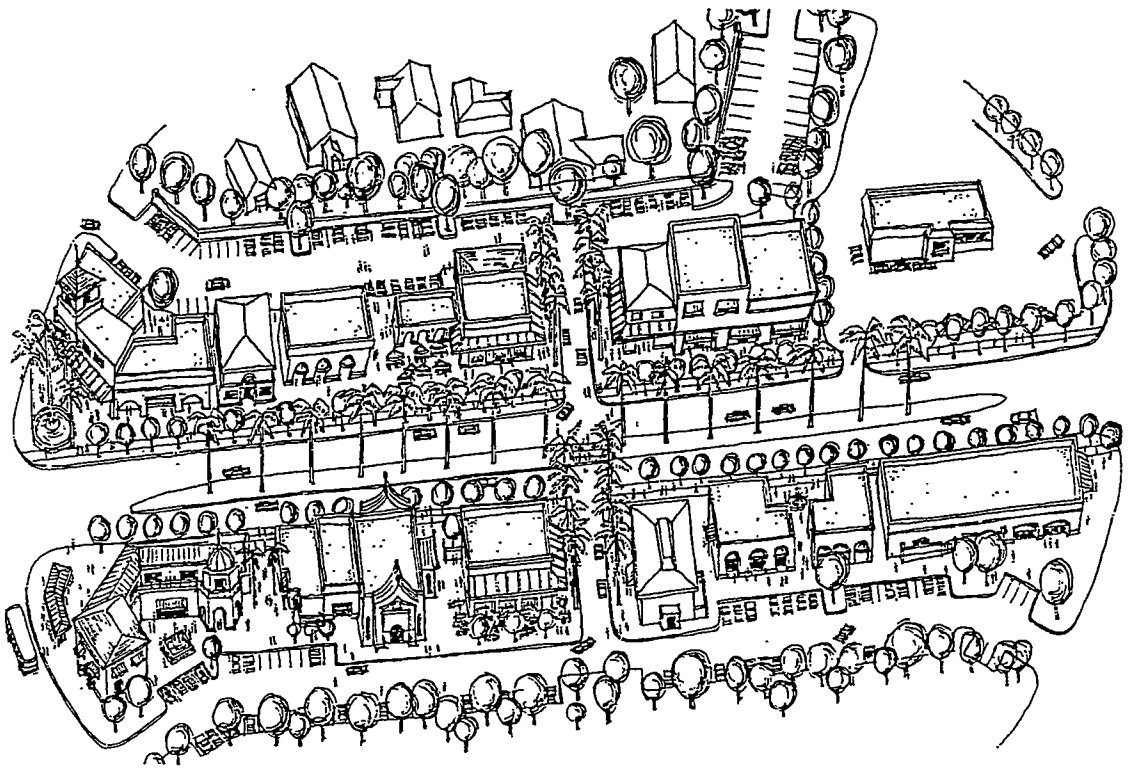
Over time, a permanent form of mass transit should be developed along the North Trail corridor. In the short term, regular bus service running between downtown Sarasota and Manatee county along US 41 would greatly enhance the function of the Trail as a pedestrian district.

Mass Transit particularly caters to the needs of three target groups: students, the poor and the elderly. By meeting the needs of the residents of the Trail and nearby neighborhoods without recourse to the car, mass transit both reduces the volume of vehicular traffic along the Trail and increases the number of pedestrians. This, in turn, enhances the viability of retail and commercial options.

Guideline 1-02
General
Mass Transit

guideline 2

land use



Mixture of Land-Uses

Future development should attempt to foster a mixed land-use pattern, in accordance with zoning regulations and guidelines that lead to an integrated mixture of public space, commercial uses, offices and residential options.

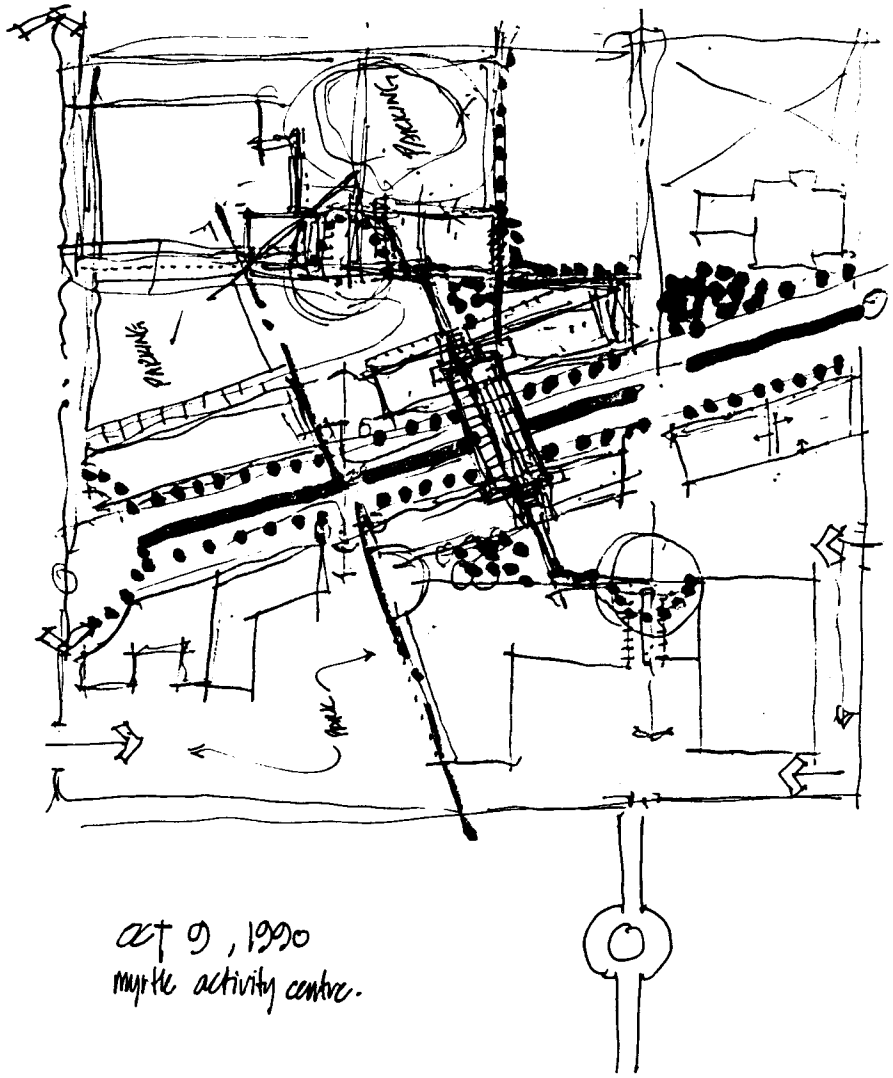
Currently, along the Trail, commercial and residential uses are intertwined, with hotels, motels and other uses within the "multi-family" zoning category. This category should be broadened so that such establishments can be permitted to include related commercial options such as cafes and small eating facilities without the need to meet all of the requirements of the zoning district.

Guideline 2-01
Land Use
Mixture of Uses

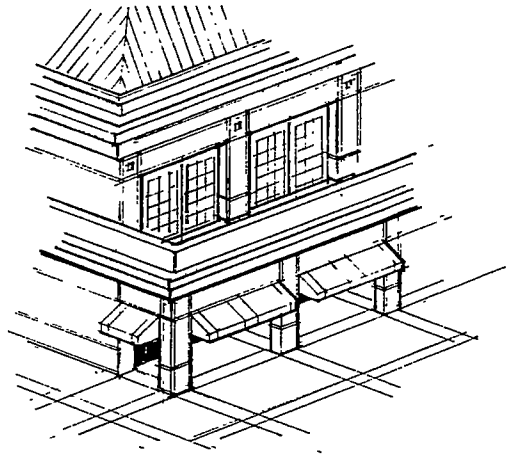
Selective Intensification of Use

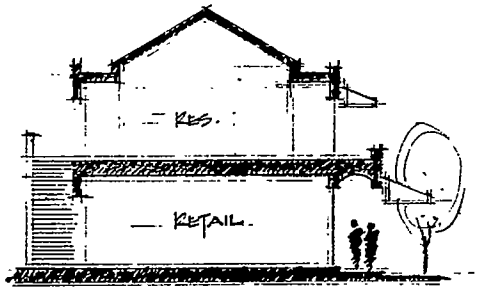
Attempts should be made to integrate the full range of mixed uses --retail, commercial, office, hotel/motel, residential-- at a moderate density along the entire length of the North Trail.

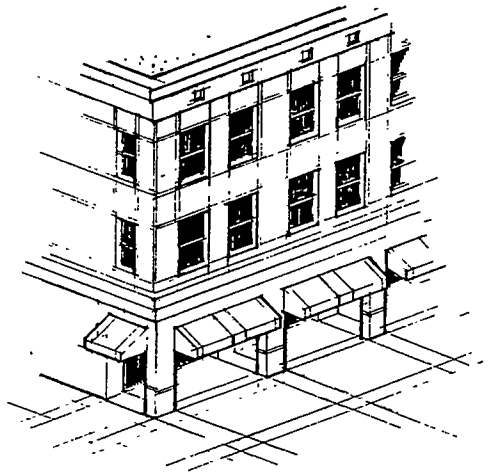
As an exception, however, the area between Myrtle Avenue and 27th Street (North Trail Plaza south to the Ringling School), should be studied as a possible pedestrian scale medium-intensity mixed use "district." This six-block stretch could be developed as a neighborhood and regional destination with a range of retail, office and housing options, with most of the activity focussed back towards the Trail itself.

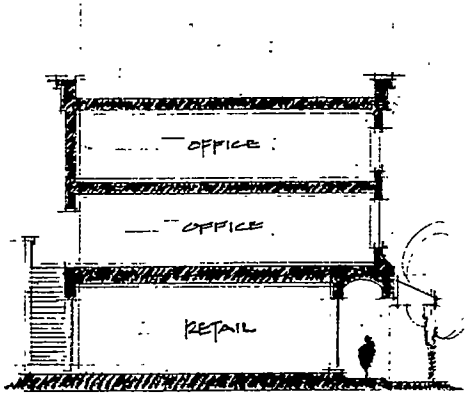


Guideline 2-02
Land Use
Intensified Uses









Mixed Use Facilities

Mixed use facilities should be encouraged along the length of the North Trail. Options that combine commercial facilities with other uses should be particularly encouraged. Single-story retail development might include a second level of office or professional spaces, or alternately, one or two stories of residential options. Incentives such as waiving set-back requirements and/or parking requirements might be considered as an inducement for individuals to develop such facilities.

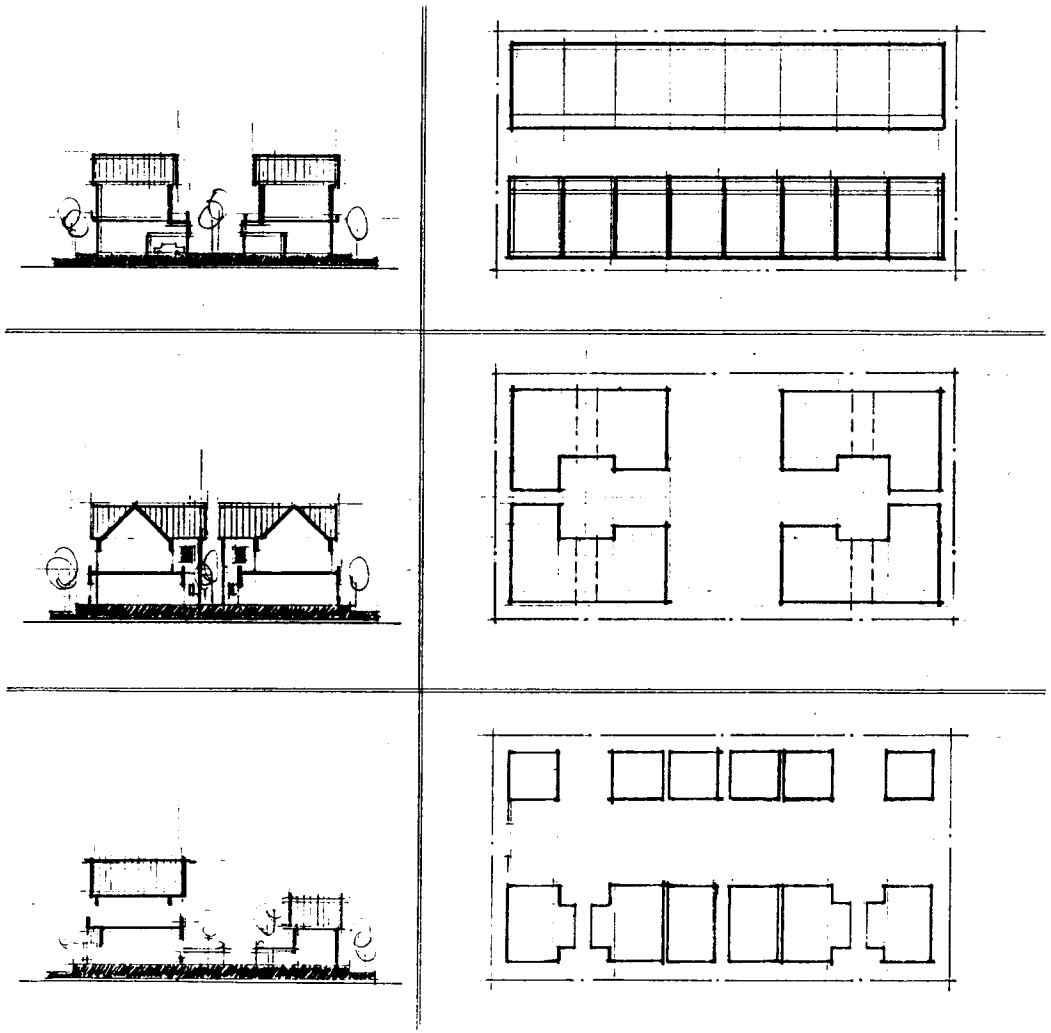
Justification for such mixed uses include the possibility of developing effective low-cost housing atop retail facilities, the potential to increase the residential density of the district and directly increase the viability of many establishments, and the potential to share uses such as parking.

Guideline 2-03
Land Use
Mixed-Use Facilities

Residential Densities

Residential development along the Trail and in nearby neighborhoods should help foster a sense of community at a pedestrian scale. This would suggest a certain minimum level of housing density; possibly a minimum of 6 units/acre and a maximum of 25 units/acre, with 12 units/acre as an average.

In keeping with the desire for community and personal contact, units should be grouped and clustered to create a sense of belonging, promote pedestrian character and provide an audience for nearby markets. Yet, the densities should not be too high as to overwhelm a sense of individuality, or overstress existing infrastructure.



Guideline 2-04
Land Use
Residential Densities

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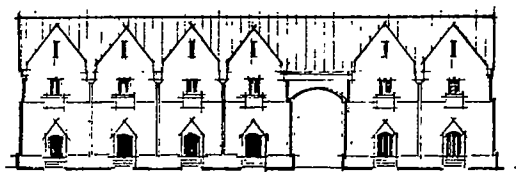
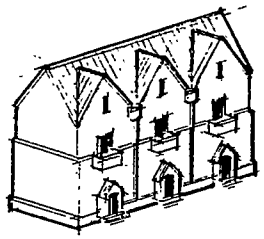
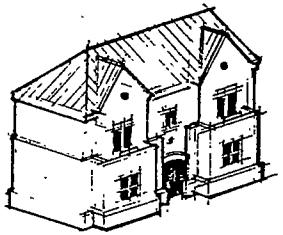
University of South Florida

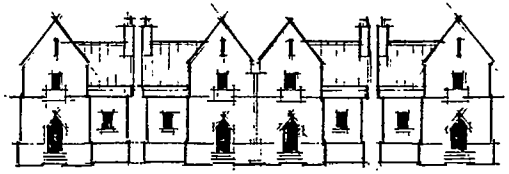


STREET ELEVATION
ROWHOUSE

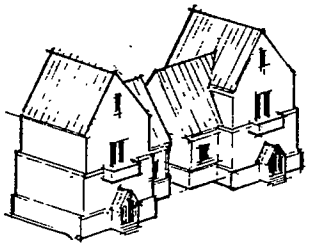


STREET ELEVATION
CLUSTER





STREET ELEVATION
DETACHED



Mixed Residential Options

A mix of residential options should be developed along the Trail, including alternatives to the single-family house.

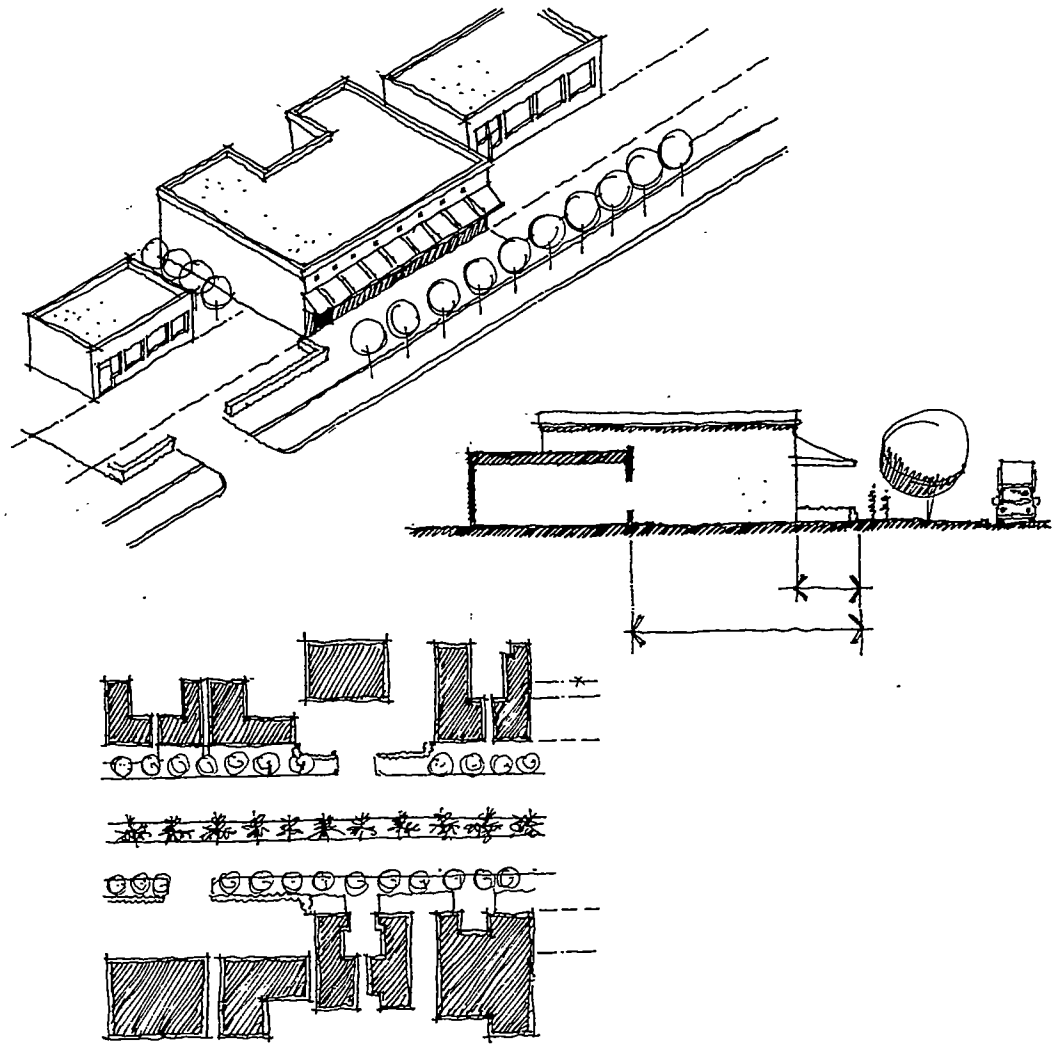
The housing stock along the Trail must take into account existing and desired demographics. The area currently provides services to a large number of students and elderly, both of whom tend to have non-conventional needs and desires. Monetary resources and space demands tend to be lower than normal, but their desire for accessibility and community tend to be greater. Thus, non-traditional, smaller, less expensive residential options such as cluster housing, row houses, garage apartments and other forms of small, flexible units should be provided for these groups. In particular, conversion of existing non-viable motels into dwelling units should be explored.

Guideline 2-05

Land Use

Residential Options

guideline 3
building design



Minimized Setbacks

Mandatory setback regulations should be relaxed within the overlay district, thereby encouraging development closer to the Trail. This will strengthen the overall pedestrian nature of the Trail and increase its sense of continuity and character. It will also help strengthen the sense of containment along the Trail --the street as a room-- one aspect of community and place that is completely lacking currently.

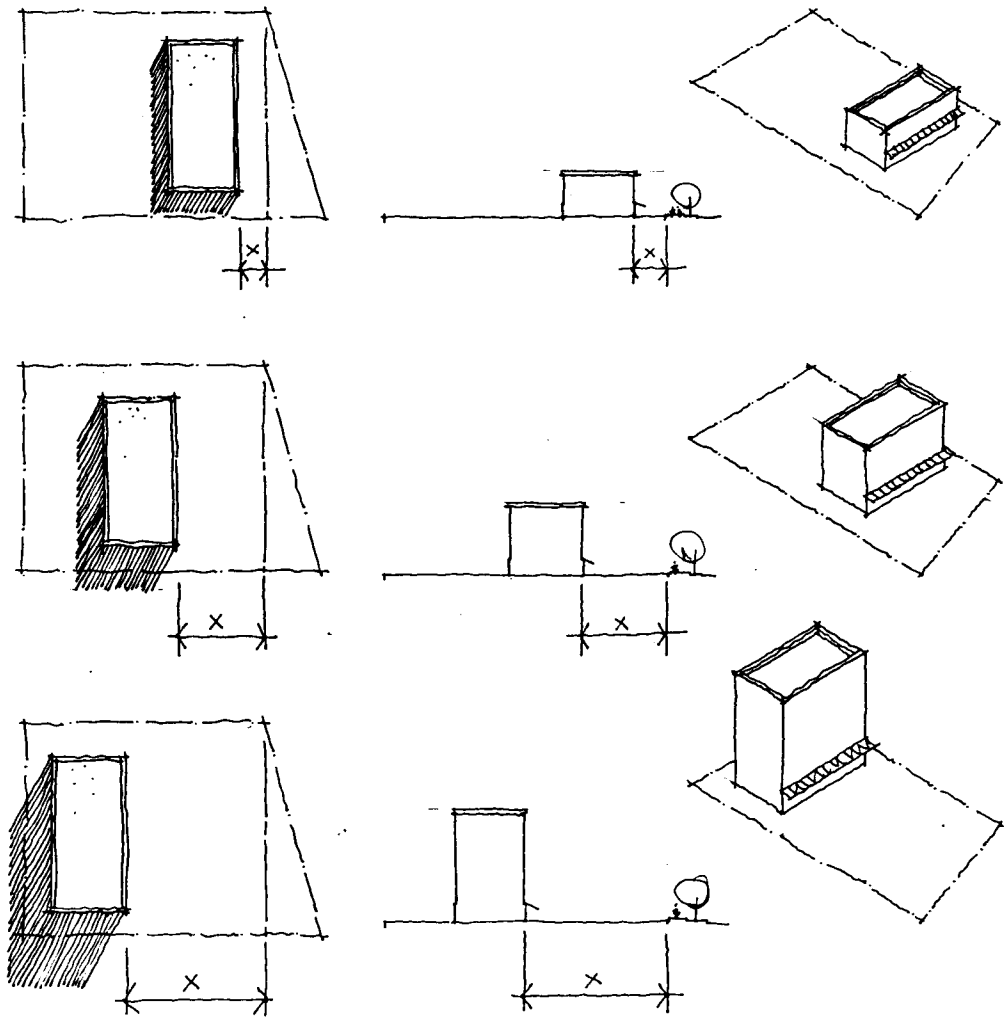
To provide a sense of focus and containment within a street, the ratio of width to edge height can be as little as 1:1, but cannot be more than 6:1. Currently, almost nowhere along the Trail is the ratio less than 5:1 and seldom is this condition held for any continued distance. The City should encourage development within the described ratios, to better define the Trail's desired character.

Guideline 3-01
Building Design
Minimized Setbacks

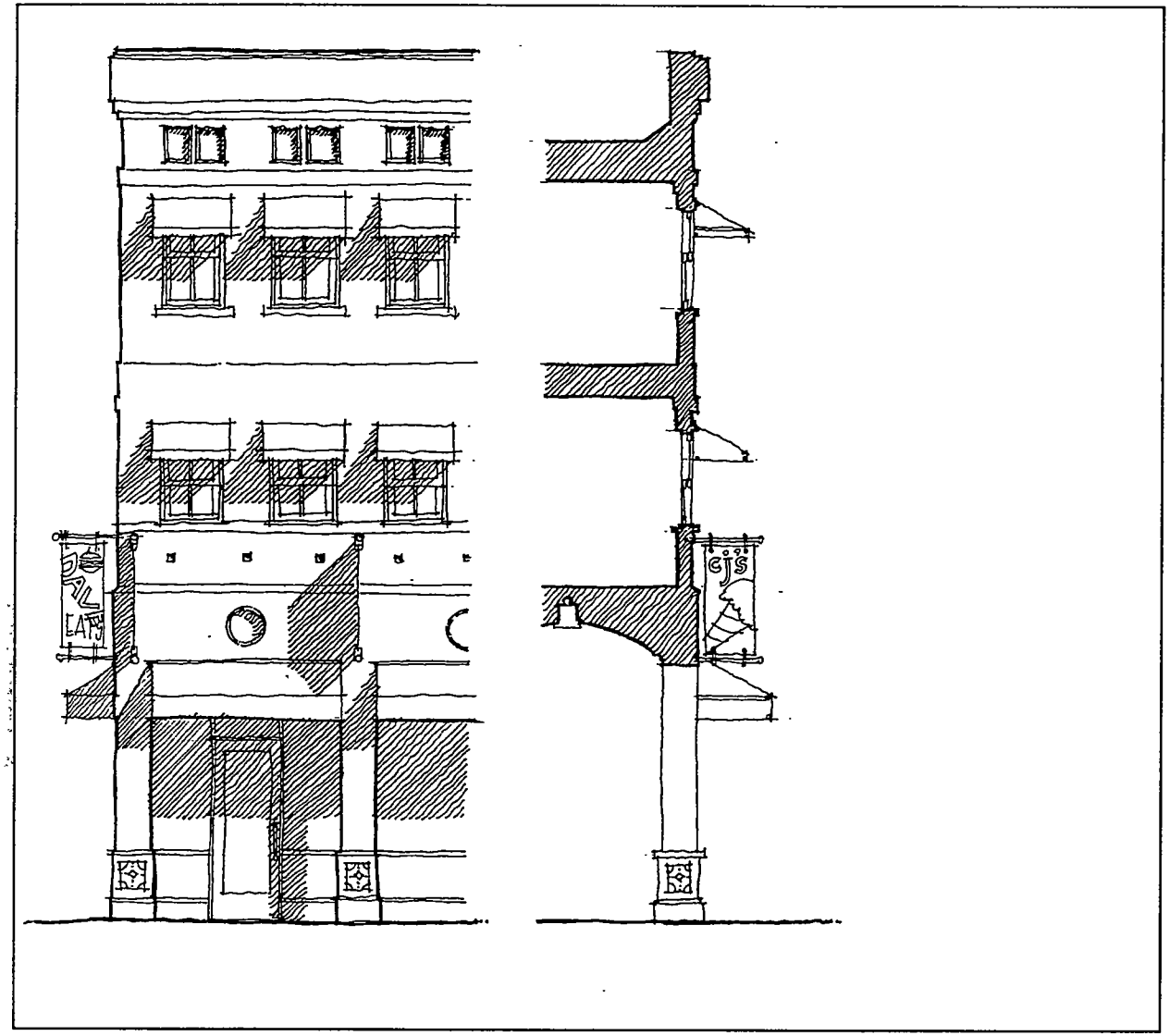
Gradated Building Heights

The heights of buildings along the Trail should vary with distance from the Trail itself. Buildings (and parts of buildings) within 10 feet of their lot-line should not exceed 30 feet in height; those within 30 feet of the lot-line should not exceed 45 feet in height; those further than 30 feet from the lot-line should not exceed 65 feet in total height.

Allowing a building to increase in height as it steps back from the public street both minimizes the sense of "tunnel-vision" when moving along the street and maximizes the owners potential to fully utilize his piece of property. A stepped-back silhouette is also more architecturally complex than a flat one and lends itself to greater articulation and potential spatial and formal richness.



Guideline 3-02
Building Design
Gradated Heights



Articulated Building Facades

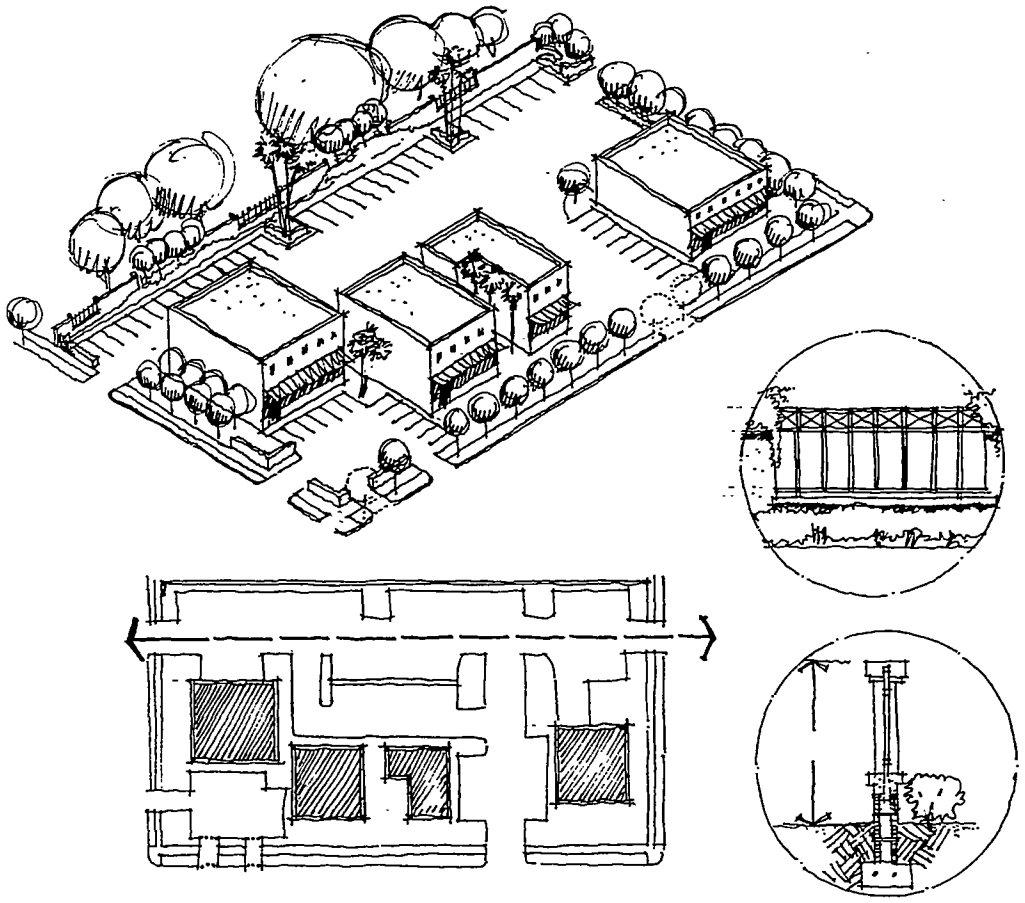
Building facades should be varied and articulated, without reverting to extravagance, and should attempt to provide visual interest to pedestrians and add to the overall character of the Trail. Street-level windows and entries are required in all commercial buildings. Arcades, porches, galleries, balconies and other architectural means of providing shade to the pedestrians should be encouraged.

The pedestrian is inherently repelled by any continuous stretch of blank or uninteresting building wall. To enhance the pedestrian character of the Trail and increase its visual interest to both the pedestrian and the car passenger, buildings should be articulated in both plan and section and should include a reasonable number of active visual opportunities.

Guideline 3-03
Building Design
Articulated Facades

guideline 4

street system



Minimized Curb Cuts

Interruptions in the curbs along the Trail should be minimized as much as possible. In many instances, entries and exits to and from adjacent sites can be combined, or can occur off of arterial roads feeding into the Trail. In some instances, traffic across or between adjacent sites can occur along on-site alleys, typically located at the rear of the sites. These alleys should be tastefully designed and landscaped so as to interface with the properties immediately adjacent to the rear.

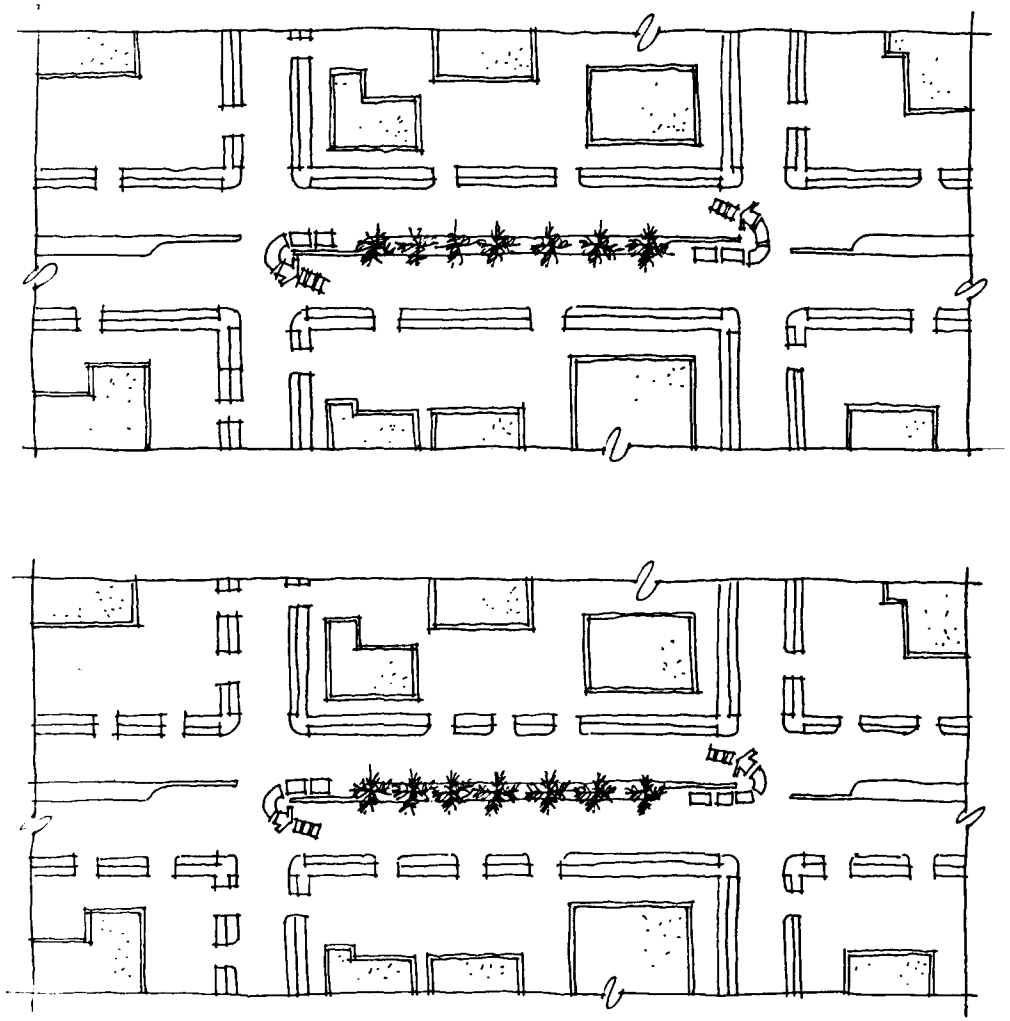
Overabundance of curb cuts detracts from both the driver's and the pedestrian's use of the Trail. Cars slow down as they approach a curb cut; too many curb cuts create a continuous stop/go driving pattern along the street. Similarly, at every curb cut pedestrians have to be alert for turning automobiles, thereby increasing their sense of insecurity.

Guideline 4-01
Street System
Minimized Curb Cuts

Minimized Turning Lanes

Attempts should be made to minimize the number of turning lanes along the Trail. U-turns should be allowed at all normal intersections, providing cross-traffic access to all locations. In addition, use of arterial roads and multi-loaded entryways should help consolidate the need to make cross-traffic turns.

Too many turning lanes along a stretch of road destroys the sense of continuity for both the pedestrian and the driver. In addition, turning lanes eat into either the central median, thereby destroying its value as a visual and physical buffer, or into the sides of the roadway, thereby interrupting pedestrian flow.



Guideline 4-02

Street System

Minimized Turn Lanes

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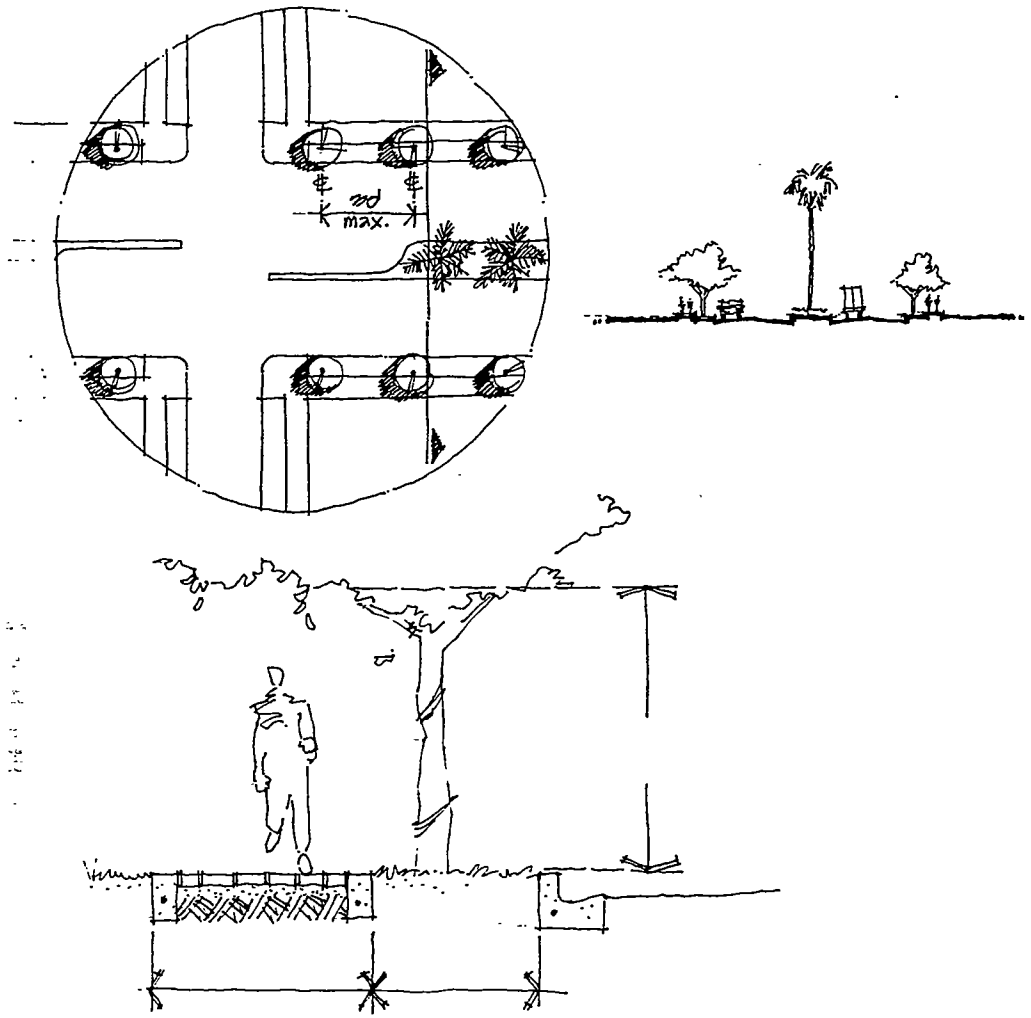


Street Trees

Shade is a necessary element in order to enhance the pedestrian nature of the Trail. Shade trees should be planted along the entire length of the Trail, on both sides of the street, immediately adjacent to the sidewalks. Typically, trees should not be more than 30 feet apart, on center. Trees should be selected that are hardy and native to the region and should have a full canopy that extends no lower than eight feet off the sidewalk. Maintenance is also important in order to preserve maximum visibility for drivers, pedestrians and residents.

A colonnade of trees at either side of the Trail would also enhance its width:height ratio, creating a more cohesive sense of place. The possibility of cooperation with the County's street tree program should be explored.

Guideline 4-03

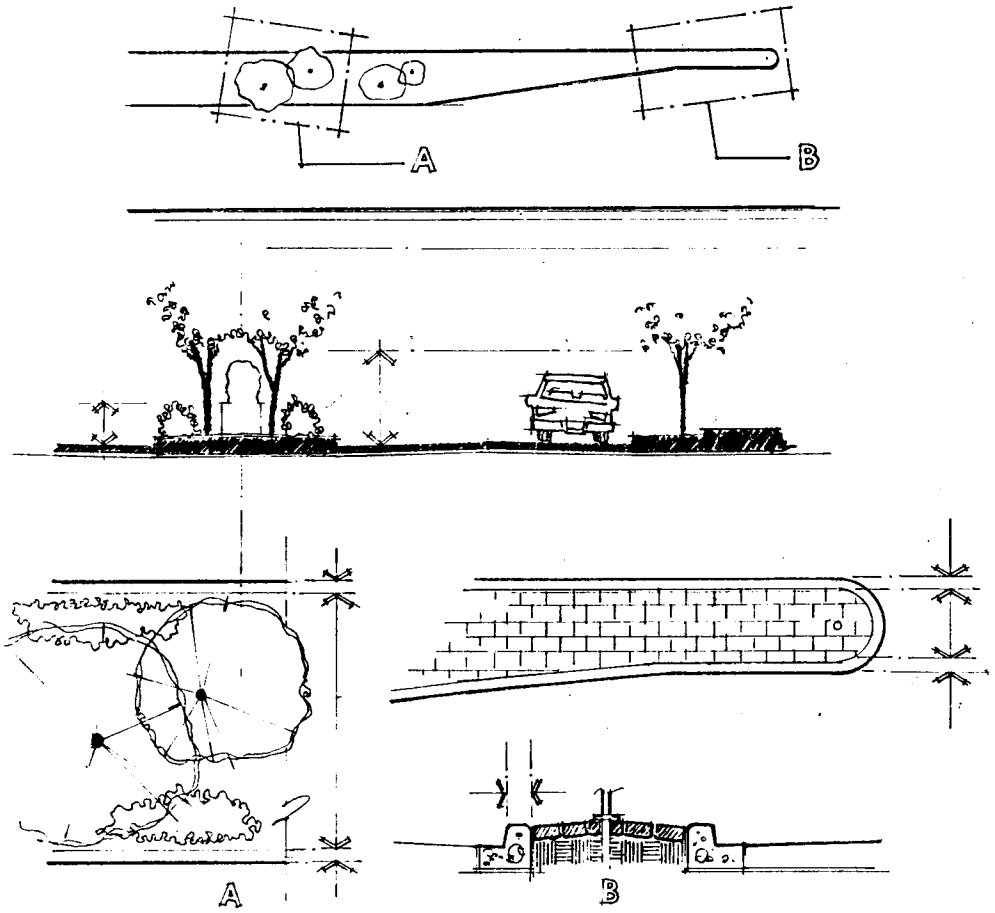
Street System

Colonnade of Trees

Full Medians

Wherever possible, a full, built up, landscaped median should be included along the entire length of the Trail, separating north- and south-bound traffic. This median, which already exists in many places, should be a minimum of 12'0" wide, with the exception of turn lanes, where it should shrink to a 2'0" solid concrete pad with straight-cut curbs.

The medians should be xeriscaped with appropriate land-cover and small plantings; in general, these should be no more than 2'6" high. Memorials, statuary, significant trees and appropriate signage should also be included in these medians.



Guideline 4-04
Street System
Full Medians

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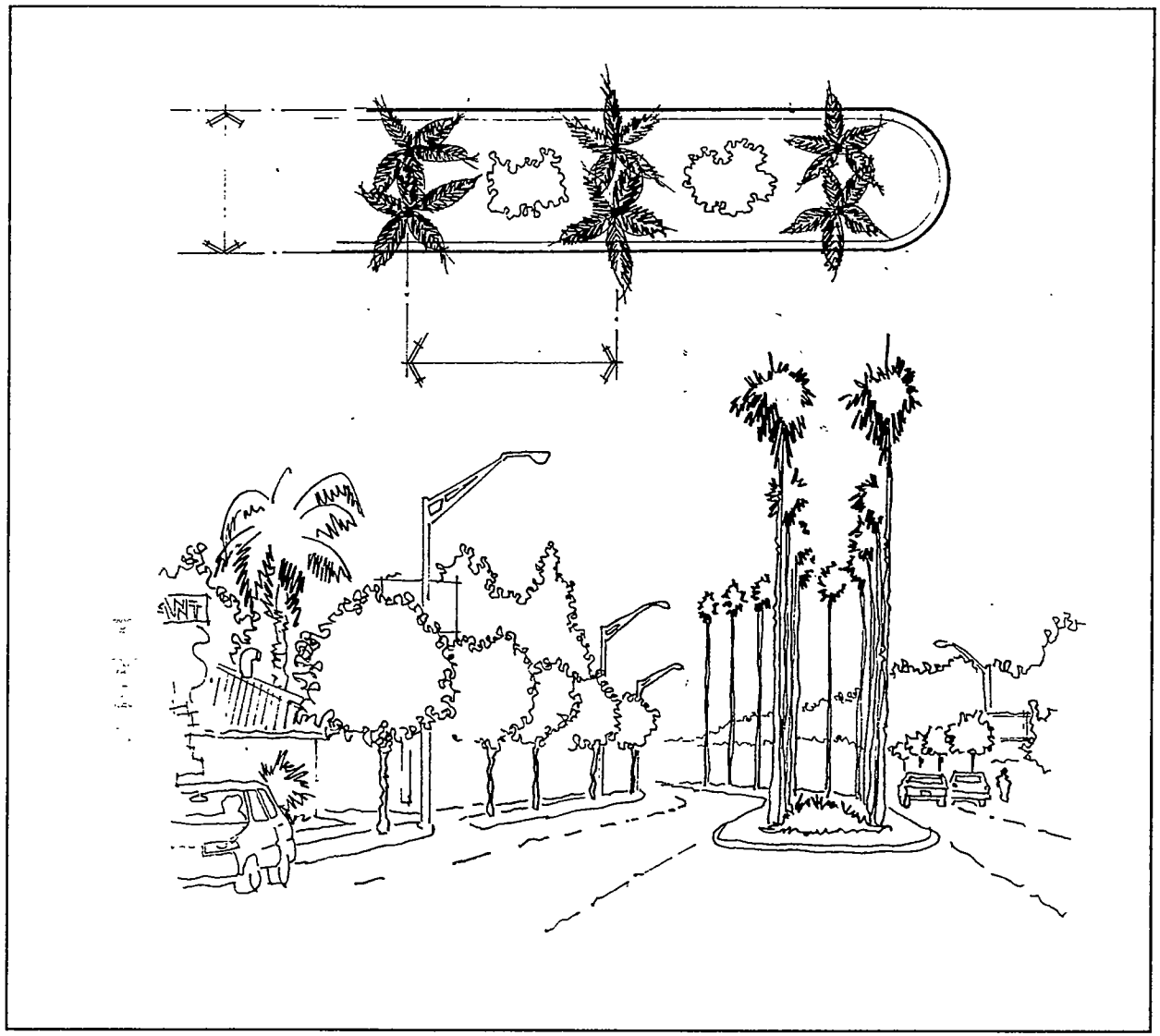


Planted Boulevard

A possible future development might be the planting of a single or double row of tall palms down the center of the medians, spaced between 20 and 40 feet apart to create a scenic "boulevard" running the entire length of the North Tamiami Trail. These trees would neither obstruct anyone's view nor provide a danger to moving vehicles, but would work to increase the sense of character and importance of the Trail. At particular intersections, the row of trees could be interrupted both to enhance the visibility within the intersection and to create a special sense of "place."

Guideline 4-05

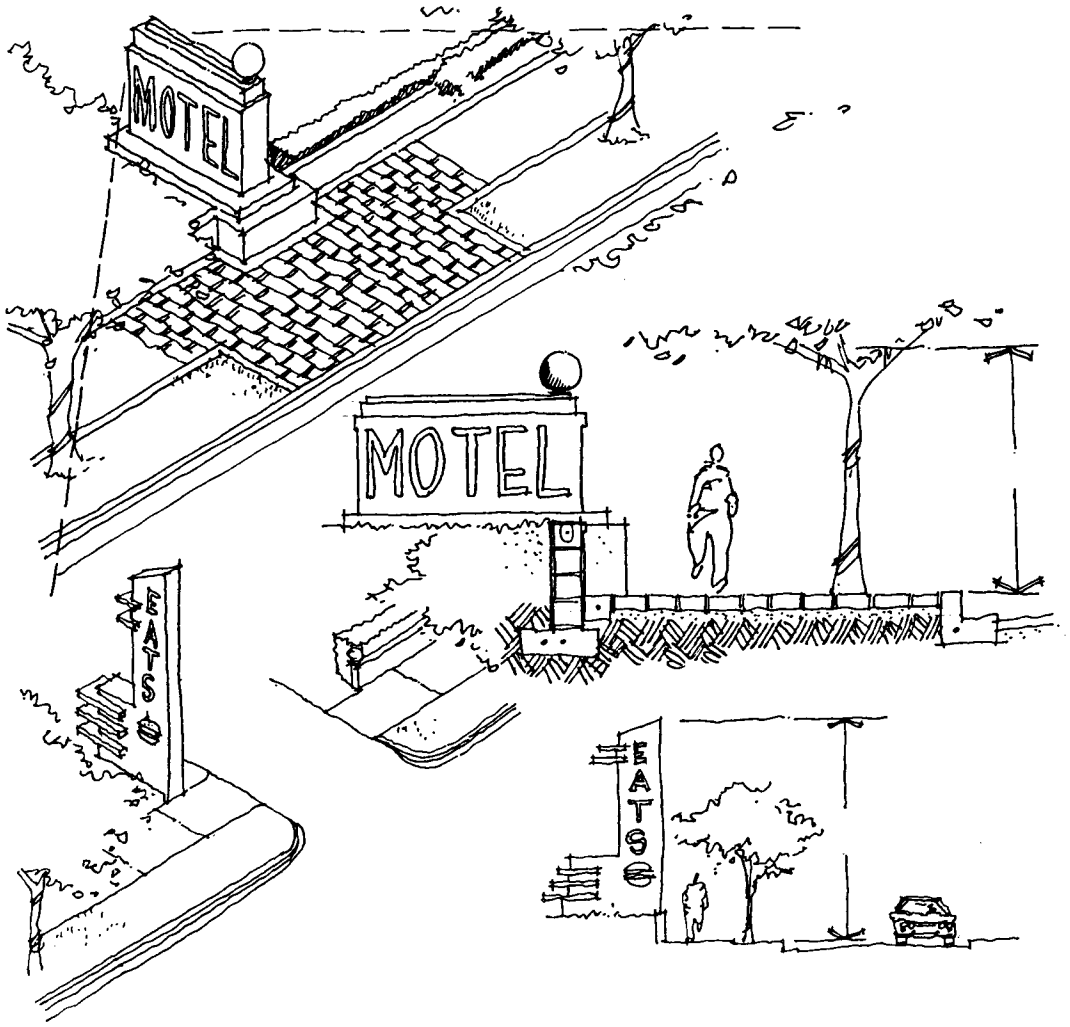
Street System

Planted Boulevard

Sign Ordinances

Special sign regulations should be developed for properties along the Trail and strictly enforced. Wherever possible, the City should provide design assistance in the development of new signs or the rehabilitation of older ones. Signs should be designed to fit within the bounds of the existing street trees, being visible either under or over the canopies, and located between the spacing of the trunks.

In addition, adjacent properties, especially those who will share parking facilities should explore the potential to share a single sign, or adjacent signs.



Guideline 4-06
Street System
Signage

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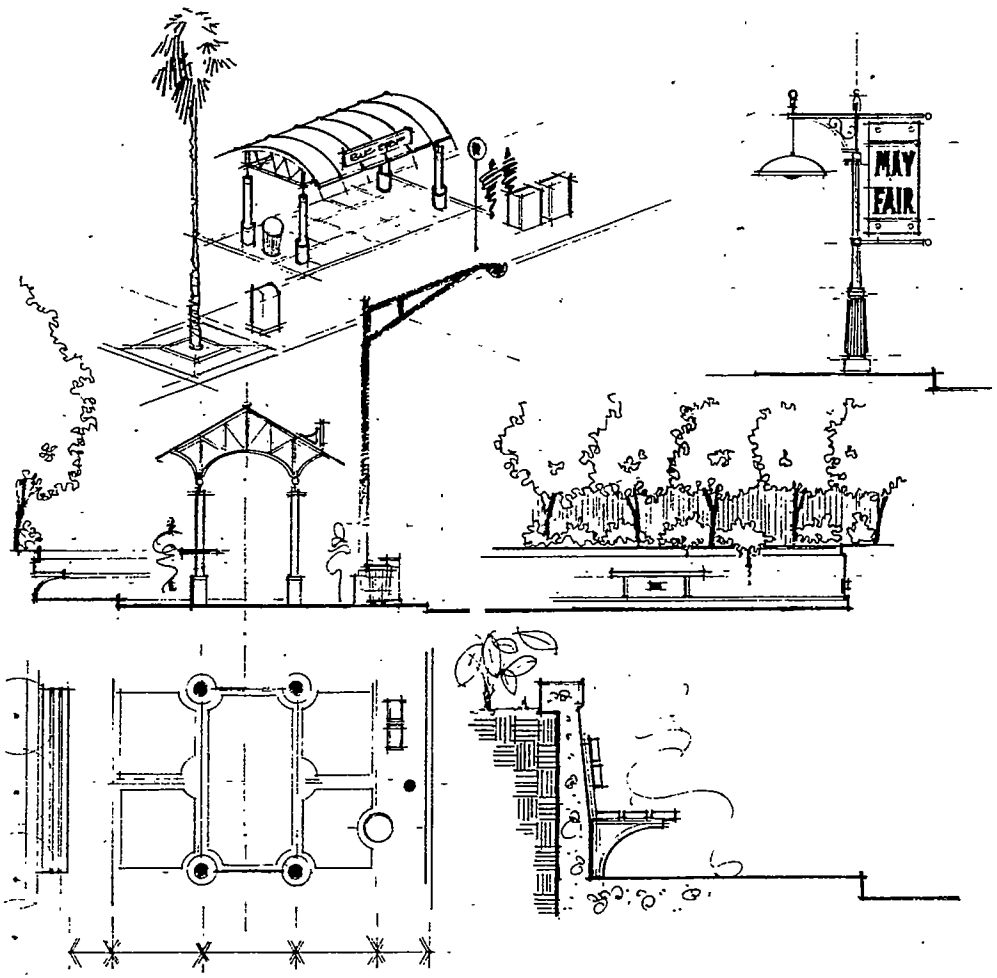
University of South Florida



Street Furniture

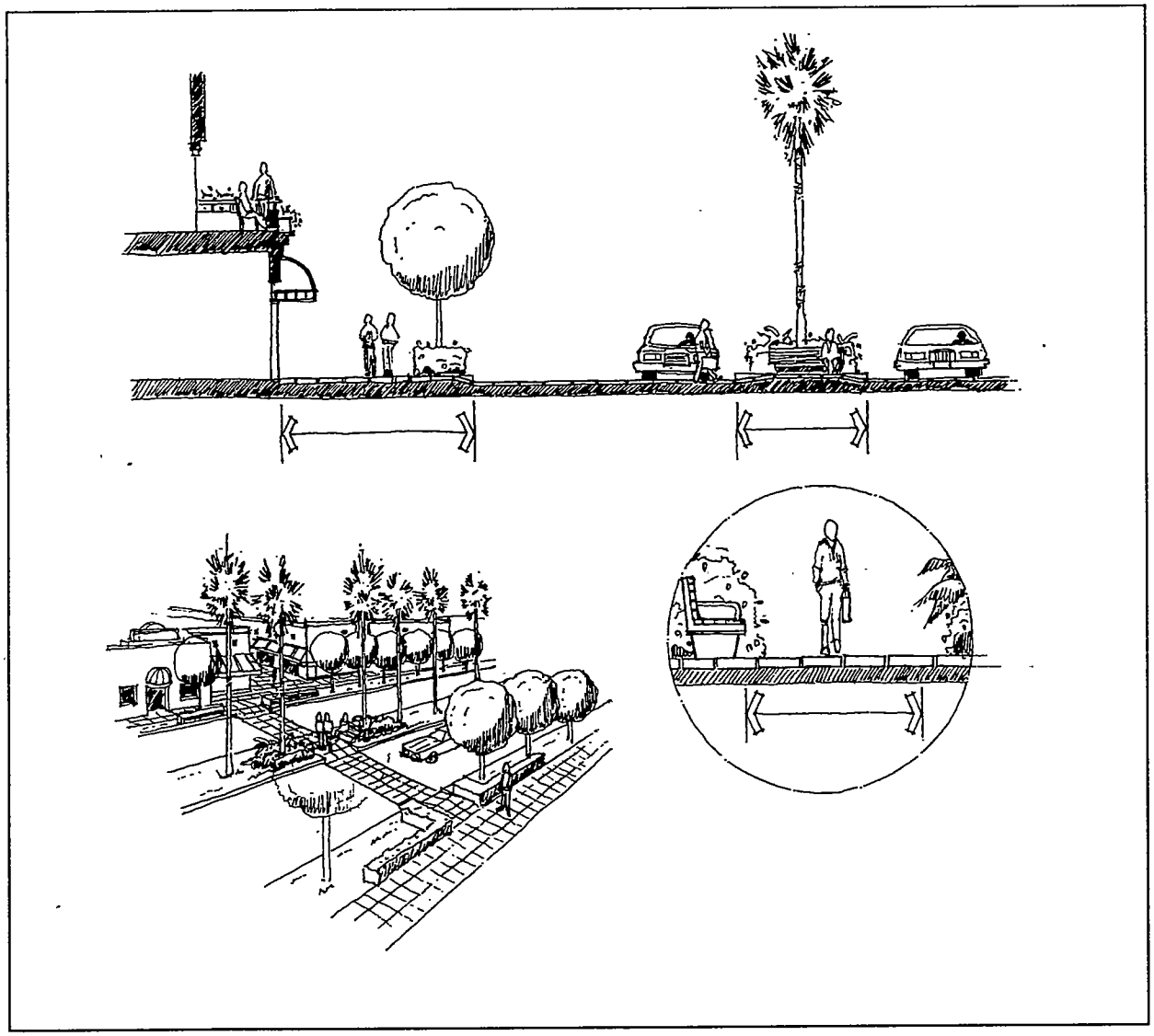
In order to enhance the Trail as a place for pedestrians and residents, the edges of the street must be clean, unambiguous, well-lit and supplied with a range of street furniture such as seating, trash baskets, bus shelters, pedestrian scale street lamps and some signage. Seating should be concentrated adjacent to retail and restaurant activities.

The city should strive to develop a coordinated system of street furniture for the entire length of the Trail, to enhance the sense of the Trail as both unique and cohesive. This is particularly effective with vertical elements such as signposts and pedestrian-scale lighting. These last should be designed to throw their light along the sidewalks and other pedestrian areas and should be installed so as to correspond with the rhythm of the trees planted along the walkways.

Guideline 4-07
Street System
Street Furniture

guideline 5

pedestrian system



Optimized Pedestrian Accessibility

Pedestrian routes should be encouraged and must be designed into the Trail. The primary pedestrian route, throughout the district, will be the walkways immediately adjacent to the Trail itself. However, to facilitate linkage to the Trail from adjacent neighborhoods, easily accessible walkways should be developed. All routes should be clearly visible, broad and uninterrupted, yet tastefully landscaped and carefully buffered from both the street and adjacent properties.

Guideline 5-01

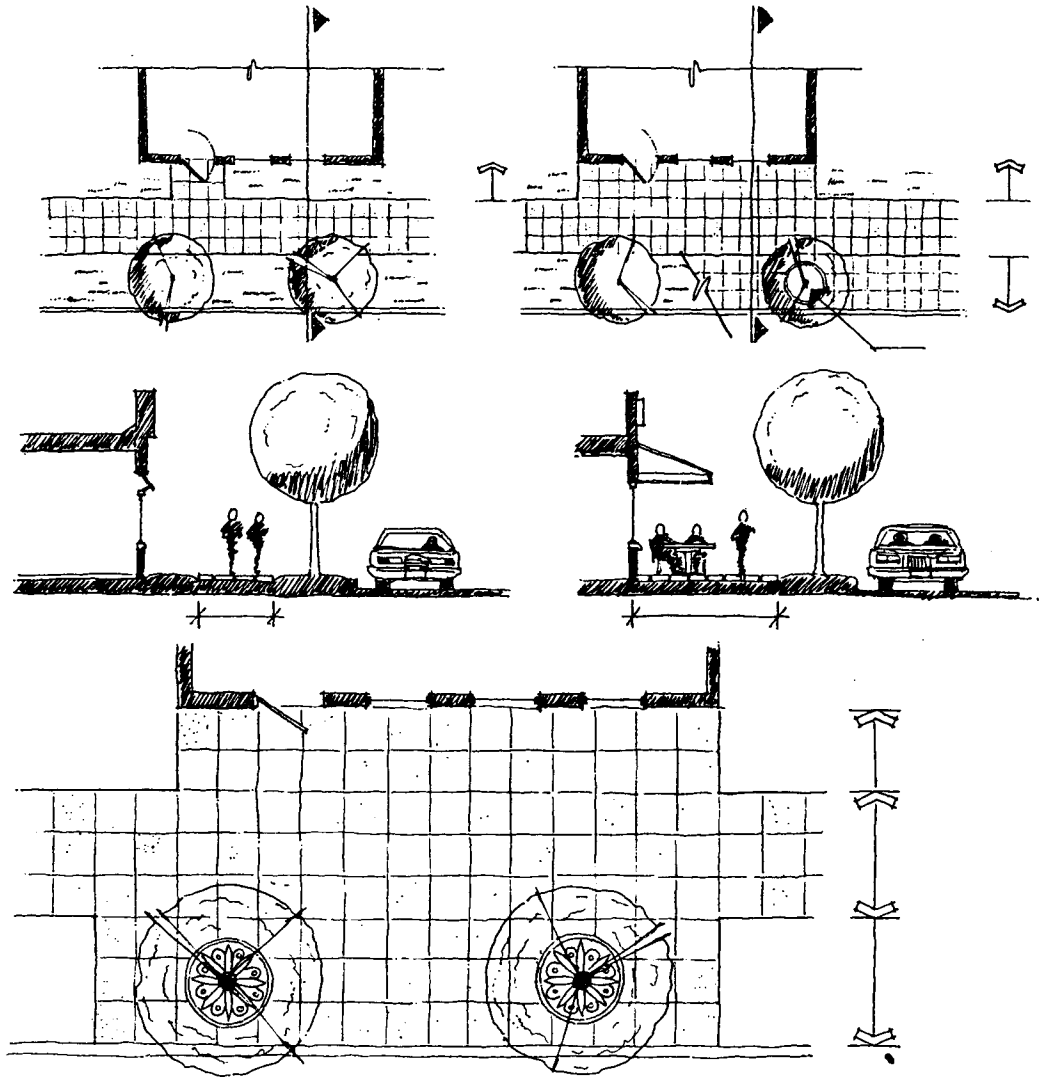
Pedestrian System

Optimized Accessibility

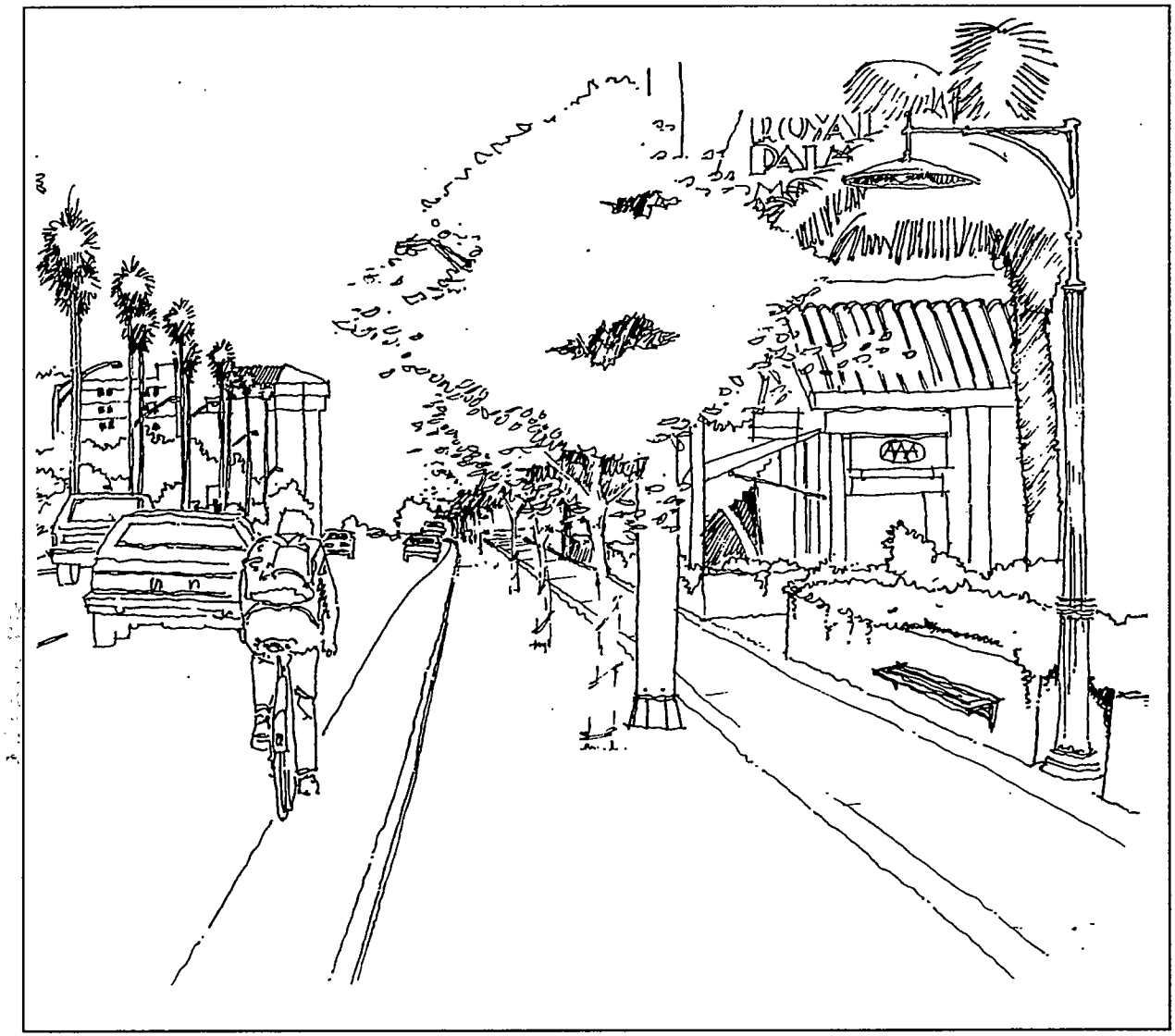
Sidewalks

Continuous sidewalks should be included along both sides of the entire length of the Trail. Those on the Trail and on major connectors should be a minimum of 6'0" wide; 8'0" is preferable, where possible. Walks fronting major commercial or residential entries should be expanded accordingly to meet expected usages. Sidewalks on all other routes in the area should be at least 4'0" wide.

All sidewalks should be made of durable material with a minimum of variation in texture or surface. At points of particular importance, a less-expensive poured concrete walkway might be replaced with a walk of laid brick, slate or some other hand-crafted material. All sidewalks should ramp down to street level at intersections, and all walkways should be made accessible to the handicapped.



Guideline 5-02
Pedestrian System
Sidewalks



The Street Edge

A buffer space should be included at the edge of the street along the entire length of the Trail. In the absence of parked cars to serve as physical barriers, a space of between 6'0" and 12'0" should be provided separating vehicular traffic from the pedestrian walkways. This buffer will serve both physical and psychological roles and should be designed to be an aesthetic amenity to the Trail as well.

The buffer should be heavily xeriscaped with grass and other low-maintenance plants and shrubbery. Street furniture such as post boxes, seating, trash baskets and the like can be erected within the buffer zone.

Guideline 5-03

Pedestrian System

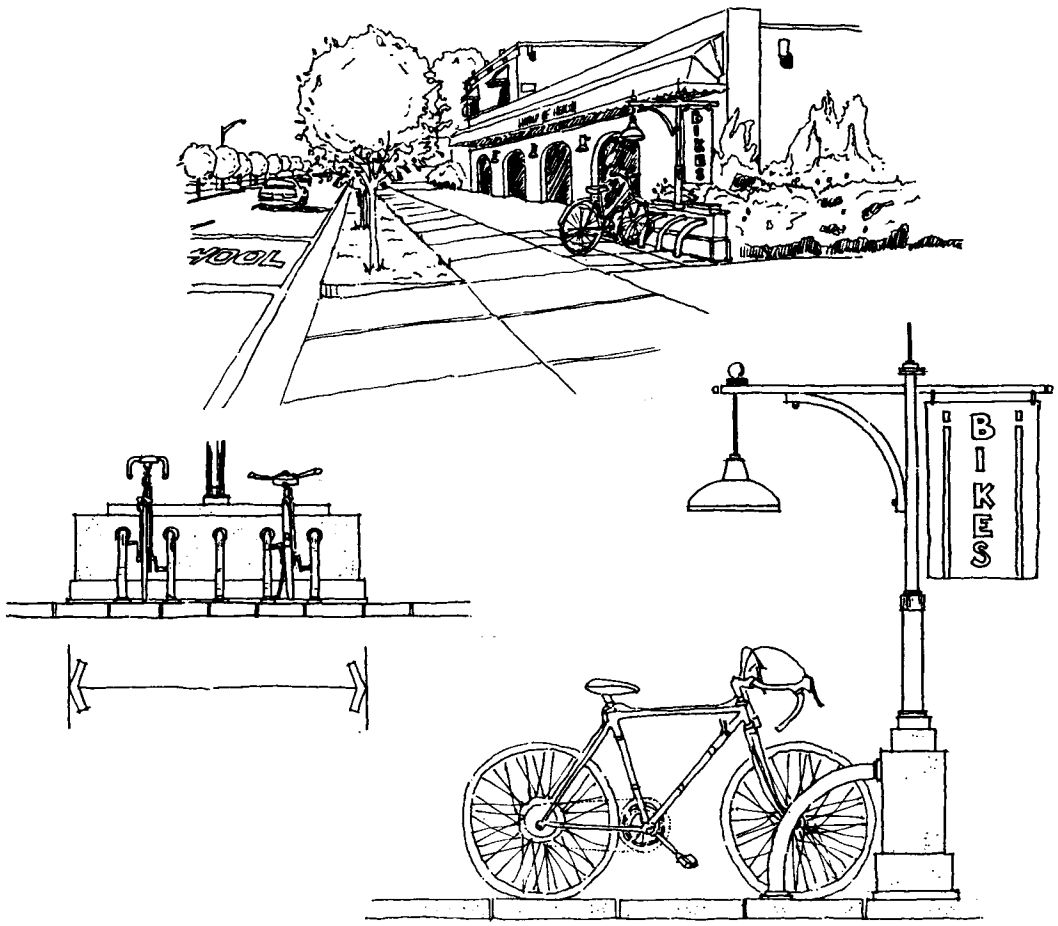
The Street Edge

Bicycle Routes

The bicycle is an extremely popular form of personal transport that is particularly appropriate for the young, the old (tricycles) and the poor. As such, facilities should be included in every urban area to insure that bicyclists can ride safely.

Bicycling should be facilitated along the Trail within a three-foot striped lane, and bikes should be encouraged for use on routes adjacent or parallel to the Trail itself. A marked system of bike routes could be developed along both the Trail and these adjacent roadways.

As bicycle usage increases, racks and other facilities should be provided adjacent to the entries of major stores and other entities along the Trail.



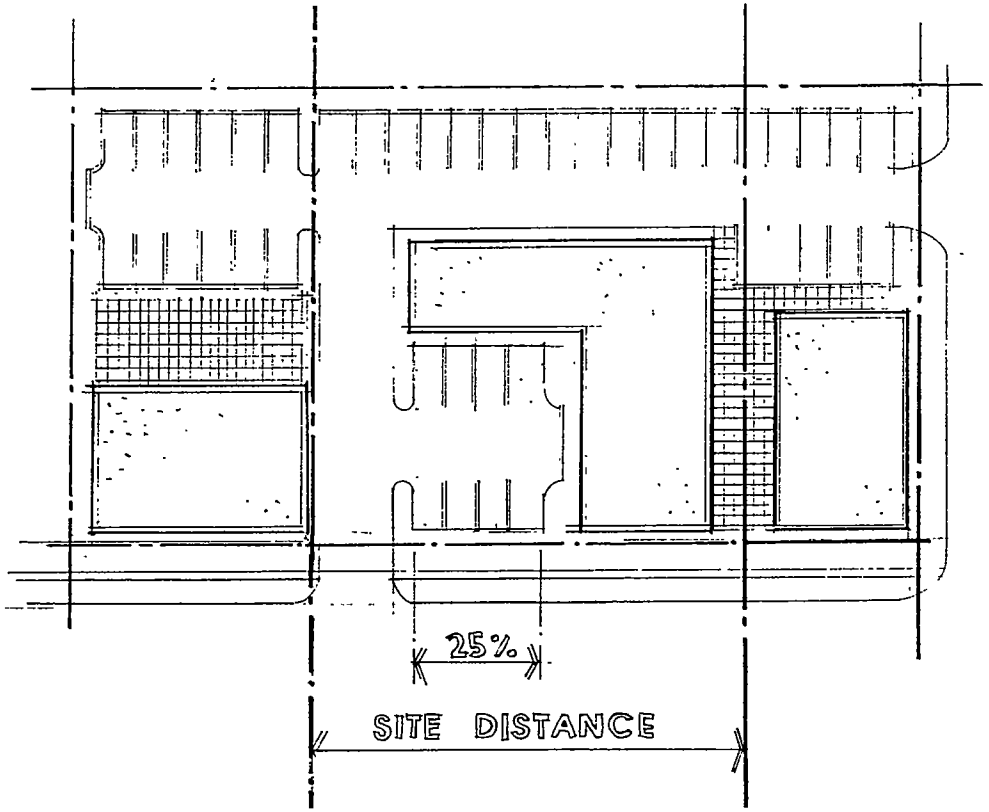
Guideline 5-04

Pedestrian System

Bicycle Routes

guideline 6

parking systems



Surface Parking Lots

Surface parking lots should not be allowed to dominate frontages of sites along the Trail. Wherever possible, parking lots should be located away from the Trail or other pedestrian routes, to the side or rear of buildings. In no instance, should a surface parking lot occupy more than 25% of lot frontage for any new development along the Trail. In addition, many existing developments can be re-configured to meet this guideline. Where applicable, the city might offer incentives in the form of reduced parking requirements to induce owners to conform with this guideline.

Guideline 6-01

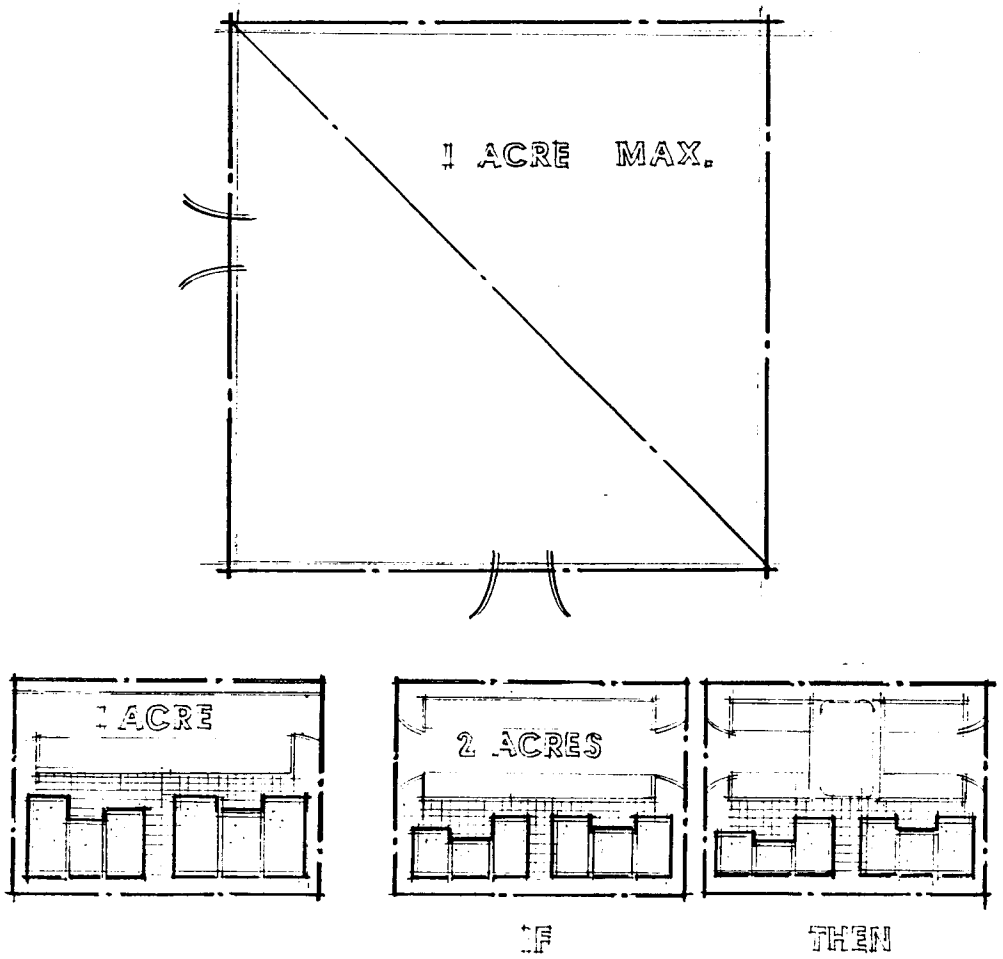
Parking Systems

Surface Parking

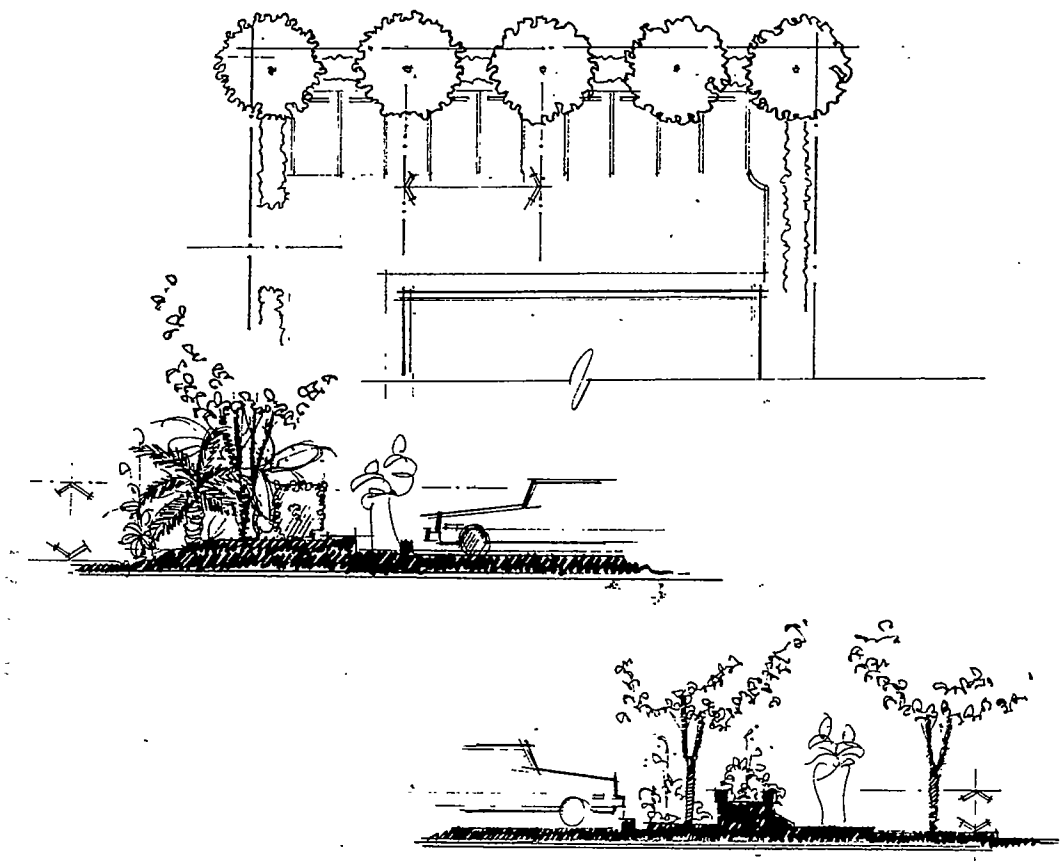
Surface Lot Size

The size of any single continuous surface parking lot within the Trail district should be limited to a maximum of 1.0 acres.

A 1.0 acre lot easily provides parking for over 100 automobiles. At most sites along the Trail, this far exceeds the needs of existing or potential facilities. If greater numbers of spaces are required, the available land area can be parcelled into a number of 1.0 acre lots, which are carefully buffered from each other and from adjacent facilities through the use of trees and other landscaping.



Guideline 6-02
Parking Systems
Surface Lot Size



Shaded Parking

The edges of all parking lots should be heavily planted and include enough shade trees to cover a significant portion of the lot (within a ten-year growth period). A planted buffer should be included between all lots and public right-of-ways and/or other sites.

Between a lot and a public right-of-way, this buffer must be at least 6'0" wide and include a continuous 2'6" opaque barrier -- typically a thick hedge or a low wall. A significant shade tree must be planted no more than every 30 feet on center.

Between lots and adjacent properties, a 4'0" buffer must be set aside, including a continuous 2'6" opaque barrier and shade trees planted no less than every 40 feet on center.

Guideline 6-03

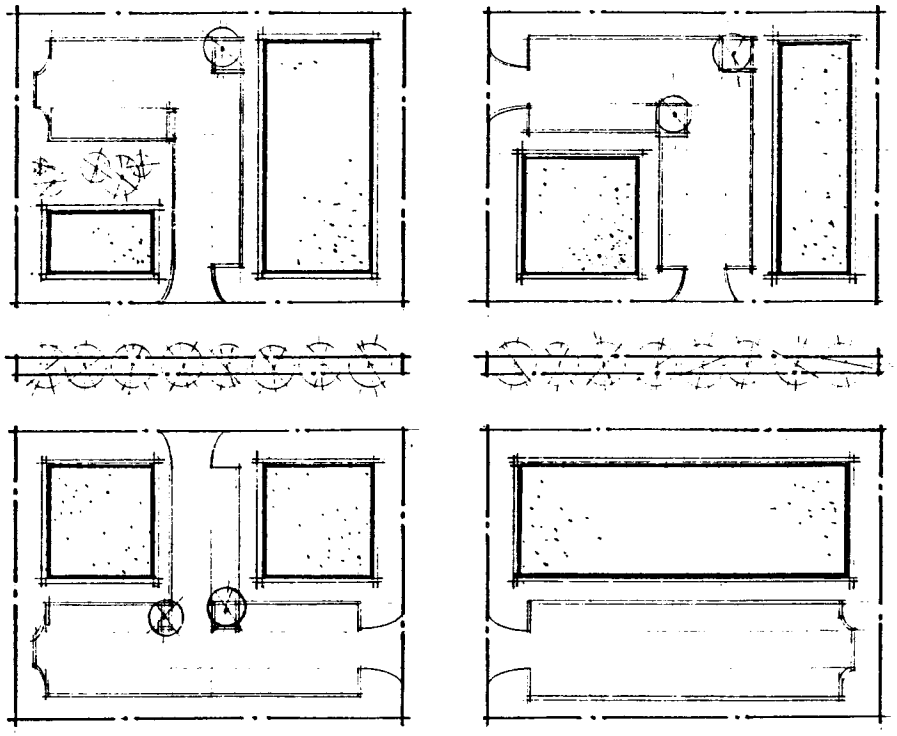
Parking Systems

Buffered Parking

Shared Parking

Many parking lots are sized to meet a particular uses annual peak demand, often determined to be the amount needed during the weekend after Thanksgiving. Often, 30-40% of such lots remain vacant at other times of the year.

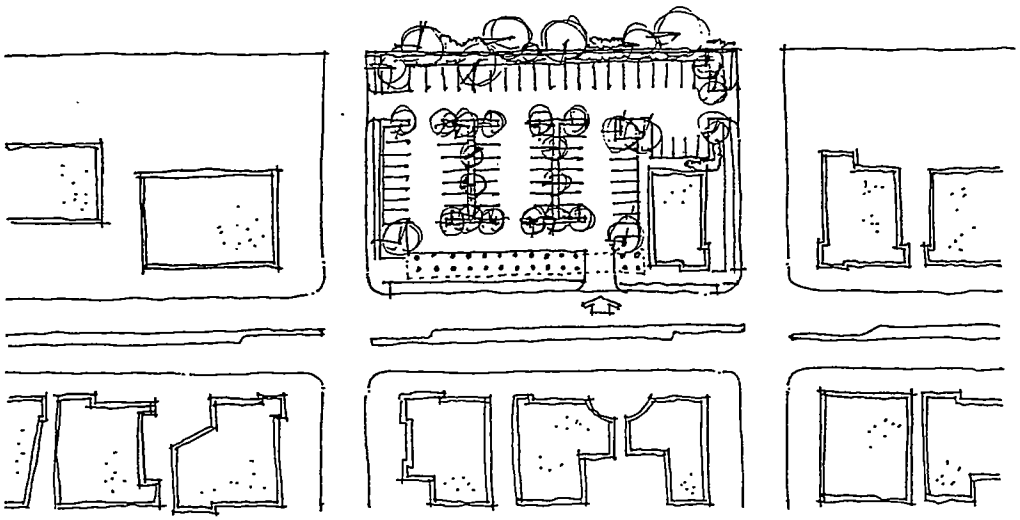
Double-loaded parking should be encouraged wherever possible. In addition to reducing the number of spaces required for each use, attempts should be made to double-load uses across the day. Facilities whose peak demand occurs during the working day can share spaces with those whose peak occurs after 6 PM. Parking space waivers should be offered as an inducement to integrate adjacent facilities. In many situations, such shared parking can be quite easily developed, at minimal effort. Concomitant with such integration, entries and exits from sites should also be combined.



Guideline 6-04

Parking Systems

Shared Parking



Off-Site Parking

In some instances, where moderate densities are desired, the City might consider waiving on-site parking requirements in return for the development of a focussed, centralized, shared off-site facility. This could either be a carefully landscaped surface lot, or a parking structure.

Guideline 6-05

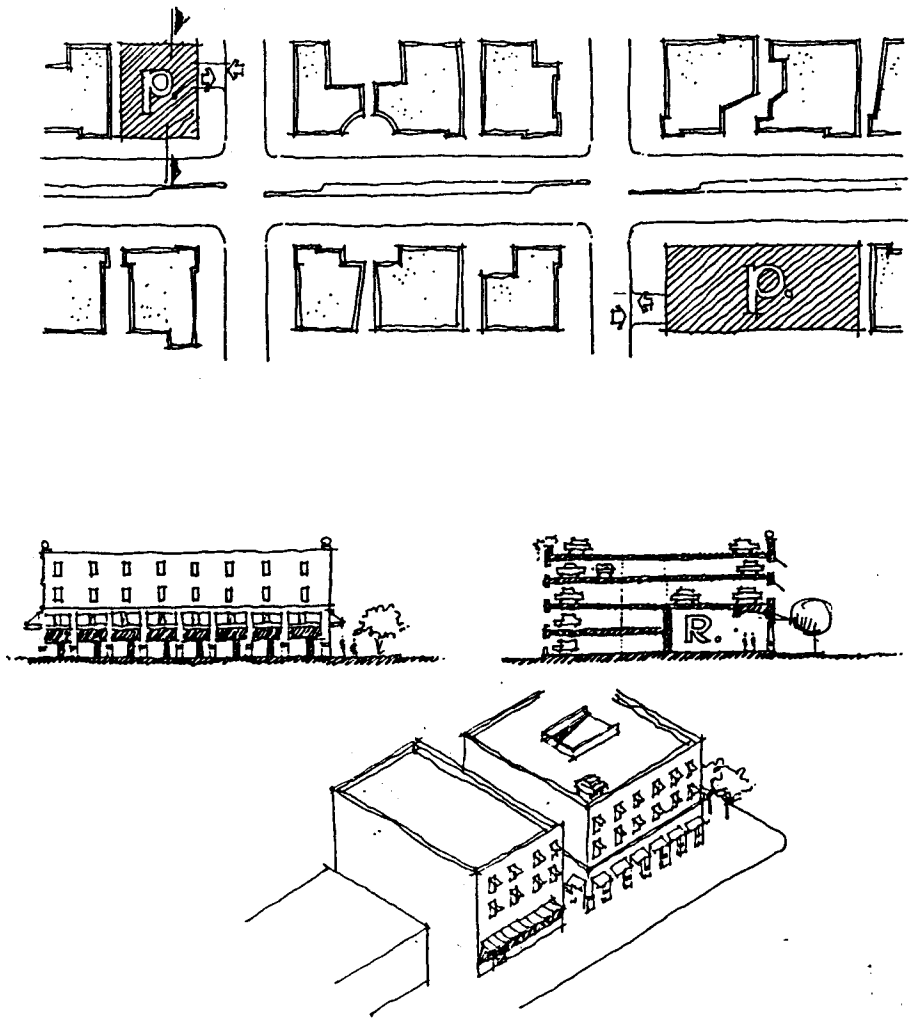
Parking Systems

Off-Site Parking

Parking Structures

In general, initial costs for structured parking exceed those for surface parking. However, in order to create a focussed sense of character and to create an amenity of regional status, a density might be developed which could support some form of structured parking. In such intensely developed instances, structured parking might be considered as an option along the Trail.

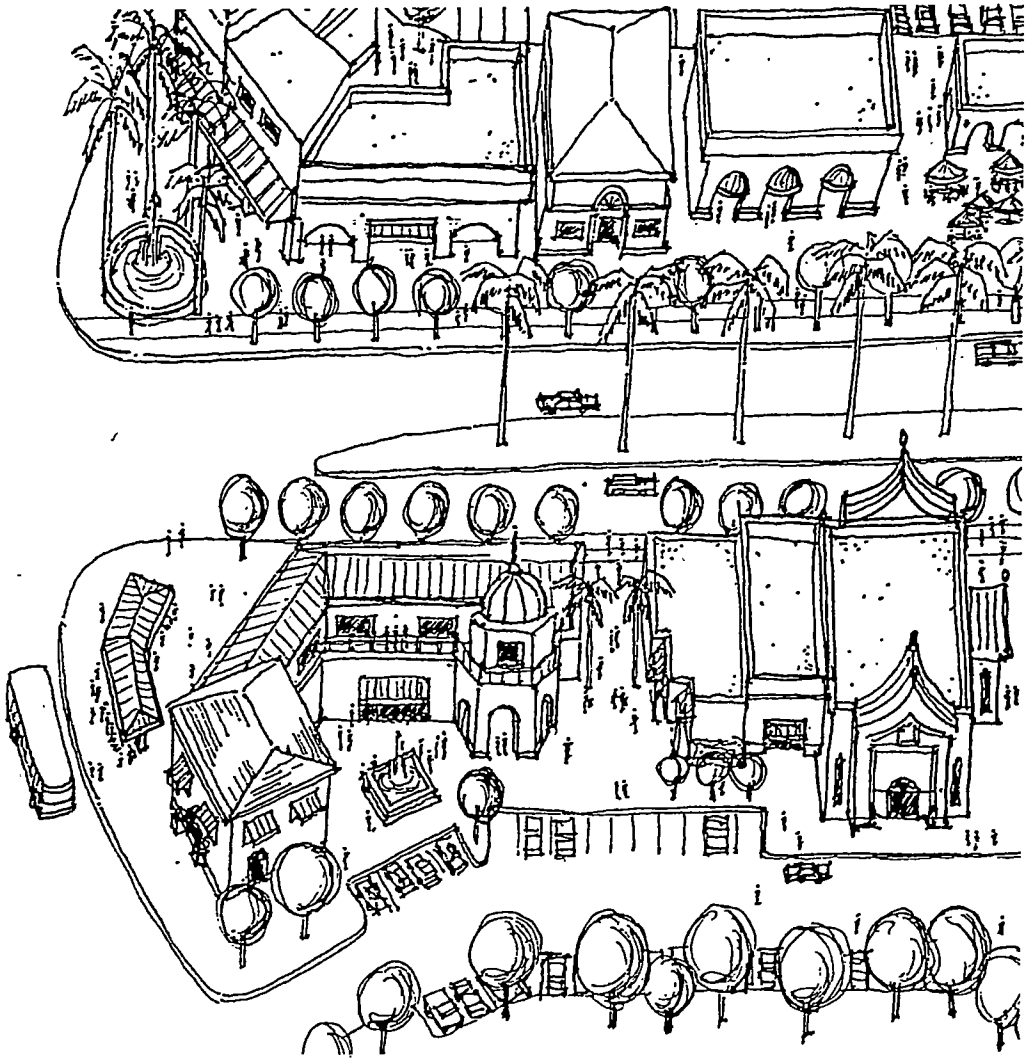
If desired, such structures should be designed with their major ingress and egress away from the Trail itself, and should include a range of retail options at the ground level along the Trail. They are thereby sheltered from view and an active, pedestrian-oriented use is maintained along the street edge.



Guideline 6-06
Parking Systems
Parking Structures

Fall 1990
University of South Florida

guideline 7
public spaces



Public Parks & Plazas

Wherever possible, small pocket parks and or plazas should be designed adjacent to the public right-of-way or as deliberate focal points of new developments. These spaces should be readily accessible from the Trail, but should not be used simply as buffers between the Trail and parking lots or non-substantive buildings.

Guideline 7-01

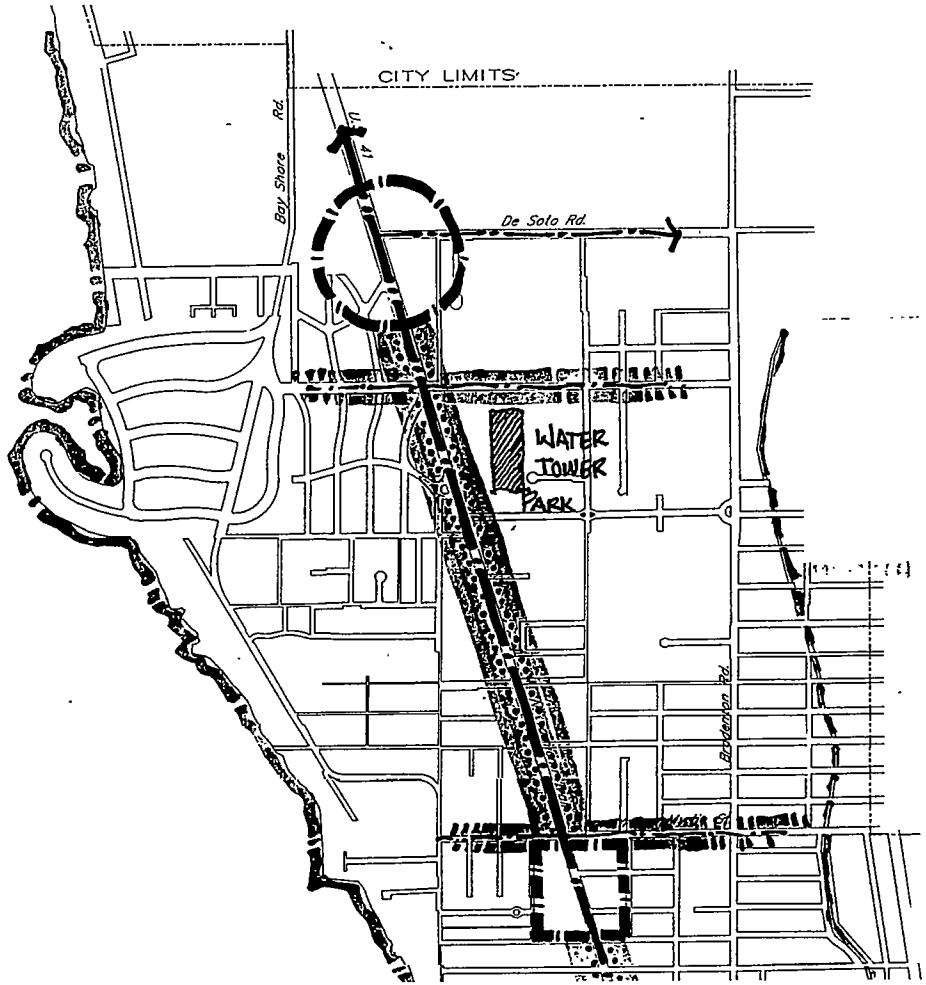
Public Spaces

Parks & Plazas

Landscaping & Visibility

Purposely designed public spaces such as parks and plazas should be located at points of particular character, activity or focus. These spaces should be designed so as to provide a range of surfaces and textures, and should be heavily landscaped in order to provide a reasonable degree of shade throughout the year. This planting, however, should not interfere with clear visibility both from the site out and into the site itself.

Guideline 7-02
Public Spaces
Landscaping & Visibility



Neighborhood Park Facility

Watertower Park located east of the Trail between 42nd and 47th Streets, should be designed and improved to serve as a neighborhood resource. A number of pedestrian paths should be established linking the Park to the Trail; these should be wide, well-lit and pleasant to use. Playing fields, open space and recreational equipment should be included in the Park, as well as bike-racks and a reasonable amount of open-field parking.

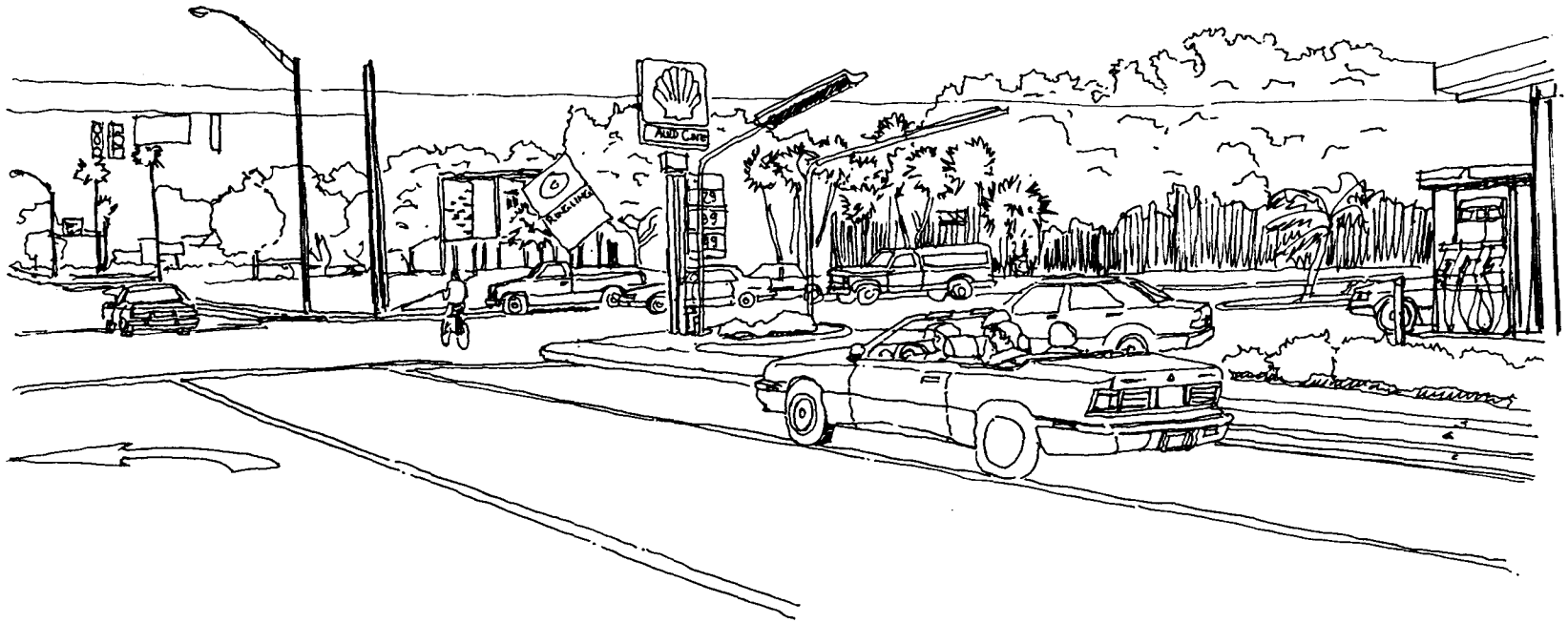
Guideline 7-03

Public Spaces

Regional Park

applications


UNIVERSITY of SOUTH FLORIDA
Gateway 2000
NORTH
tamiami
TRAIL
1990
URBAN DESIGN STUDY



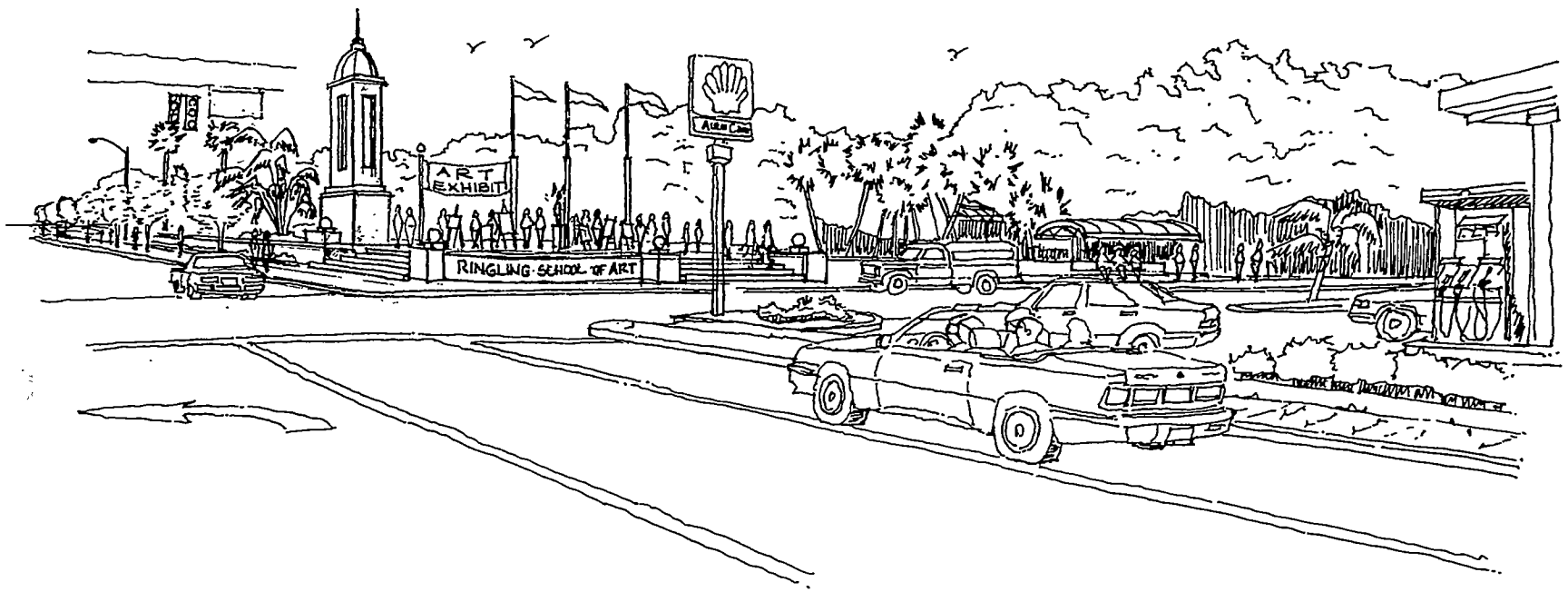
Applications

Ringling School: Before

60

Fall 1990
University of South Florida

no defined entry to Ringling School of Art
undesirable signage
no unifying landscape plan

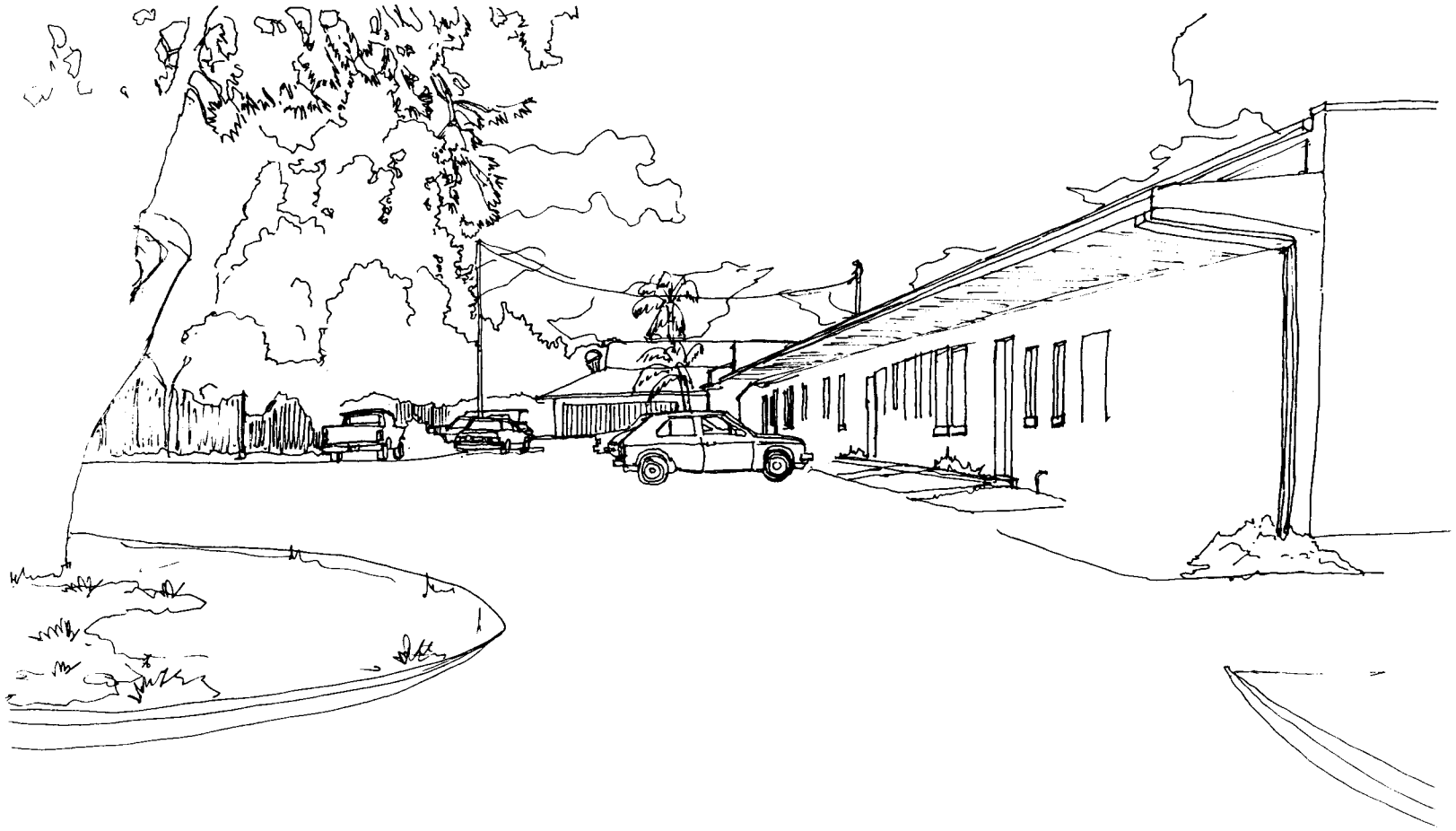


design of a public gathering node and focal point
incorporation of landmark element
redesign of sign and lighting layout for fewer visual intrusions
redesign of landscape plan

Applications

Ringling School: After

Fall 1990
University of South Florida



Applications

Rear Parking: Before

62

Fall 1990
University of South Florida

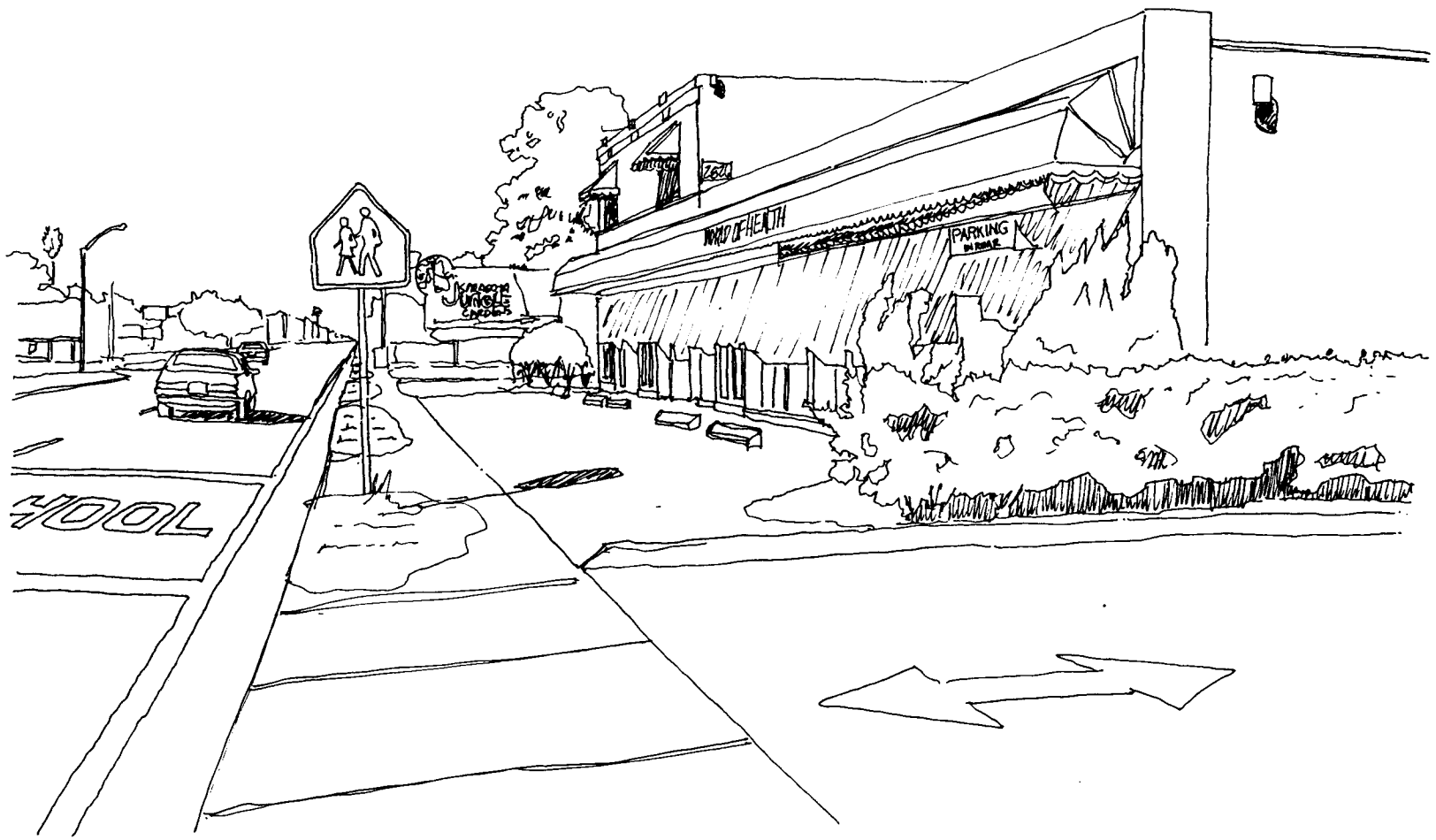
poor lighting
poorly maintained landscaping
inefficient parking layout
undesirable rear facade facing residential neighborhood

improved parking and landscaping
redesign of rear facade to include arcade
wrap-around sidewalk pavers

Applications

Rear Parking: After

Fall 1990
University of South Florida



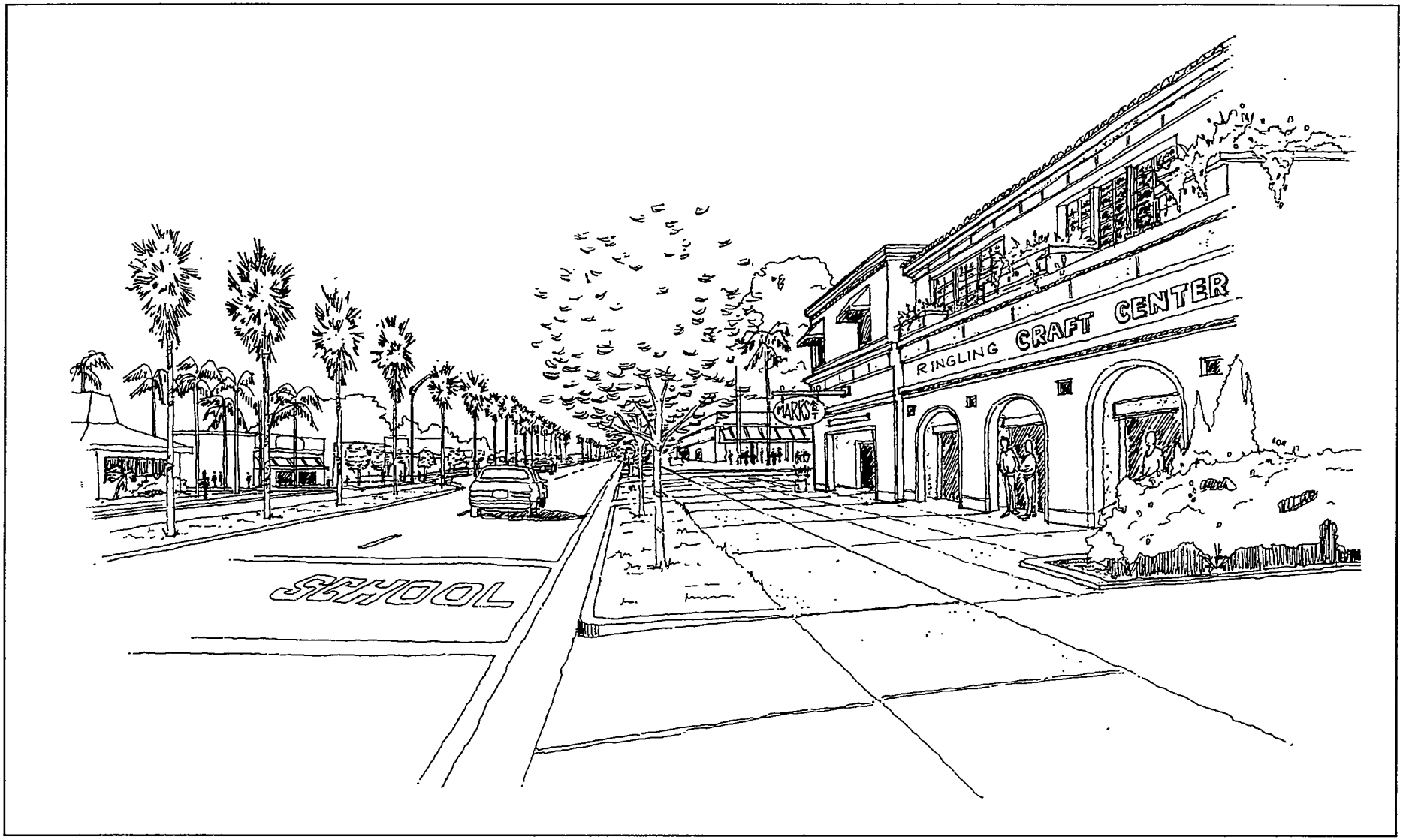
Applications

Tamiami Circle: Before

64

Fall 1990
University of South Florida

inefficient parking layout
lack of unifying landscape scheme
no pedestrian lighting
sidewalk too close to street



street redesigned to accommodate pedestrian usage
planted median, sidewalk trees and pavers create cohesive character
second floor added to provide for additional retail, commercial or residential space

Applications

Tamiami Circle: After

Fall 1990
University of South Florida

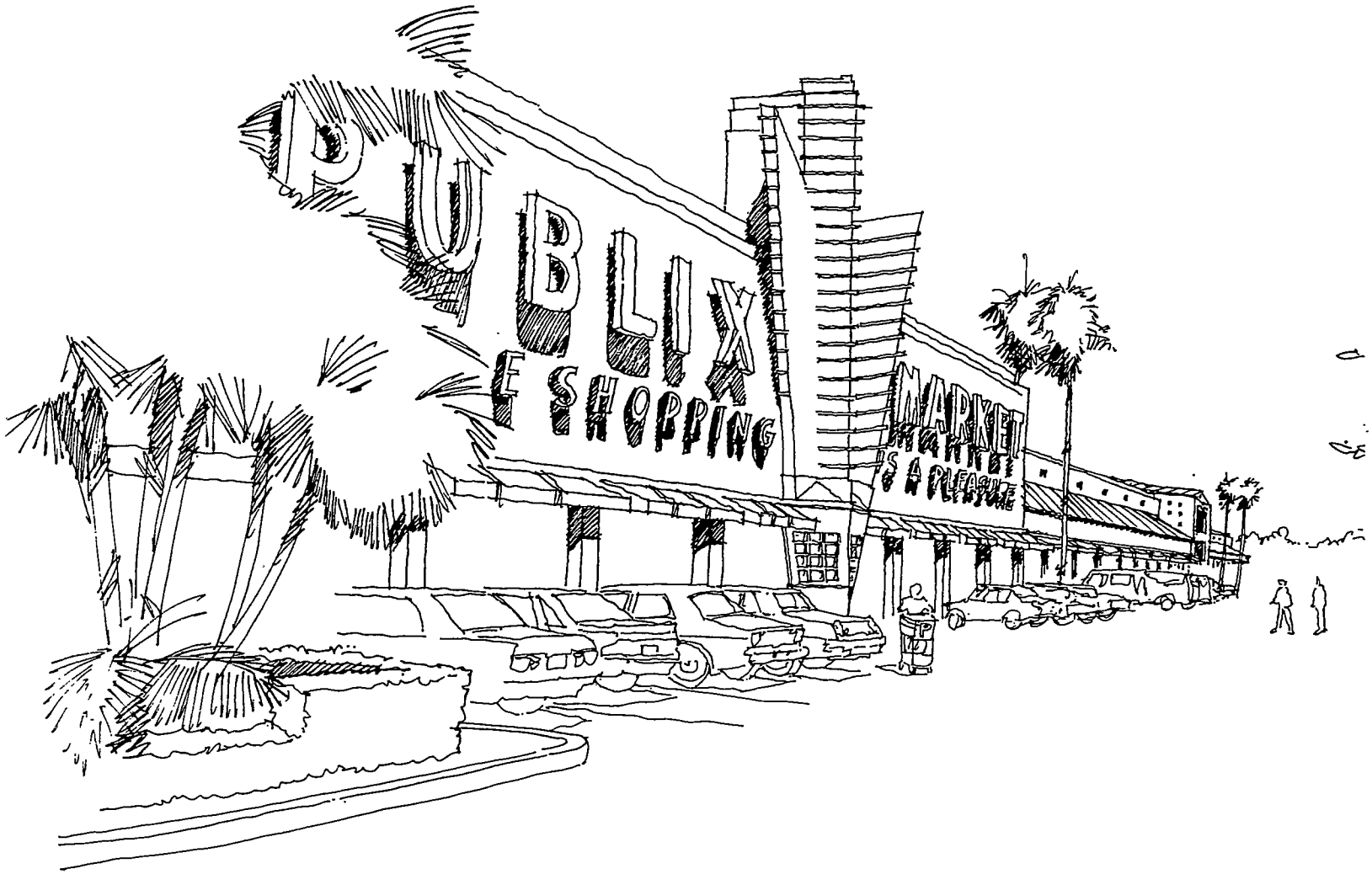
Applications

Trail Plaza: Before

66

Fall 1990
University of South Florida

deteriorating storefront
no consistency of signage
poorly maintained/inadequate landscape
lack of unifying architectural scheme



redesign of storefront to include canopies and arcade
restoration of original Publix neon sign
redesigned landscaping

Applications

Trail Plaza: After

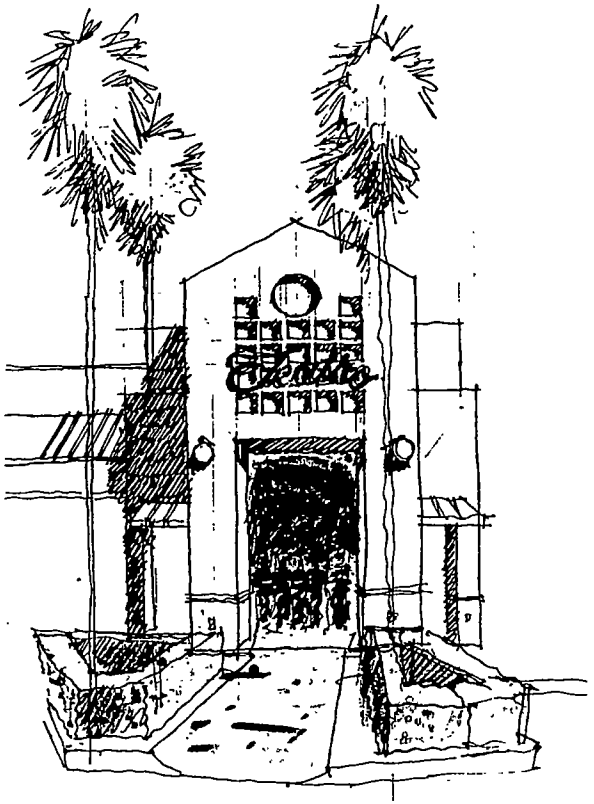
Fall 1990
University of South Florida

Applications

Trail Plaza: Before

existing theater entry modest and poorly maintained

Entry study — Trail Plaza
12-2-90



Entry study — Trail plaza
11-30-90

redesigned theater entry to include significant architectural features

Applications
Trail Plaza: After

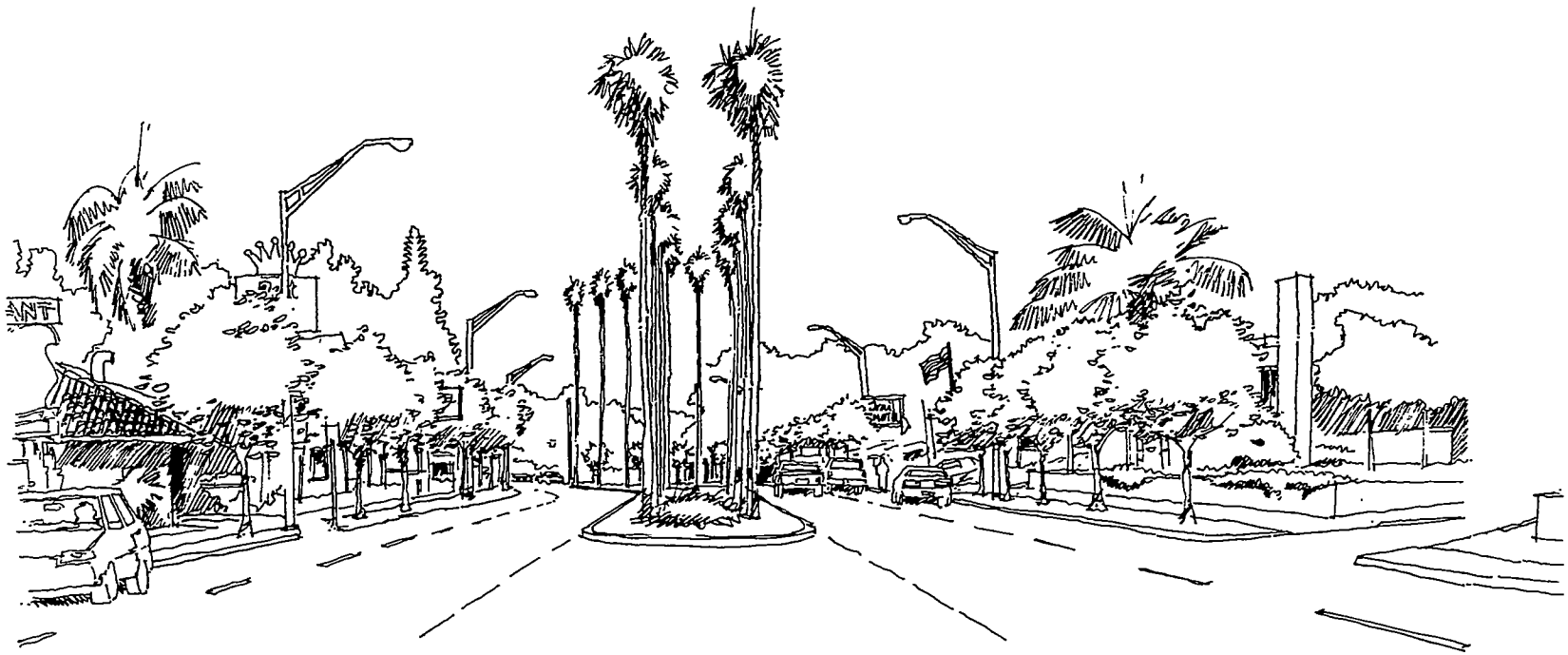
Fall 1990
University of South Florida

Before

Applications

Generic Condition:

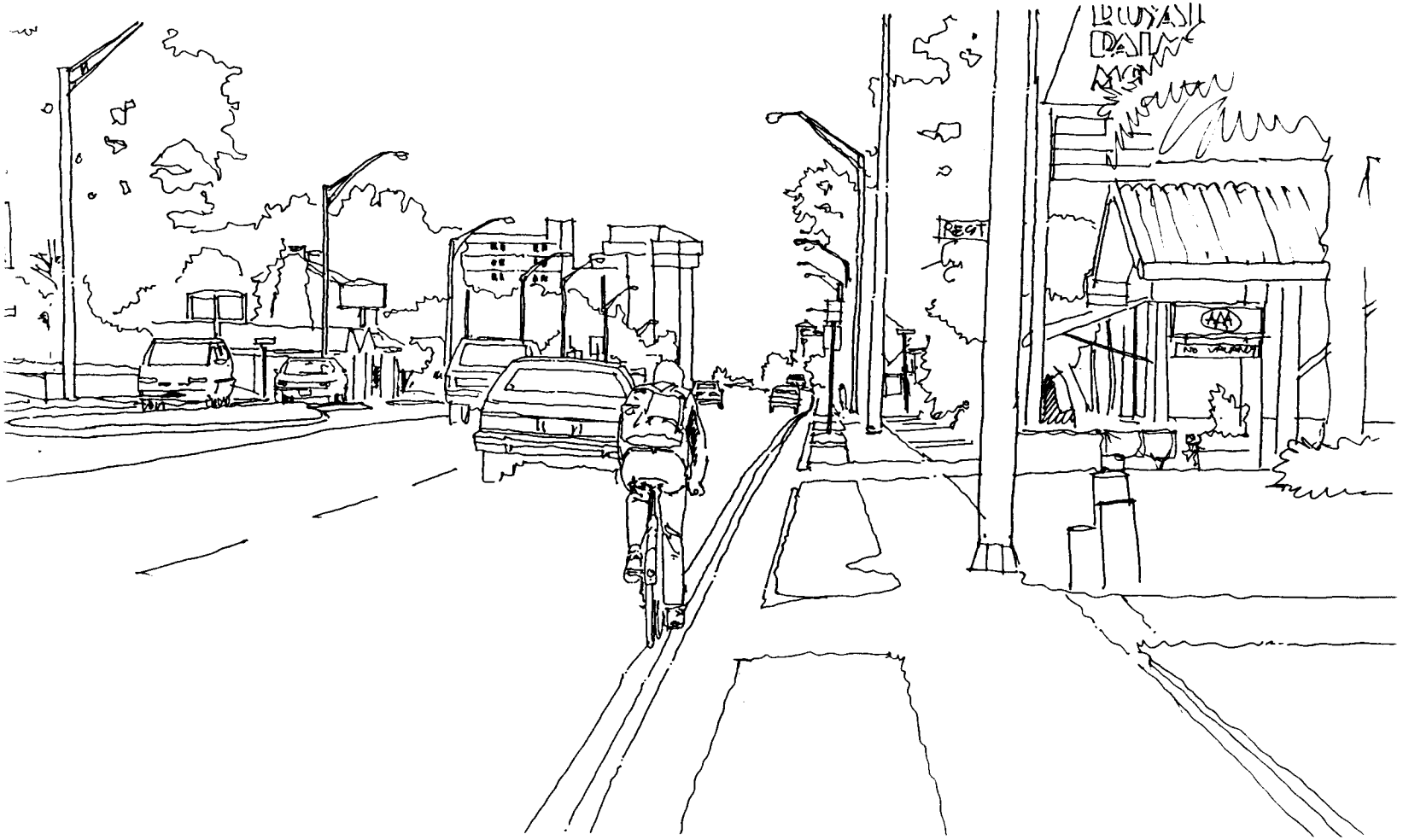
lack of unifying landscaping
excessive curb and median cuts
sidewalks dangerously close to street
no pedestrian lighting
obstructive lightpoles in sidewalks



After

median and sidewalks redesigned to include palms and shade trees to create coherent streetscape
sidewalks relocated to increase distance from street and to avoid light poles
minimized/reduced curb and median cuts

Applications
Generic Condition:



Applications

Generic Trail View:

Before

72

Fall 1990
University of South Florida

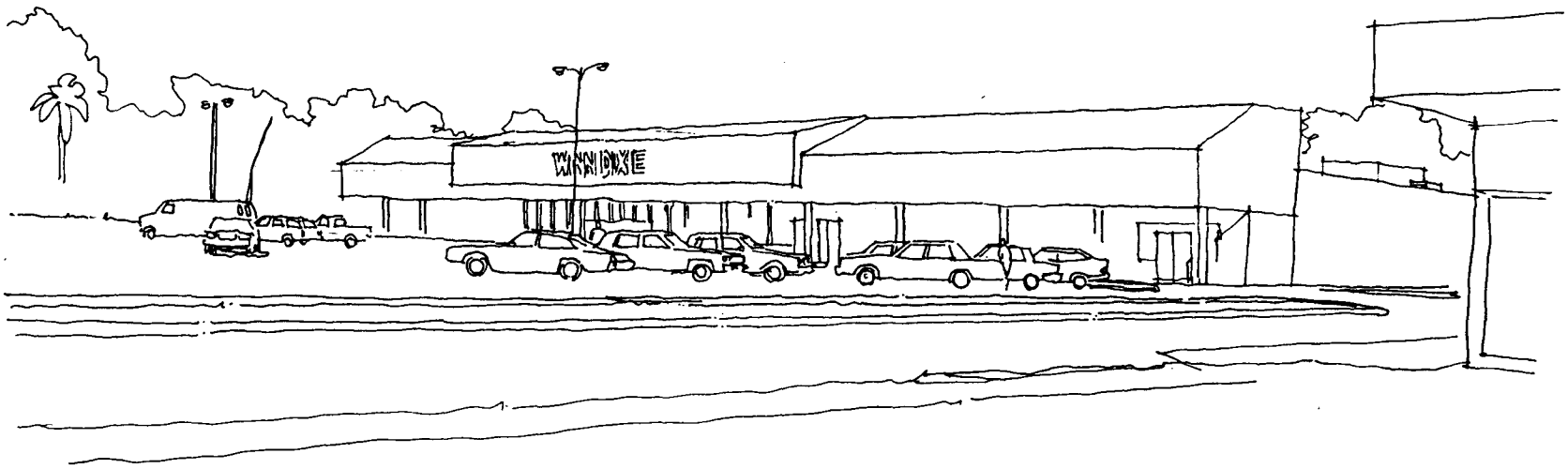
light poles in sidewalk
unplanted medians
no shade trees along sidewalk
sidewalk too close to street edge
no pedestrian lighting

unifying landscape design for medians
addition of pedestrian lighting
sidewalk relocated to allow for shade trees and planted edge
note: lightpoles to remain in existing location

Applications

Generic Trail View: After

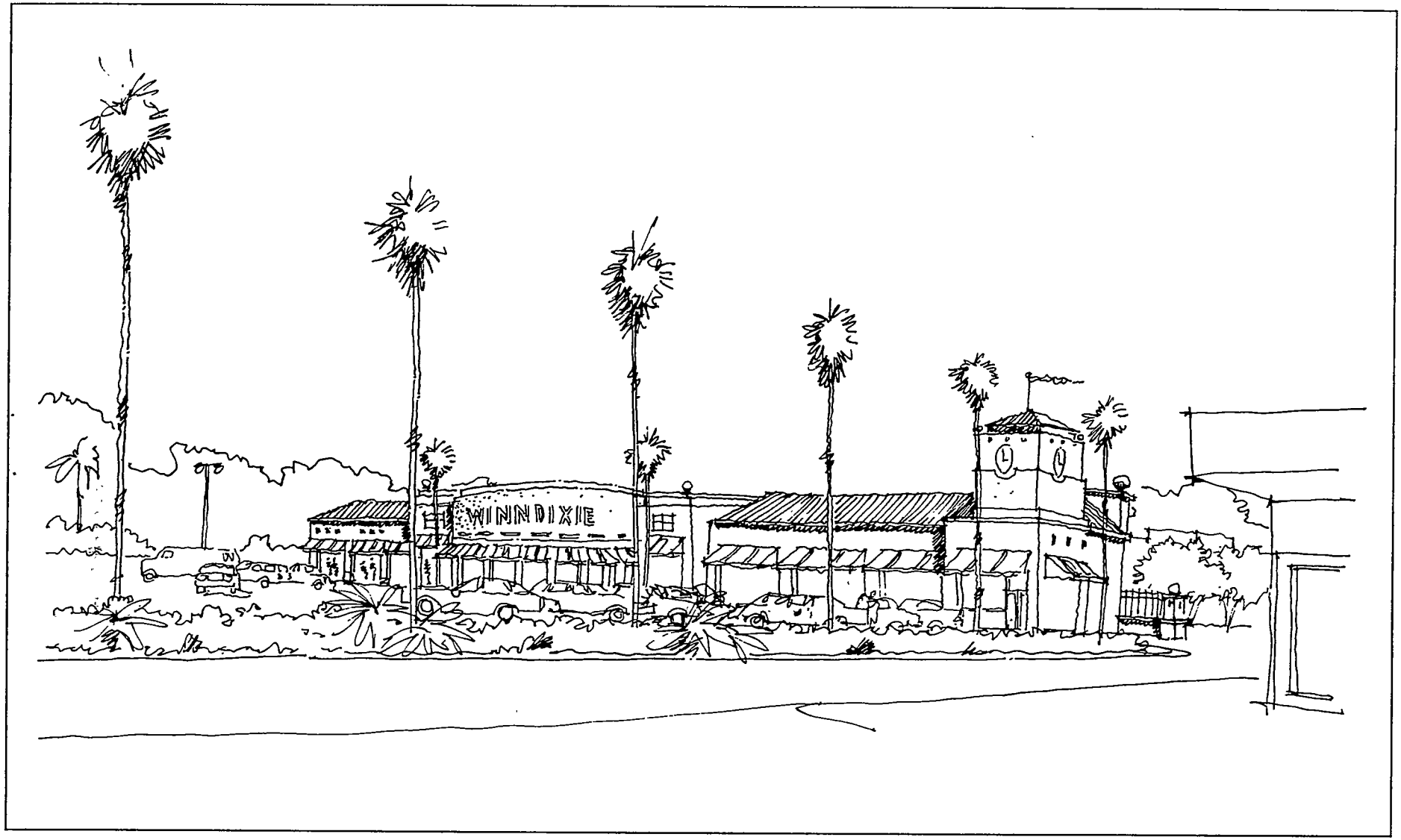
Fall 1990
University of South Florida



Applications

Winn Dixie: Before

poorly landscaped parking area
undesirable architectural character

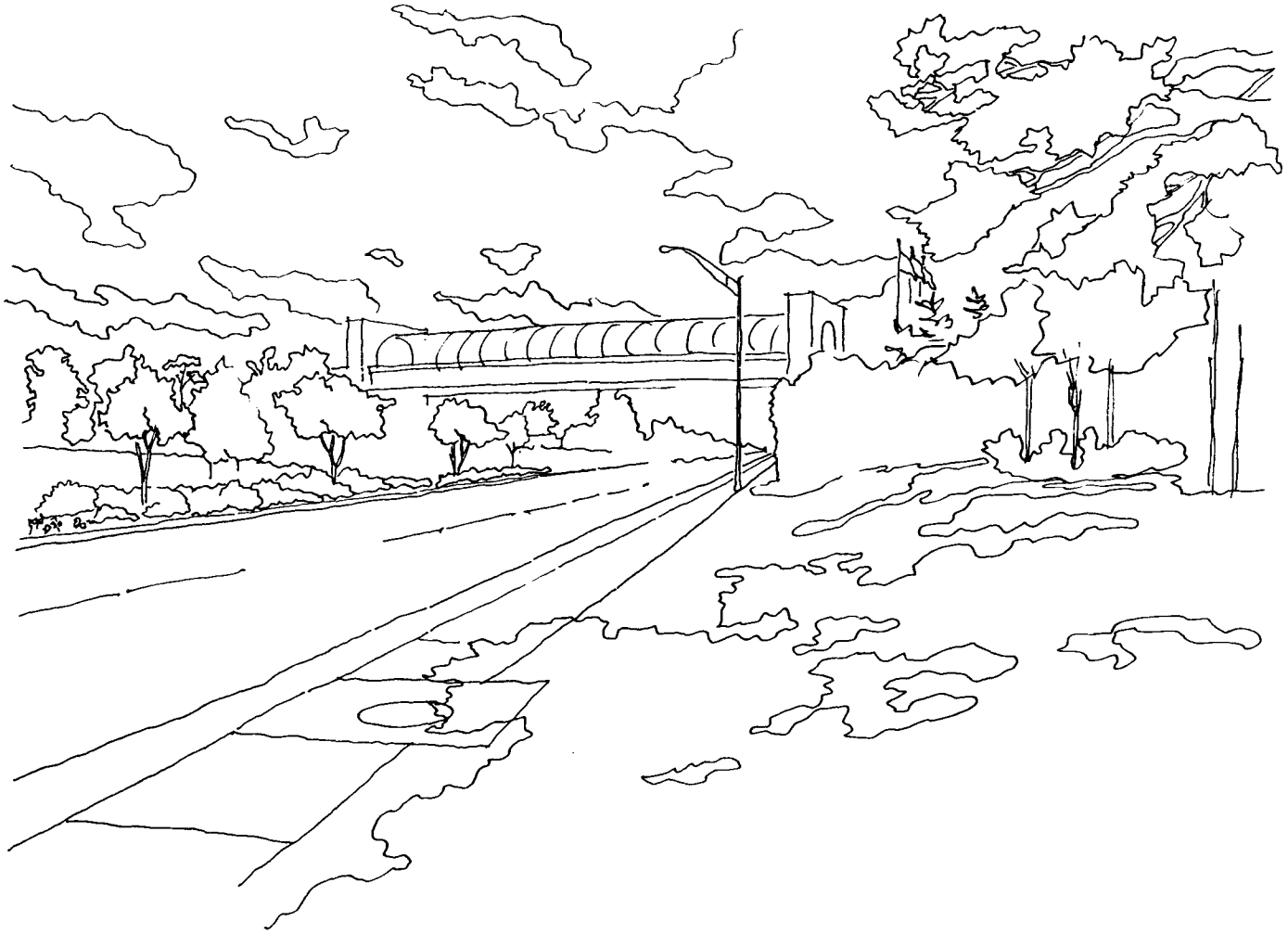


redesign of storefront to include canopies and arcade
redesigned landscaping

Applications

Winn Dixie: After

Fall 1990
University of South Florida



Applications

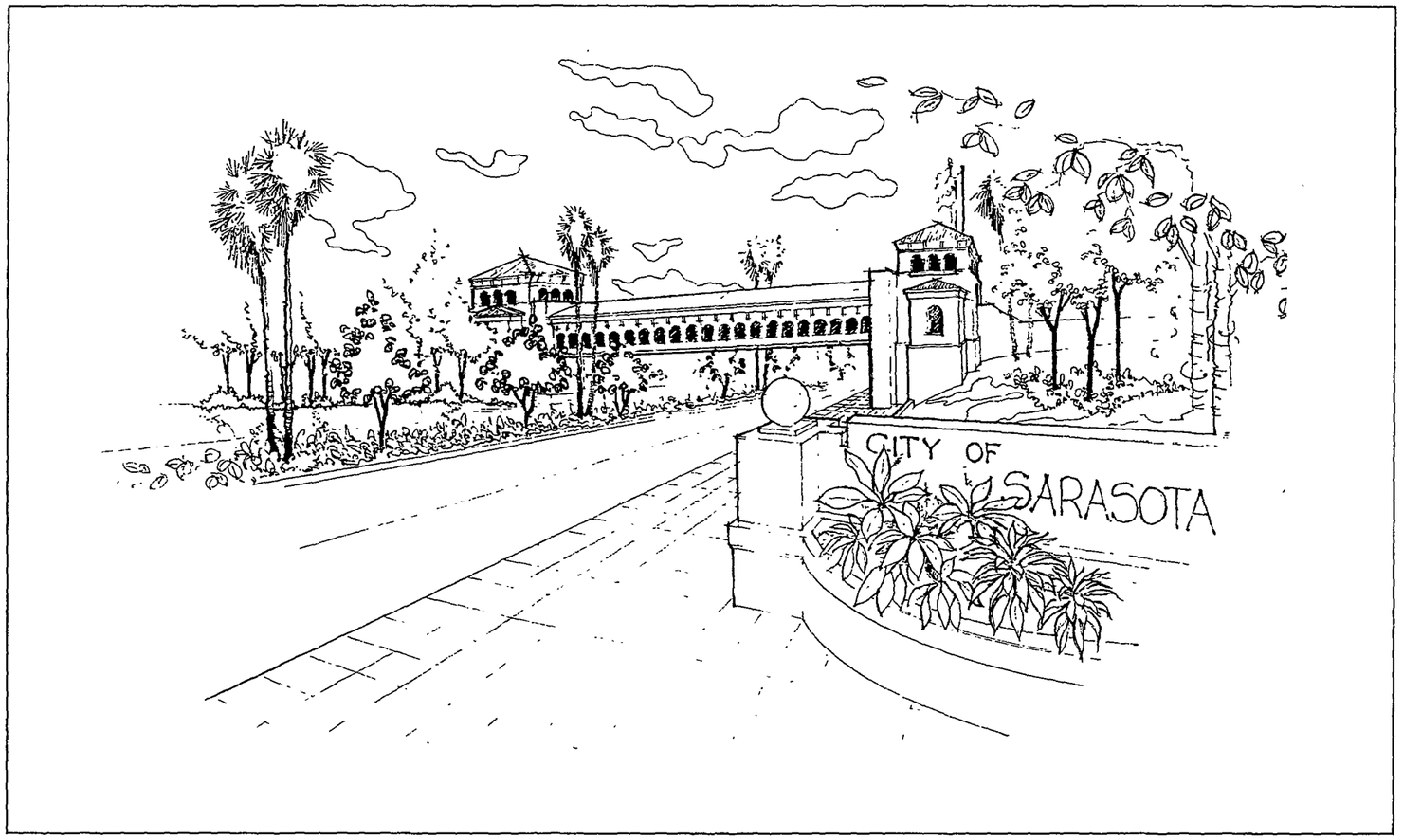
Gateway: Before

76

Fall 1990
University of South Florida

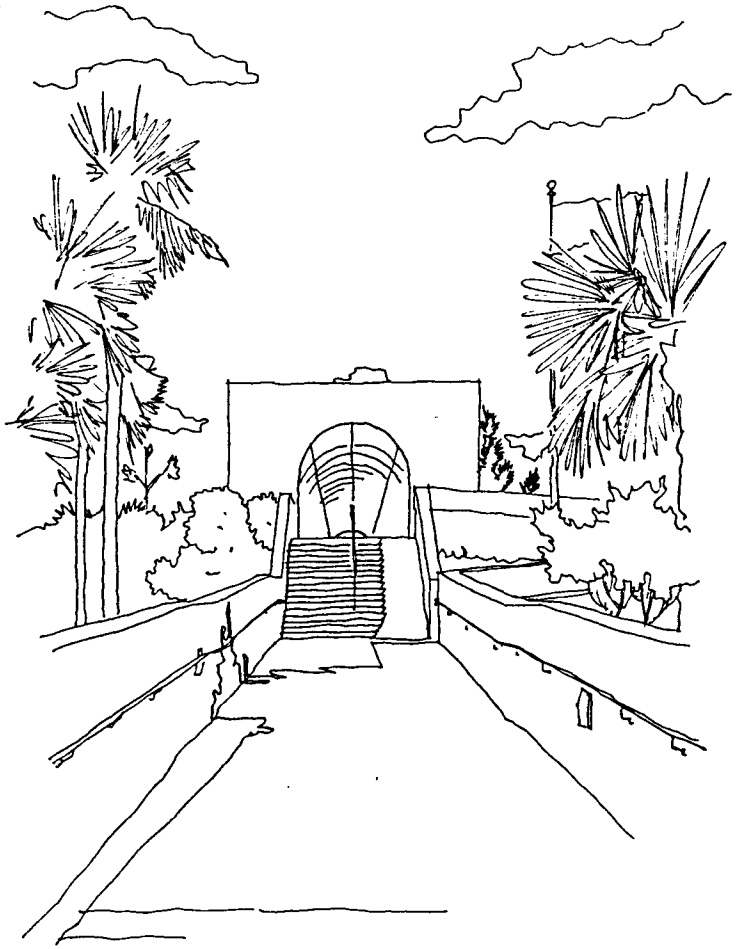
BEFORE

non-contextual architectural style
no access to pedestrian bridge from sidewalk
inadequate sense of entry into the city from Manatee County

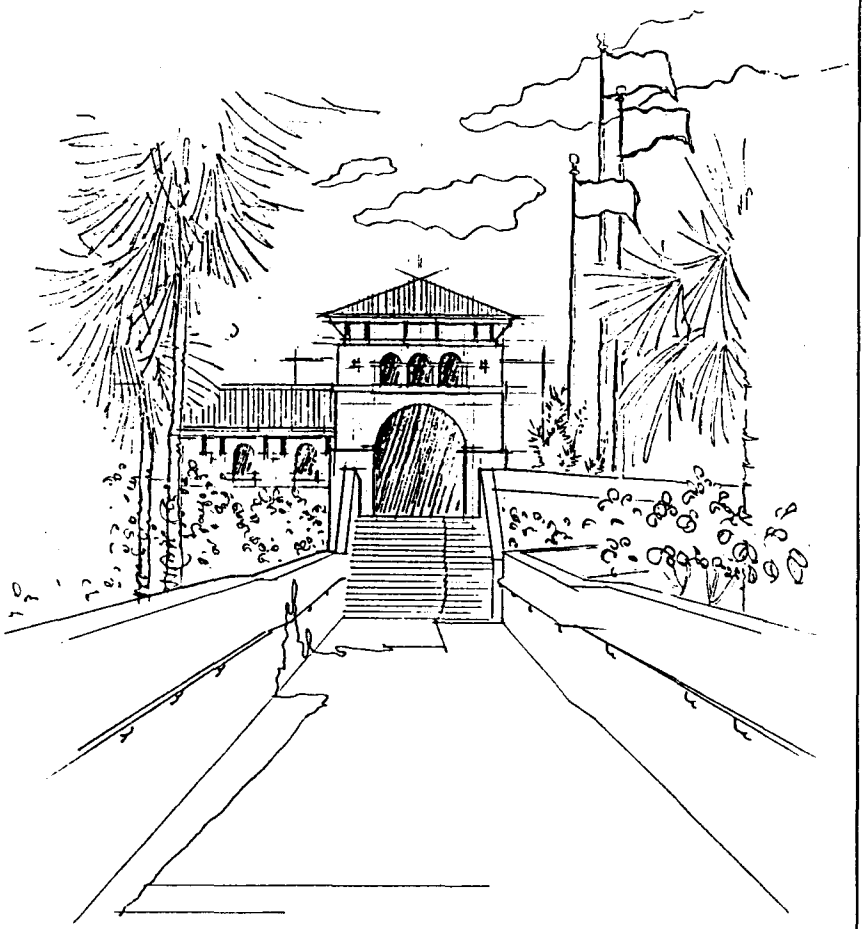


AFTER
access provided to pedestrian bridge from sidewalk
redesigned to contextually respond to adjacent institutions
(e.g. Asolo Theater, Ringling Museum), establishing a prominent gateway into Sarasota

Applications
Gateway: After



Before



After

Applications

Gateway Bridge

78

Fall 1990
University of South Florida

BEFORE
non-contextual architectural style
inadequate sense of entry from pedestrian side

AFTER
redesigned to contextually respond to adjacent institutions
(e.g. Asolo Theater, Ringling Museum) and increase sense of entry