



4. The Vision

This chapter looks at the overall vision for Crystal River and then zooms in to take a closer look at design recommendations for growth and change in the Civic Master Plan's Focus Areas.

A CITY-WIDE FRAMEWORK FOR CHANGE

Civic Toolkit: Future Character Areas

Civic Toolkit: Investment Sectors

ECONOMIC DEVELOPMENT POTENTIAL

CITY OF CRYSTAL RIVER ILLUSTRATIVE PLAN

Implementing the 5 Big Ideas Using “Site-Specific” Concepts Supported by a “Local” Illustrative Plan!

- 1. DOWNTOWN AND THE WATERFRONT**
An Illustrative Plan and 7 Key Action Items for the Community Redevelopment Area (CRA)
- 2. HIGHWAY 19 SHOPPING CENTERS**
An Illustrative Plan and 7 Key Action Items for the Kings Bay Plaza and Crystal Square
- 3. THE CRYSTAL RIVER MALL**
An Illustrative Plan and 7 Key Action Items for the Crystal River Mall
- 4. THE COPELAND PARK NEIGHBORHOOD**
An Illustrative Plan and 7 Key Action Items for the Copeland Park Neighborhood



A CITY-WIDE FRAMEWORK FOR CHANGE

The residents of Crystal River recognize that change is coming. Florida’s “Nature Coast,” and Crystal River in particular, have been “discovered” by travelers and those looking for a high quality of life centered on a waterfront experience.

The good news is that change can be harnessed and put to use for the good of Crystal River. Through efforts such as this Civic Master Plan, the city can identify the type of development and the best locations for it to support broader community goals.

The Focus Areas Map and Investment Sectors shows the parts of the City identified as areas for recommended growth. These locations are strategically selected to encourage infill and redevelopment, leaving undeveloped parts of the city in a natural state.

INWARD FOCUS

This Civic Master Plan focuses its urban design and land use recommendations on a few key areas throughout the City of Crystal River. These areas present the biggest opportunities for growth and change that will help the City to reach its goals of making a vibrant downtown, celebrating the waterfront, diversifying housing types, and embracing walking and biking.

The following pages outline specific strategies relating to land use and urban form that can help ensure that growth in Crystal River is well-managed, predictable, and appreciated. These tools include land development regulations like form based codes and architectural guidelines, as well as historic preservation strategies.







Civic Toolkit:

FUTURE CHARACTER AREAS

IMPLEMENT SMART GROWTH STRATEGIES

To provide a clear guide to the form, direction, and timing of future growth, this Civic Master Plan contains two separate but related components. The first is a base map that defines distinct “Future Character Areas” for all of Crystal River. This Future Character Areas Map defines five types of character areas that reflect the desired type and form of development in each part of the city. In addition to these five base character areas, this map identifies the locations of neighborhood centers and crossroads, special locations with unique characteristics that differentiate them from the surrounding development patterns.

The second component is the Investment Sector Map. This map indicates areas where development should be encouraged, areas that should be preserved, and areas that are stable. The sectors define a prioritization of lands for development to maximize the public investment already made on roads, utilities, and services, as well as containing the amount of growth and change to key areas in order to preserve the small town feel of Crystal River and the natural environment so critical to the city’s identity.

These are not zoning maps, but are intended to guide local decisions concerning zoning, future land use, the subdivision of land, infrastructure investment, and the provision of services.

WHAT IS A FORM-BASED CODE?

A form-based code is a land development regulation that fosters predictable built results and a high-quality public realm by using physical form as the organizing principle for the code. Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and type of streets and blocks.

A form-based code uses a regulating plan to designate transect zones, each with varying urban characteristics, calibrated to fit with the envisioned future context. Each transect zone is defined by particular characteristics that correspond with

building placement, building form, and frontage standards, all of which influence the level of walkability and vibrancy in a particular place.

The city has already adopted a form-base code overlay code for the Community Redevelopment Area (CRA) to promote new investment, infill development, and revitalization throughout downtown, the waterfront, and the traditional neighborhoods that surround. This overlay code provides a great starting point for the implementation of form-based codes in other areas of the city.



The Transect is a planning and zoning tool that organizes zones in a continuum from rural to urban, referred to as T1, T2, T3, T4-R, T4-O, and T5.

CREATE A FRAMEWORK FOR IMPLEMENTING A FORM-BASED CODE

A form-based code can translate the intent of the Civic Master Plan into zoning law. Because each character area is defined by the physical characteristics of the development within it, a form-based code is the natural land development regulation to implement the ideals of this plan.

Form-based coding is a type of regulatory tool used to shape communities and improve existing ones, by establishing a framework of urban contexts, including natural, rural, suburban, and urban areas. Standards for each context or “transect zone” specify the desired character and development forms found along streets and public spaces, and prescribe the physical attributes of development, shaping the physical environment in a predictable way.

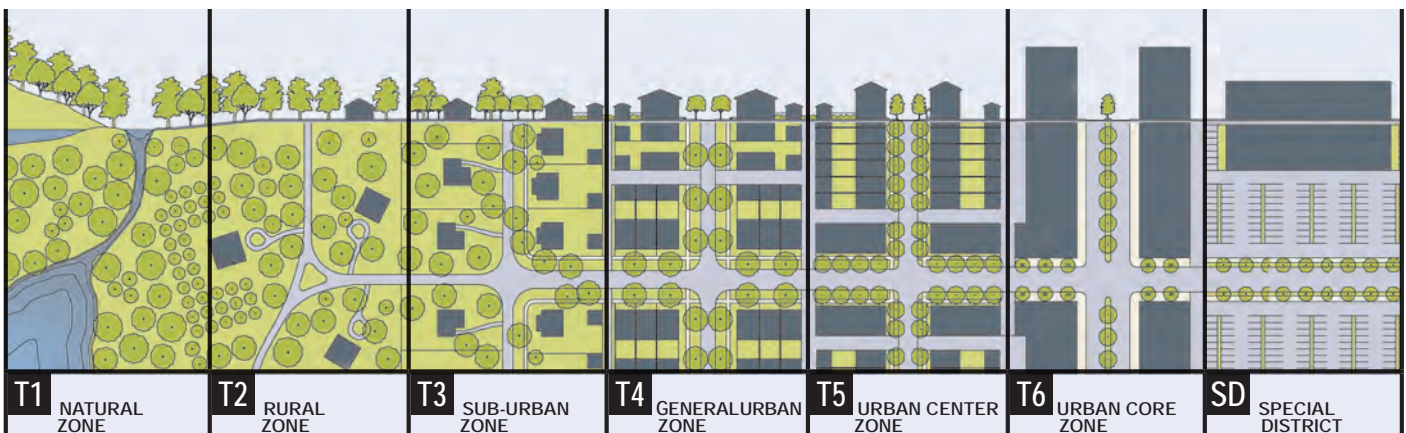
The Future Character Area Map establishes a framework in which to develop a form-based code. The desired type and form of development in each part of the city as defined by the Future Character Areas corresponds with the intent of a form-based code to use physical form as opposed to use as the primary regulating tool.

The Future Character Areas are more general in description and broader in coverage than an individual form-based code transect zone. However, each Future Character Area corresponds with at least one of a form-based code’s typical transect zones. This relationship is shown on the spread for each Future Character Area.

A form-based code establishes a detailed set of development standards and procedures with the purpose of creating compact and walkable neighborhoods with ample open space and a diverse range of housing choices. These standards reflect the principles of Traditional Neighborhood Design (TND) and draw upon precedents established by historic neighborhoods and towns.

The basis for creating compact, walkable neighborhoods in this code is the Transect. The Transect is a planning and zoning tool that organizes zones in a continuum from rural to urban, typically referred to as T1, T2, T3, T4, T5 and T6. An additional zone is the Special District. Each Transect Zone has a different set of characteristics that correspond with building placement, building form, and frontage standards, all of which influence the neighborhood.

The code is further intended to improve predictability in the outcome of future development that also incorporates a streamlined process of development application review and approval to expedite proposals that fulfill the purposes and intent of the code and conform with its standards.



Form based codes based on transect zones take inspiration from the Smart Code, an open source template for form based codes. The Smart Code transect is shown here.



OVERVIEW OF CHARACTER AREAS

The proposed future character areas would implement the illustrative plan vision for Crystal River. The standards below summarize the intent, desired uses and building form for each area. The future character areas are explained in more detail on the following pages.

Each Future Character Area corresponds to at least one transect zone and FDOT street design context zone. The Future Character Areas are the guiding vision for the city. The transect zones and context zones are specific regulations that determine the way buildings and streets are designed. They provide the specific standards and rules determining the design of the built environment.

	SPECIAL PURPOSE	NATURAL	SUBURBAN NEIGHBORHOOD
INTENT STATEMENT	The Special Purpose Character Area covers areas of the city that are unique from the standard development patterns. This includes the golf course and the airport and surrounding land. The area adjacent to the airport is a prime location for industrial and similar activities that could benefit from proximity to the airport.	The Natural Future Character Area consists of protected land that is, for the most part, in a natural and unimproved state, though it can also include public parks and recreation areas. City regulations and policy decisions should help keep these lands in their natural state for drainage, natural habitat, and scenic protection. Hiking, biking, boating, and fishing may occur in this area. This area also features protected waterfront and wetland areas.	The Suburban Neighborhood areas are generally the more recently developed portions of the city. The design of these neighborhoods necessitates the use of automobiles as individual buildings are spread farther apart with few pedestrian facilities. These neighborhoods are defined by single-family houses and low-rise isolated apartments. Office, retail, and mixed-use buildings can be built at key intersections, at neighborhood centers, and along main corridors. Civic buildings should respect the character of a primarily residential neighborhood, but can also be used as landmarks.
BUILDING FORM & SITE	Lot Width Generally 250 Feet or More	Lot Width NA	Lot Width Generally 75 to 100 Feet
	Footprint Medium-to-Large	Footprint NA	Footprint Medium-to-Large
	Front / Side Setback Varies	Front / Side Setback NA	Front Setback: 10 to 30 Feet Side Setback: 10 to 15 Feet
	Height 1 story	Height varies (landscape elements)	Height 1-2 stories
	Frontages Varies	Frontages NA	Frontages Dooryard, Porch, Terrace, Forecourt
	Parking Varies	Parking Varies	Parking Parking is located to the front, side, or rear of buildings
USES	Airport, Industrial, Warehousing, manufacturing facilities, distribution and fulfillment centers, storage facilities	Parks, playgrounds, recreation, agricultural, and nature preserve/environmental conservation	Primarily residential with some commercial and civic uses (library, day care, house of worship, community center, hotel)
EQUIVALENCY	Transect Zones SD	Transect Zones T1	Transect Zones T2, T3
	FDOT Street Design Context Zones C2T, C3	FDOT Street Design Context Zones C1, C2	FDOT Street Design Context Zones C3, C4

As Crystal River looks to implement this Civic Master Plan, updating the city’s zoning to a form-based code will be a primary step towards achieving the vision outlined in this chapter.

TRADITIONAL NEIGHBORHOOD	DOWNTOWN
<p>These neighborhoods are typically older and primarily residential. They are defined by a unique mix of single-family and multi-family housing types such as duplexes, fourplexes, and small apartment buildings, the latter of which are designed to blend cohesively with smaller single-family homes. Some commercial and civic uses are mixed in, particularly in neighborhood gateways or nodes or in special overlay districts where conditions are slightly denser. Thoughtfully designed small office, retail, and mixed-use buildings can be built at key intersections and along main corridors to provide neighborhood amenities.</p>	<p>Downtown describes the historic and most diverse urban development in the City. At times, it may be less intense than neighborhood centers. As a social gathering place for many events, downtown serves an important role for both the city’s economy and culture. It includes historic single and multi-story mixed-use buildings with commercial, office, and residential uses. Larger development sites have the potential to unlock community benefits like public waterfront amenities. Multifamily residential buildings and attached townhouses are appropriate for infill.</p>
<p>Lot Width Generally 20 to 150 Feet</p>	<p>Lot Width Generally 20 to 150 Feet</p>
<p>Footprint Small-to-Medium</p>	<p>Footprint Small-to-Large</p>
<p>Front Setback: 0 to 30 Feet Side Setback: 0 to 15 Feet</p>	<p>Front Setback: 0 to 20 Feet Side Setback: 0 to 15 Feet</p>
<p>Height 1-3 stories</p>	<p>Height 1-4 stories</p>
<p>Frontages Dooryard, Stoop, Porch, Shopfront, Gallery, Arcade</p>	<p>Frontages Stoop, Porch, Forecourt, Shopfront, Gallery, Arcade</p>
<p>Parking Located on street or to the rear and side of buildings</p>	<p>Parking Parking is located on-street, in mid-block locations, or to the rear and side of buildings</p>
<p>Primarily single-family detached, townhouses, duplexes, fourplexes, small apartments, and some shared office and mixed-use.</p>	<p>historic commercial buildings, multi-story mixed-use apartments, attached townhouses, hotels, office, cultural & entertainment uses, and some single-family detached</p>
<p>Transect Zones T3, T4, T5</p>	<p>Transect Zones T4, T5</p>
<p>FDOT Street Design Context Zones C4, C5</p>	<p>FDOT Street Design Context Zones C4, C5</p>

(Adoption Draft - Civic Master Plan)





FUTURE CHARACTER AREA MAP

The Future Character Areas Map categorizes the city into six Character Area types, largely based on existing development patterns and logical extensions into the future. The purpose of this map is to guide future development to help ensure that it is compatible with existing development and the city’s vision. The areas have been defined such that they can be further subdivided into more specific place types and transect zones for zoning code purposes.

NEIGHBORHOOD CENTERS & CROSSROADS

Within Crystal River’s neighborhoods there are various locations with higher intensities and a greater mix use of uses, including commercial ones, than the surrounding areas. These places tend to function as centers for the community and city as a whole, serving some of the residents daily needs and the destination and part of town where people go to spend time and meet.

The Future Character Areas Map shows these as Neighborhood Centers and Neighborhood Crossroads. Many of these are proposed new centers at the location of retail shopping centers that can be reinvented as walkable, mixed-use places. Others are existing ones that with some reinvigoration and investment, can once again become focal points for the neighborhood.

Neighborhood Centers

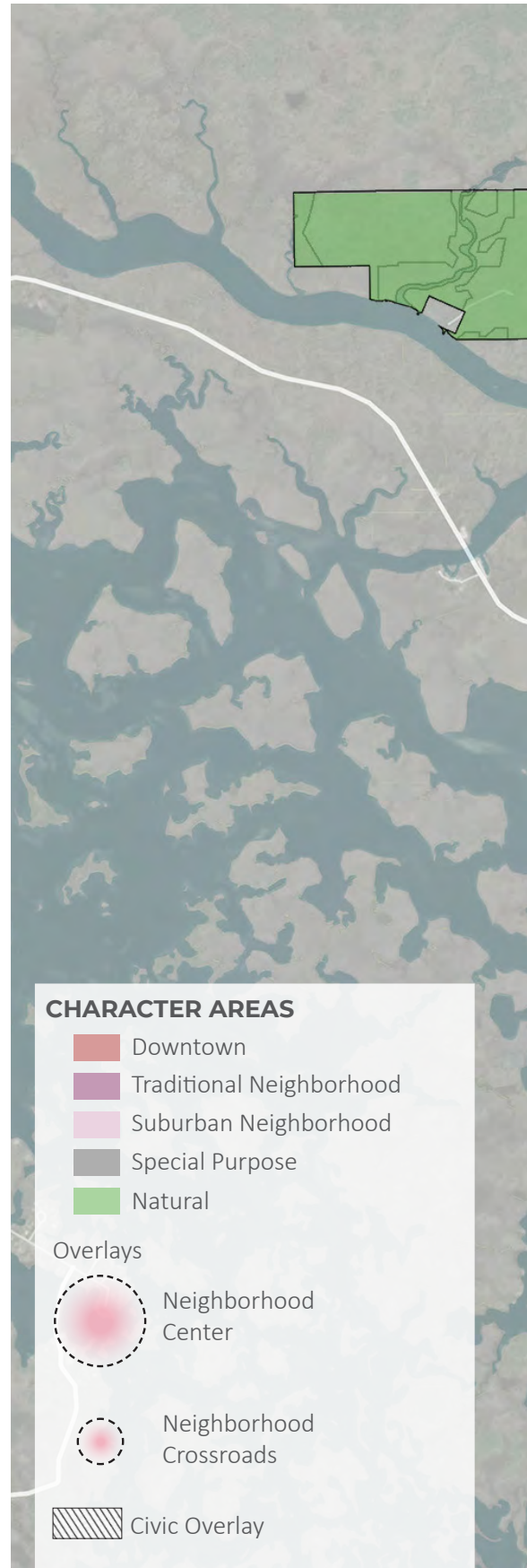
Neighborhood Centers typically include several blocks, generally across a 1/8 mile to 1/4-mile radius, as the center of a larger neighborhood pedestrian shed. These centers tend to have a more urban character with taller buildings closely lining walkable downtown streets. Buildings are two to four stories in height and contain a mix of uses with active ground floor spaces including commercial uses and residential entrances. Parking is located on street and in mid-block locations. Ideally, a public space, such as a plaza or square, is the focal point of these centers.

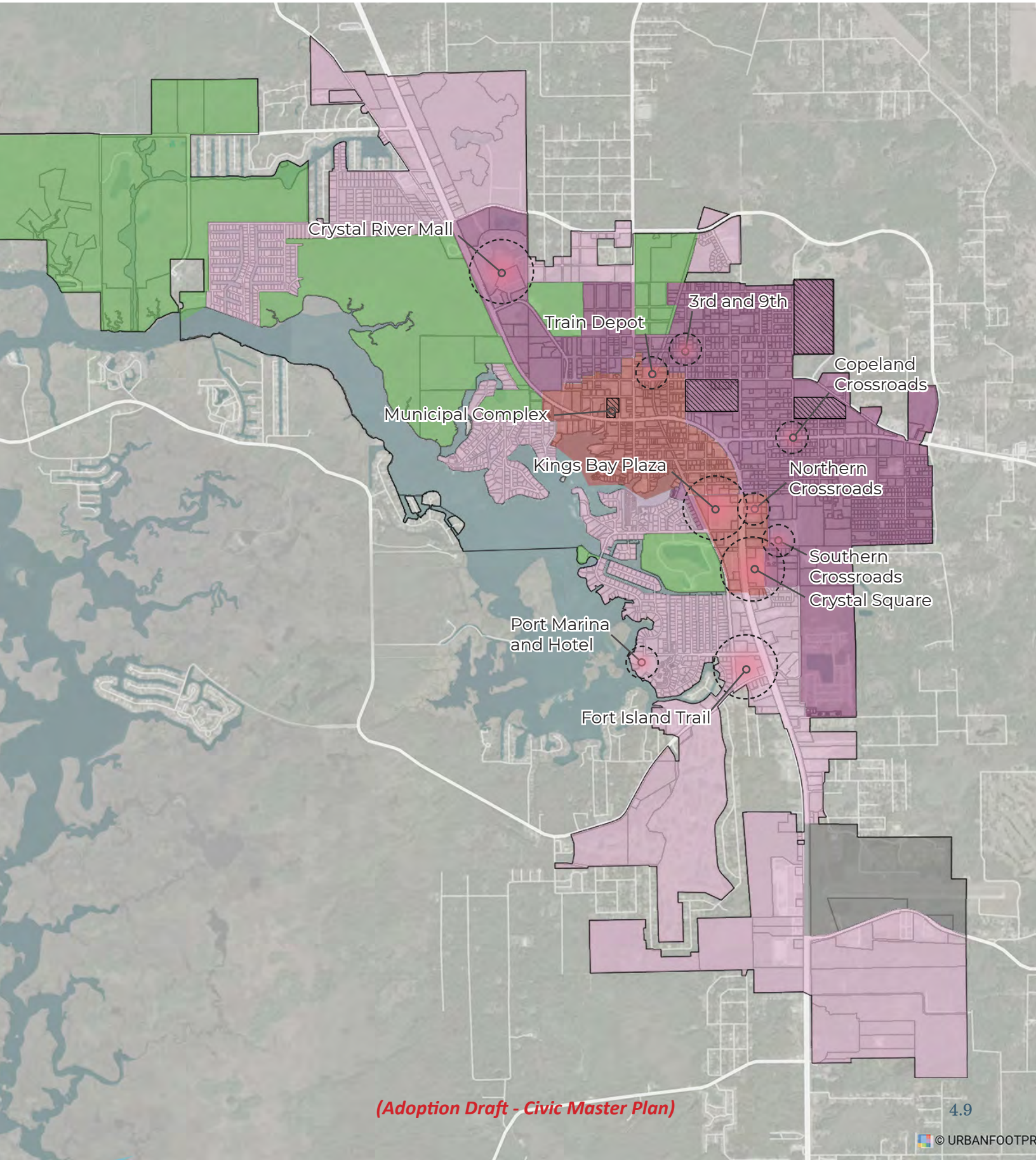
- Crystal River Mall
- Kings Bay Plaza
- Crystal Square
- Fort Island Trail

Neighborhood Crossroads

Neighborhood Crossroads cover a smaller area than Neighborhood Centers, typically incorporating the parcels and buildings around an intersection serving as a community hub. They are composed of a mix of uses including commercial shopfronts and live-work units that are typically one to two stories in height.

- 3rd and 9th
- Northern Crossroads
- Train Depot
- Southern Crossroads
- Copeland Crossroads
- Port Marina and Hotel







DOWNTOWN

Downtown describes the historic and most diverse urban development in the City. At times, it may be less intense than neighborhood centers. As a social gathering place for many events, downtown serves an important role for both the city's economy and culture. It includes historic single and multi-story mixed-use buildings with commercial, office, and residential uses. Larger development sites have the potential to unlock community benefits like public waterfront amenities. Multifamily residential buildings and attached townhouses are appropriate for infill.

Streets

Downtown Character Area streets should prioritize pedestrians and bicyclists over the automobile, although all modes of mobility are accommodated. Pavement widths should be minimized to encourage safe vehicular speeds of no more than 25 mph while also including space for on-street parking. Sidewalk widths should be maximized to provide space for businesses to have outside dining or events, street furniture, and street trees. The city should expand the high level of detail in streetscape design.



Typical existing downtown neighborhood character area in Crystal River.



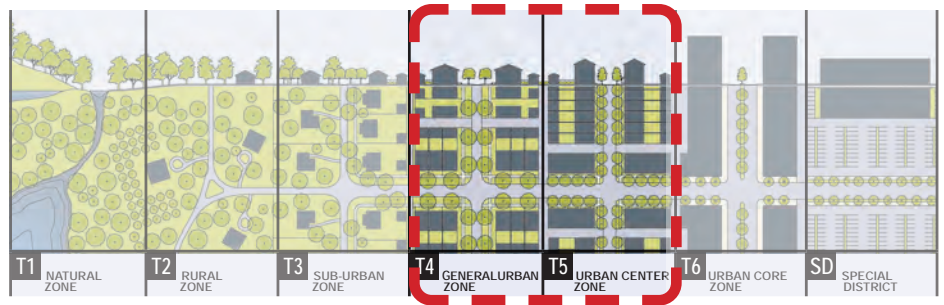
Downtown and neighborhood center can include larger mixed-use buildings.



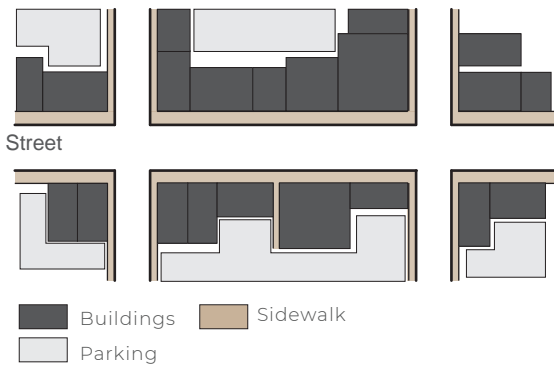
Street-oriented buildings, such as those shown here, and walkable streets are important features in the downtown character area.

Transect

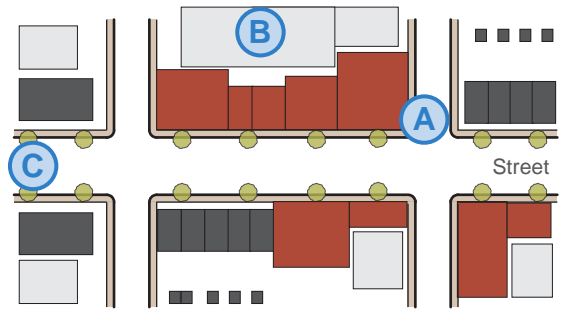
Buildings in the Downtown Character Area are brought up to the street or have shallow setbacks and are lined with shopfronts or residences. There is a wide range of space between buildings. Building types range from cottages to repurposed single-family homes to multi-story mixed-use buildings.



Typical Conditions



Neighborhood Center



Neighborhood Centers have different building types and placement than typical for the Character Area.

- A. Build-to-Zones should be shallower than surrounding areas, with buildings brought up to the sidewalk and directly adjacent to neighboring buildings.
- B. Parking should be on-street or behind buildings.
- C. Access should be prioritized by walking and biking and efforts should be made to ensure safe and comfortable conditions for these modes of travel. Wider sidewalks and street trees are critical for a creating a space where people wish to be. They also provide locations for outdoor seating.

Lot Width	Generally 20 to 150 Feet
Building Footprint / Lot Coverage	Small-to-Large
Building Placement	Front Setback: 0 to 20 Feet Side Setback: 0 to 15 Feet
Building Height	1-4 stories
Building Frontage	Stoop, Porch, Forecourt, Shopfront, Gallery, Arcade
Parking	Parking is located on-street, in mid-block locations, or to the rear and side of buildings
Building Types & Uses	historic commercial buildings, multi-story mixed-use apartments, attached townhouses, hotels, office, cultural & entertainment uses, and some single-family detached



TRADITIONAL NEIGHBORHOOD

These neighborhoods are typically older and primarily residential. They are defined by a unique mix of single-family and multi-family housing types such as duplexes, fourplexes, and small apartment buildings, the latter of which are designed to blend cohesively with smaller single-family homes. Some commercial and civic uses are mixed in, particularly in neighborhood gateways or nodes or in special overlay districts where conditions are slightly denser. Thoughtfully designed small office, retail, and mixed-use buildings can be built at key intersections and along main corridors to provide neighborhood amenities.

Streets

Traditional Neighborhood streets should prioritize pedestrians and bicyclists over the automobile, although all modes of mobility are accommodated. Pavement widths should be minimized to encourage safe vehicular speeds of no more than 25 mph while also including space for on-street parking on at least one side of the street. Sidewalks should be provided on at least one side of the street and be separated from the pavement with a landscaped strip planted with street trees. In neighborhood centers or commercial areas, sidewalks should widen to accommodate the needs of businesses and a higher pedestrian volume.



Existing traditional neighborhood character area in Crystal River.



Neighborhood center can include larger mixed-use buildings.



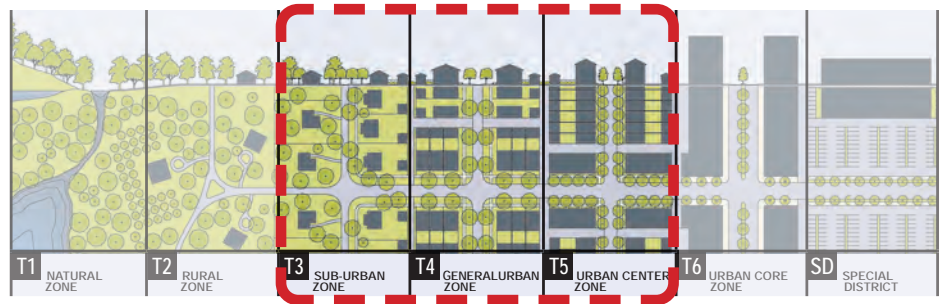
Aerial view of typical existing traditional neighborhood character area.



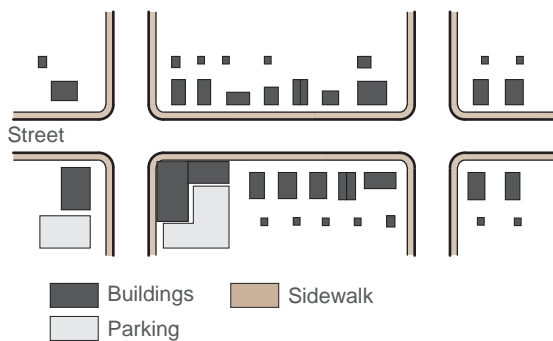
Neighborhood crossroads can include mixed-use buildings.

Transect

The Traditional Neighborhood Character Area consists of buildings on smaller lots with shallow setbacks and small front yards set within a regular street grid. Buildings are further apart than in the downtown but more closely spaced than in the Suburban Area. Along main thoroughfares and in neighborhood centers, buildings may come up to the sidewalk.

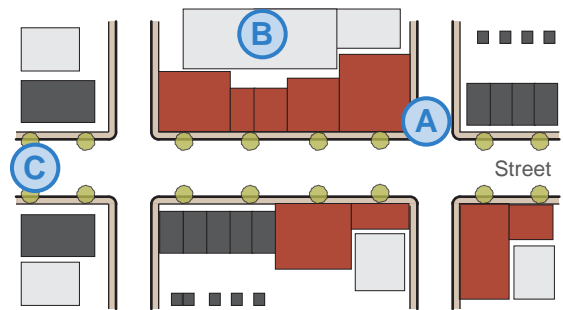


Typical Conditions

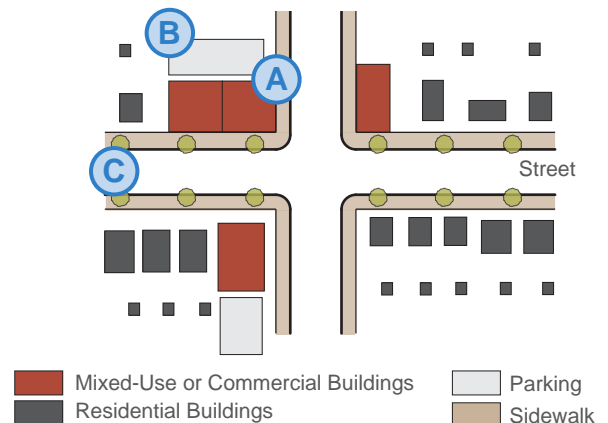


Lot Width	Generally 20 to 150 Feet
Building Footprint / Lot Coverage	Small-to-Medium
Building Placement	Front Setback: 0 to 30 Feet Side Setback: 0 to 15 Feet
Building Height	1-3 stories
Building Frontage	Dooryard, Stoop, Porch, Shopfront, Gallery, Arcade
Parking	Parking is located on street or to the rear and side of buildings
Building Types & Uses	Primarily single-family detached, townhouses, duplexes, fourplexes, small apartments, and some shared office and mixed-use.

Neighborhood Center



Neighborhood Crossroads



Neighborhood Centers and Crossroads have different building types and placement than typical for the Character Area.

- A. Build-to-Zones should be shallower than surrounding areas, with buildings brought up to the sidewalk and directly adjacent to neighboring buildings.
- B. Parking should be on-street or behind buildings.
- C. Access should be prioritized by walking and biking and efforts should be made to ensure safe and comfortable conditions for these modes of travel. Wider sidewalks and street trees are critical.



SUBURBAN NEIGHBORHOOD

The Suburban Neighborhood areas are generally the more recently developed portions of the city. The design of these neighborhoods necessitates the use of automobiles as individual buildings are spread farther apart with few pedestrian facilities. These neighborhoods are defined by single-family houses and low-rise isolated apartments. Office, retail, and mixed-use buildings can be built at key intersections, at neighborhood centers, and along main corridors. Civic buildings should respect the character of a primarily residential neighborhood, but can also be used as landmarks.



Streets

Suburban Neighborhood streets should safely accommodate pedestrians, bicyclists, automobiles and all other modes of mobility. Pavement widths should be designed to encourage safe vehicular speeds of no more than 25 mph in residential areas and 35 mph on larger thoroughfares. On-street parking should be provided, especially within neighborhood centers. Sidewalks should be provided on at least one side of the street and be separated from the pavement with a landscaped strip planted with street trees along larger thoroughfares and within neighborhood centers. Separated bicycle facilities should also be included on larger streets and along important routes.



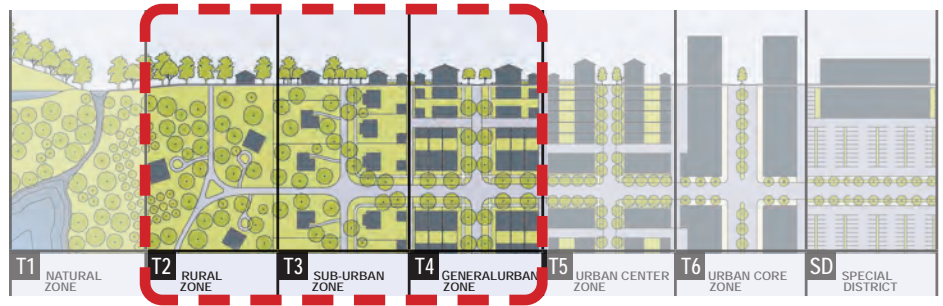
Aerial view of typical existing suburban neighborhood character area.



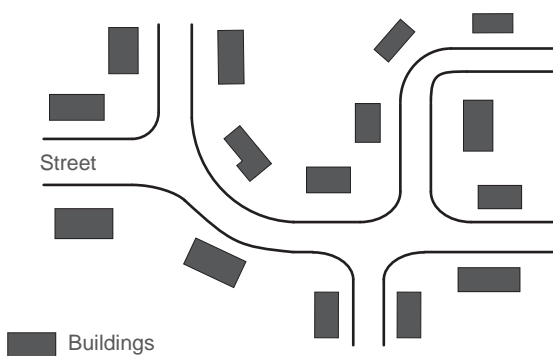
Typical existing suburban neighborhood character area in Crystal River.

Transect

The Suburban Neighborhood Character Area consists of buildings on larger lots with larger setbacks and front yards than in the Traditional Neighborhood Character Area. Buildings are spaced farther apart and the regular street grid extending from downtown begins to dissipate with larger blocks and fewer connections.

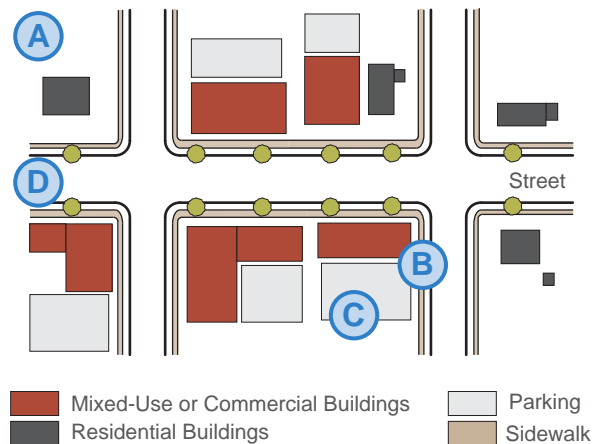


Typical Conditions



Lot Width	Generally 75 to 100 Feet
Building Footprint / Lot Coverage	Medium-to-Large
Building Placement	Front Setback: 10 to 30 Feet Side Setback: 10 to 15 Feet
Building Height	1-2 stories
Building Frontage	Dooryard, Porch, Terrace, Forecourt
Parking	Parking is located to the front, side, or rear of buildings
Building Types & Uses	Primarily residential with some commercial and civic uses (library, day care, house of worship, community center, hotel)

Neighborhood Center / Commercial



Neighborhood Centers have different building types and placement than typical for the Character Area.

- A. Neighborhood Centers in this Character Area may consist of several larger and taller buildings at a key intersection or several new blocks of mixed-use development on the site of a previous shopping center.
- B. Build-to-Zones should be shallower than surrounding areas with buildings brought closer to the sidewalk and may be directly adjacent to neighboring buildings.
- C. Parking should be on-street or behind buildings.
- D. Access should be prioritized for walking and biking and efforts should be made to ensure safe and comfortable conditions for these modes. Wider sidewalks and street trees are critical for a creating a place where people wish to be. They also provide locations for outdoor seating.



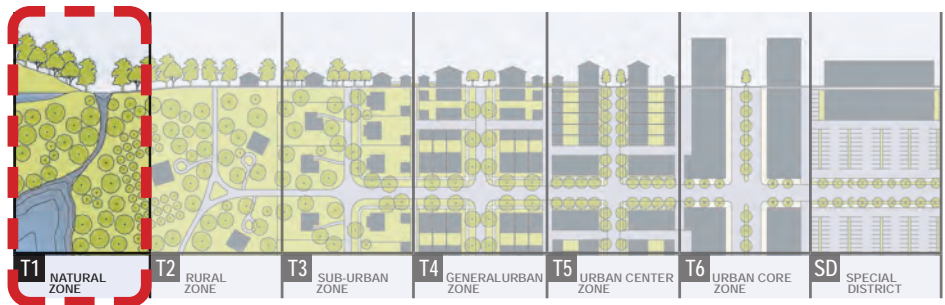
NATURAL

The Natural Future Character Area consists of protected land that is, for the most part, in a natural and unimproved state, though it can also include public parks and recreation areas. City regulations and policy decisions should help keep these lands in their natural state for drainage, natural habitat, and scenic protection. Hiking, biking, boating, and fishing may occur in this area. This area also features protected waterfront and wetland areas.

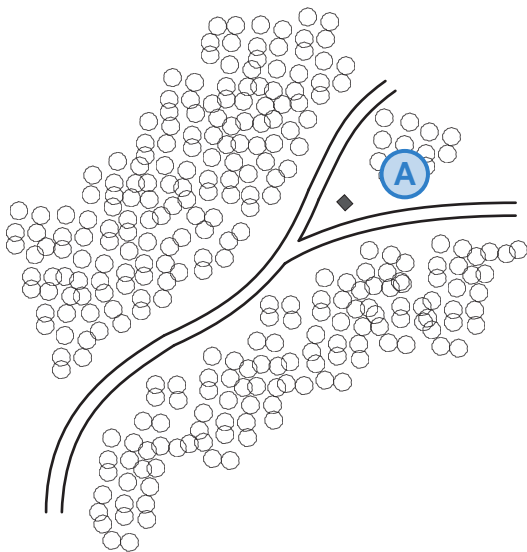


Transect

The Natural Character Area consists of unimproved land in its natural state. Development within this area is limited to preserve the natural character and ecosystem services. Limited trails and trailheads may be provided in order to access the area for recreational purposes.



Typical Conditions



A. Trailhead

Lot Width	NA
Building Footprint / Lot Coverage	NA
Building Placement	Front / Side Setback NA
Building Height	varies (landscape elements)
Building Frontage	NA
Parking	Varies
Building Types & Uses	Parks, playgrounds, recreation, agricultural, and nature preserve/ environmental conservation

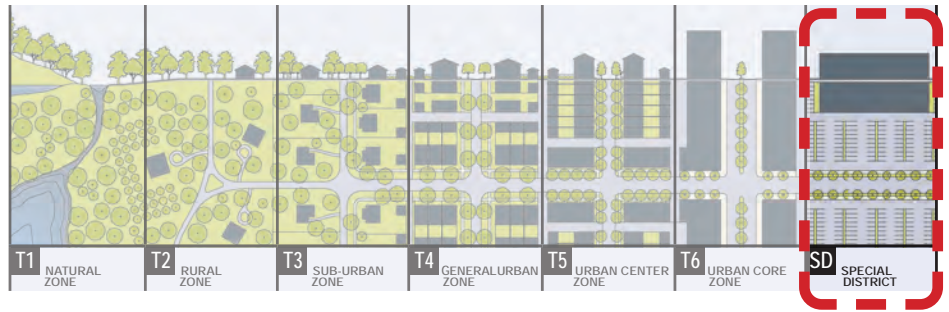
SPECIAL PURPOSE

The Special Purpose Character Area covers areas of the city that are unique from the standard development patterns. This includes the golf course and the airport and surrounding land. The area adjacent to the airport is a prime location for industrial and similar activities that could benefit from proximity to the airport.

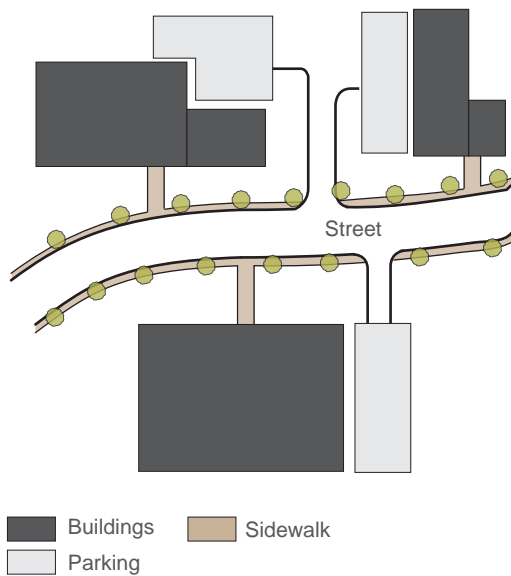


Transect

The buildings in the Special Purpose District span a large range of sizes and placement. This flexibility is needed to accommodate uses with unique requirements. Generally, buildings are one story in height and are located on large lots with generous setbacks and parking for cars and trucks.



Typical Conditions



Lot Width	Generally 250 Feet or More
Building Footprint / Lot Coverage	Medium-to-Large
Building Placement	Front / Side Setback Varies
Building Height	1 story
Building Frontage	Varies
Parking	Varies
Building Types & Uses	Airport, Industrial, Warehousing, manufacturing facilities, distribution and fulfillment centers, storage facilities



CIVIC OVERLAY

Civic Districts are vital components of a diverse and well-functioning city. They provide an appropriate location for uses that have distinct and special requirements which differentiates them from the surrounding neighborhood context. While campuses have the potential to greatly benefit the city and surrounding neighborhoods, they also have the potential to detract from their neighbors and act as barriers and obstacles to movement and pedestrian comfort due to their typically large size.

Several key urban design concepts should be kept in mind during the design of campus districts in order to optimize their pedestrian-friendliness and to help ensure that they are good neighbors in their communities. Overlay Districts are accordingly assigned to these uses to accommodate their unique uses, character, and form. The campus overlays include the following:

Schools

These are major activity centers for students, teachers, families, and staff. This district includes Crystal River High School, Middle School, and Primary School. This kind of district is comprised of large amounts of land with buildings dispersed amongst lawns, sports fields, and parking.

Municipal Complex

The city’s municipal complex is the location of the city’s offices, Council Chambers, a County Police substation, the Three Sisters Spring’s Visitor’s Center, and an outdoor park, playground and bandstand.

Urban Design Concepts for Civic Overlays

Mind the Edges

The way that civic buildings are configured along sidewalks are of vital importance to pedestrian comfort. Expanses of blank wall along a sidewalk are boring and result in dangerous unwatched street spaces that repel people. For pedestrians to feel comfortable, buildings must face sidewalks with ample windows and frequent doors.

A Primary Signature Public Space

An opportunity presents itself for civic buildings and campuses to rethink their entrance sequence from the surrounding neighborhood. A formal space located at the civic building entrance could help connect the building with the city. This space could provide a grand arrival and gathering location for those using the civic facility.

Holistic Planning

Planning should be done in conjunction with land planning and transportation planning. The land use and thoroughfare planning around the building or campus should be thoughtful and should complement the neighborhood context. For example, pedestrian linkages should be strategically located via sidewalks, bikeways, and other common areas to provide internal and external neighborhood circulation.

Community Buy-in

The planning process should be designed in a way that secures community input prior to key decisions being made. Input from the community provides benefits to the entire community, including better decisions and long-term support by the citizens.

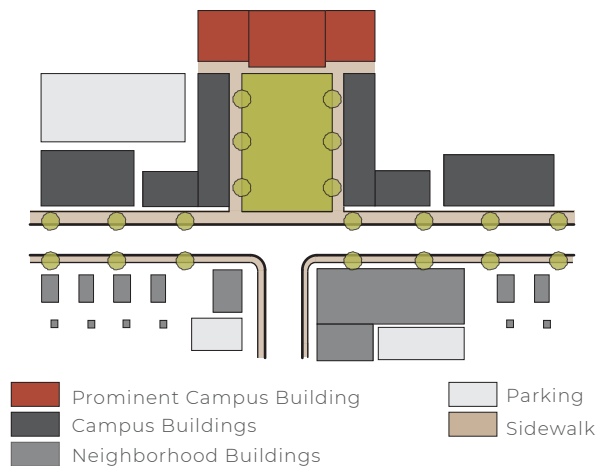
Context-Sensitive Designs

The civic building or campus should be designed with the site and needs of the community in mind. Many civic uses have minimum acreage requirements, minimum square footage requirements, and other design standards that prevent them from being inserted into fine-grained neighborhoods and may prevent more context-sensitive design alternatives.

Parking

Parking should be provided for civic campus users in a “park once” environment. Parking facilities should be located within the block, in mid-block locations, and should be fully concealed by liner buildings or landscaping. On-street parking should also be provided in more urban locations. Shielding parking from public view allows the campus buildings and public spaces to take precedence, unhindered by front facing parking lots.

Typical Conditions



Urban Design Concepts for Schools

Neighborhood School

Schools should be embedded into a walkable neighborhood so that most students can reach it safely without the necessity of a car or bus. Residents and students should be encouraged to walk to and from the school in a safe environment.

Prominent Site

Schools should be sited in a prominent location so that it communicates the importance of the school in the culture of the community. Neighborhood schools should be located within the heart of the area they serve rather than at its periphery. School buildings and architectural features should terminate views where they interrupt the grid of streets.

Shared Use

Schools should be sited and designed so that they can share uses with the community. Joint-use facilities should be encouraged to maximize the public's investment including the sharing of recreational facilities to reduce campus size. Neighborhood parks should be located next to schools to maximize recreational areas and the opportunities of joint-use facilities.

Flexibility

Schools should be designed so that they can grow in size and services as the neighborhood grows or contract so that it remains useful over a longer period of time. Thoughtful site planning provides long-term benefits including a more sustainable school campus.

Maintain Schools that are Incorporated Into the Neighborhood Fabric

Crystal River's schools should maintain their locations within the urban neighborhood fabric. The community loses when schools are no longer stately fixtures of neighborhoods, instead becoming institutions found a driving distance away in settings that resemble business or manufacturing facilities.

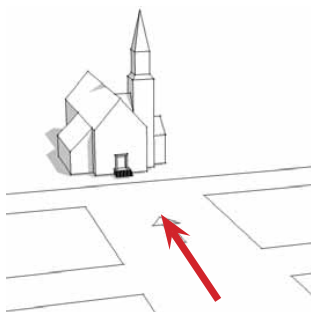
Implement Safe Pedestrian Routes To Schools

Build upon the Safe Routes to School program to design and fund safe pedestrian routes to schools. Implement improvements around schools such as wider sidewalks, street trees planted between the sidewalk and the travel lanes, on-street parking to serve as a barrier between pedestrians and moving vehicles, highly visible pedestrian crossings, traffic calming, human-scaled street and pedestrian lighting, pedestrian trails, and children's education about traffic safety.

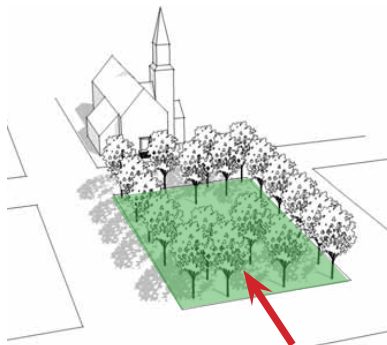
Civic Building Placement

Civic buildings should be placed prominently and should have grander proportions and materials than their surrounding urban fabric. Approaches include locating public buildings at the ends of streets, across greens, or at the center of greens. Public buildings can be relatively small if placed strategically in the public view. Sites for civic purposes can be reserved even before there is a need for them to be constructed. The uses of these buildings may change over time as the needs of the community evolve.

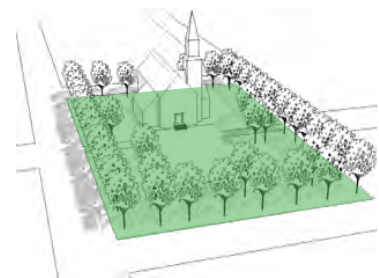
As a Terminated Vista



Across a Green



At the Center of a Square



Recommended placement of civic buildings



Civic Toolkit:

INVESTMENT SECTORS

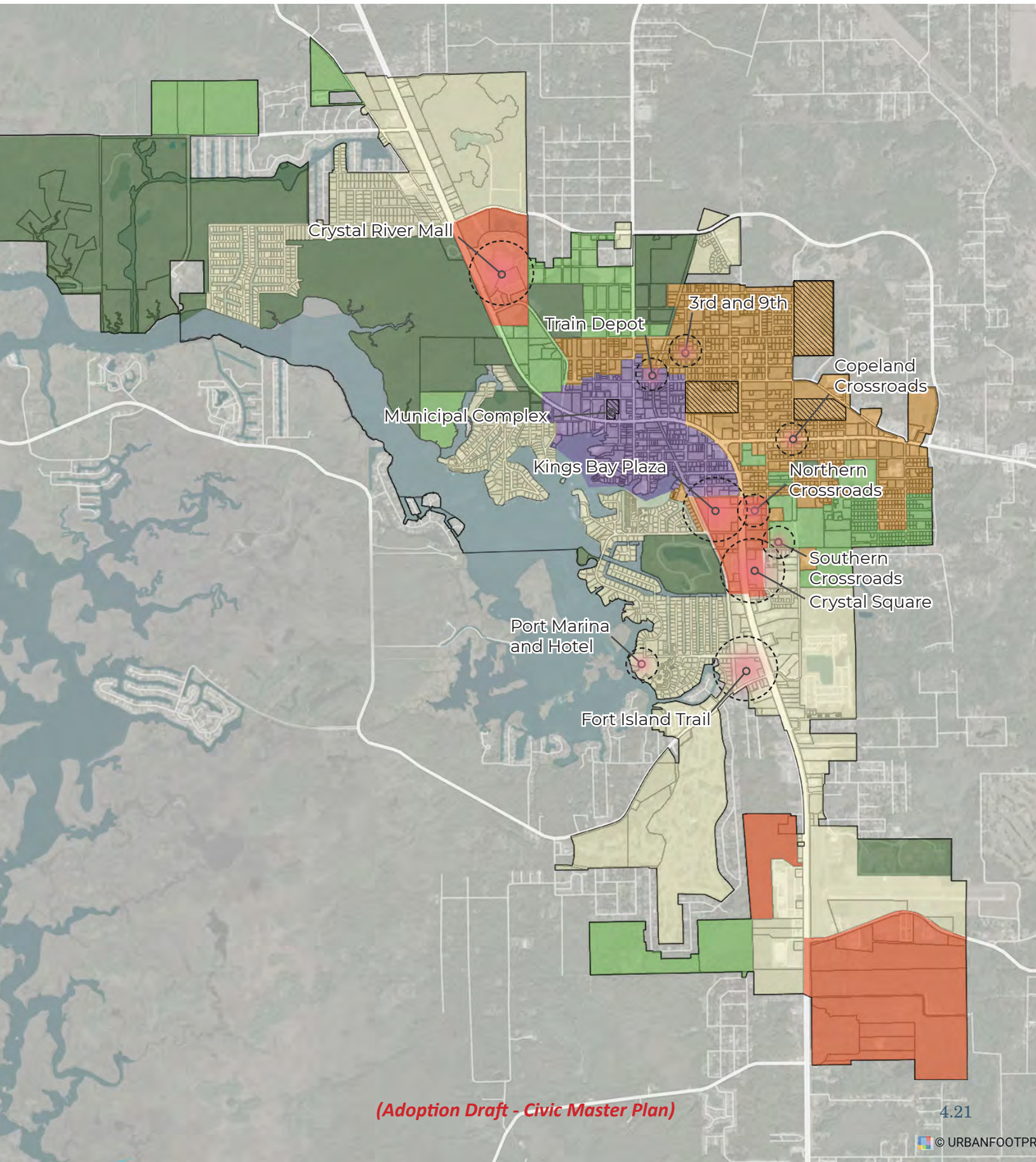
PRIORITIZING INVESTMENT

The Investment Sector Map defines a prioritization of lands for development that maximizes the public investment already made on roads, utilities and services. *This map is not a zoning map, but is intended to guide local decisions concerning zoning, the subdivision of land, infrastructure investment, and the provision of services in coordination with the Future Character Areas Map. The sectors identify prime locations for downtown development, infill development, new & retrofit development, stable neighborhoods, conservation, and natural zones.* The type and form of the resulting development should be based on the underlying Future Character Area as defined in the Future Character Areas Map.

A STRATEGY FOR GROWTH

- 1 Downtown:** Development should occur first where there has already been significant public investment, where there is already a framework in place for walkable neighborhoods consisting of pedestrian-scaled lots, blocks, and streets, and where the citywide community can benefit the most.
- 2 Infill Development:** The next level of priority should be placed where there has been substantial investment and where there is already a framework in place for walkable neighborhoods, but where there are still a lot of “missing teeth” in the urban and suburban fabric. These areas are concentrated in the Copeland Park neighborhood.
- 3 Retrofit & Redevelopment:** The third level of investment is for areas of the city where there are large redevelopment and retrofit opportunity sites as well as opportunities adjacent to the airport for workplaces. These areas have had substantial investments made previously and have access to public infrastructure already in place, but follow a suburban development pattern, are single use, and may be in economic decline. New development patterns here could improve the economic viability of the sites while better serving the surrounding communities and the city as a whole.
- 4 Stable Neighborhoods:** In these areas, new development and redevelopment is welcome, yet the city should prioritize investments in infrastructure and services in the other areas to maintain the city’s compact form and character.
- 5 Conservation & Natural Areas:** Finally, development should be discouraged in some areas that perform important ecosystem services or could be beneficial for recreational purposes. By satisfying market needs with infill development, densities that could support vibrant neighborhood centers are expected in time while natural areas can be preserved.







ECONOMIC DEVELOPMENT POTENTIAL

SUMMARY OF MARKET / DEVELOPMENT POTENTIAL IN CRYSTAL RIVER

USE	FORECAST PERIOD	MARKET POTENTIAL
HOUSING RETAIL RESTAURANT	5-10 YEARS 1-3 YEARS 1-3 YEARS	269 HOUSES 74,447 SQFT 7,447 SQFT

The Purposes and Means of Economic Development

Economic development is the process of creating wealth by mobilizing human, physical, natural, and capital resources to create economic growth. Thoughtful economic development in cities improves the economic, political, and social well-being of its people.

Economic development is both the job of the private sector and a critical function of local government.

Economic development programs seek to:

- RETAIN** existing businesses and industry,
- EXPAND** small and start-up businesses, and
- ATTRACT** new business.

Long-term economic development involves investments in education, infrastructure, and quality of life for both the private sector and public.

How Much New Development Can Crystal River Expect or Support?

In order to guide the recommendations and strategies of the master plan with realistic market-driven expectations, a market analysis was performed to understand future growth in Crystal River. Admittedly, there is no crystal ball for predicting new development, however, in recent years the data provided by ARCGIS Analyst has been used successfully to make forecasts based on demographics and business locations, consumer spending and purchasing power at multiple geographies. *The area considered in this study was the secondary trade area, which is a 10 mile radius around Crystal River*

Summary of Market and Development Potential in Crystal River

The market analysis forecast five sectors: market-rate housing, speculative office, lodging/ hospitality, restaurant and drinking establishments, and retail demand. The plan seeks to unlock market potential that is currently untapped in Crystal River.

If the greater Crystal River area can currently support so much then why haven't these things been constructed?

The purpose of the plan is to unlock market potential by helping envision the future, helping imagine public/private partnerships, and helping update the regulatory environment which inadvertently discourages new development. In many cases, this development may occur on the outskirts of Crystal River or in areas that are part of unincorporated Citrus County. *This plan will help to capture the type of investment appropriate for Crystal River and direct it towards desired locations.*

Housing

In recent years, the population around Crystal River has grown slowly. In 2019, over 75,000 people lived in the secondary trade area, and it is projected to steadily increase to over 78,000 people by 2021. This means that there is an increase in population of around 4%, or 0.8% per year.

The number of homes was 33,179 in 2019 and is projected to grow to 34,411 in 2024, for a total of 1,232 new housing units, or 246 new housing units per year. Utilizing an annual (straight-line) growth rate of 0.8% per year consistent with actual population growth rates, the pace of growth in secondary trade area would yield 3,014 new residents and roughly 1,345 new housing units (assuming that the average household size of 2.24 remains unchanged) for a total of 269 housing units per year.

A typical household should expect to pay 30% of their income on housing. Currently, households are spending 31% of income on housing costs. This is just above the normal limit. Over the next 3 years the area can expect high home sales for all types of homes including single-family and multi-family.

Office Market

The market analysis suggests no demand for new office space in Crystal River over the next ten years.

Offices are a valued part of any city. To advance efforts to attract office, the city needs to look for appropriate incentives to secure new office uses.

In order to strengthen Crystal River's office market, the following strategies are recommended:

- Identify possible buildings/locations, such as those office properties with high vacancy rates, for conversion to alternative uses and/or demolition to accommodate new development.
- Consider the creation of a business retention and recruitment strategy designed to identify office tenants with near-term lease expirations that could be candidates for relocation to new facilities. Facilities located within plan areas and that follow plan recommendations will be more desirable over the long-term.
- Provide a package of financial (and regulatory) assistance as part of the city's economic development strategy for office retention and recruitment.

WHAT ACTIONS ARE NEEDED TO CREATE IMMEDIATE DEVELOPMENT MOMENTUM?

THE PLAN DESCRIBES:

CATALYST PROJECTS

Public and private projects that have the potential to stimulate significant momentum.

REGULATORY UPDATES

Updates to the Land Development Regulations and Zoning.

TRANSPORTATION PROJECTS

Public projects increase local spending capacity and quality of life.

QUALITY OF LIFE PROJECTS

Public amenity projects that attract private investment to surrounding areas and preserve the natural environment in Crystal River.



SUMMARY OF MARKET FOR ALL RETAIL AND RESTAURANT USES	
15,334 sf	Grocery
4,512 sf	Clothing/ shoes
9,808 sf	Department store merchandise
2,306 sf	Electronics and appliances
220 sf	Florists
3,770 sf	Furniture stores
14,181 sf	General merchandise
8,445 sf	Hardware
3,656 sf	Home furnishing
667 sf	Jewelry stores
662 sf	Lawn and garden
898 sf	Gift stores
6,721 sf	Pharmacies
698 sf	Specialty foods
2,456 sf	Sporting goods and hobby stores
<hr/>	
74,447 sf	TOTAL retail
<hr/>	
7,447 sf	RESTAURANTS
<hr/>	
81,780 sf	TOTAL RETAIL & RESTAURANTS

NEW ESTABLISHMENTS

By 2024, 7 new stores and 3 more restaurants could open after taking into consideration the estimated retail sales and the size of the existing establishments.



GENERAL MERCHANDISE- 3 NEW STORES



APPAREL- 1 NEW STORE



FURNITURE & HOME- 1 NEW STORE



RESTAURANTS- 3 NEW STORES



HARDWARE- 3 NEW STORES

Retail & Restaurant Development

Crystal River can presently support an additional 81,780 sf of retail and restaurant development. This new retail demand could be absorbed by existing businesses or with the opening of around 11 new stores and restaurants.

This could include:

- 1 Apparel Store
- 3 Restaurants & Drinking Establishments
- 3 General Merchandise Stores
- 3 Hardware Stores
- 1 Furniture & Home Store

Hotel Market

Crystal River has a growing hotel market with several individually owned motels and older national chains in downtown and along highway 19 with newer hotels typically located further from the downtown. There is demand for additional lodging, especially closer to Crystal River’s main attractions.

To advance efforts to secure new lodging facilities, appropriate incentives to secure new hotel development will need to be found. These may vary and could include zoning, entitlements, and infrastructure assistance.

Another possibility is to promote the short-term rental industry. This would allow residents to choose to rent their homes for periods of time. However, expanding short-term rentals would require them to be citywide under state law.

ECONOMIC DEVELOPMENT STRATEGIES

A strong local economy and diversified tax base can help Crystal River to continue to provide services to residents and fund needed infrastructure improvements.

The plan's strategies and illustrative plans for focus areas seek to generate increased economic development that balances tourism, the working waterfront and industrial uses, and commercial establishments. This is achieved by maximizing existing investments in infrastructure, creating adaptable frameworks for new development, and implementing policies and strategies to support local businesses, including those that are tourism related, to retain more of the economic benefits within the city.

Assist Retail and Locally-Owned Businesses

Locally-owned businesses are more likely to reflect Crystal River's unique culture and are more likely to keep investment in the community.

A Community Redevelopment Agency's traditional role is the provision of streetscapes, roadway improvements, neighborhood parks, water and sewer improvements, and the addition of sidewalks and street tree plantings.

However, CRAs can also own commercial spaces and rent them for the advancement of business and economic development. A CRA could provide space to incubate locally-owned businesses at below-market rates and for businesses that serve, and are affordable to, area residents. Similarly, private-sector projects could offer lower rent space as part of a public-private partnership.

Business Incentive Programs

Business incentive programs are used to attract a specific kind of business or employer to the community. These incentives include waivers and exemptions from costs the municipality would ordinarily charge new businesses or matching grants or financial assistance intended to accomplish specific economic development goals. The funds for these programs come from either local sources or from locally or regionally managed state and federal sources.

BUSINESS INCENTIVE PROGRAM

- 1 Permit and Impact Fee Waivers**

This incentive provides either a waiver, matching grant, or financial assistance to off-set permit fees, impact fees, and right of way infrastructure improvements (like sidewalk repair) for new and expanding businesses. Waivers and grants could be limited to not-for-profit, 501(c)3 organizations.
- 2 Permit and Impact Fee Payment Plans**

Allows certain businesses to pay impact fees in two payments: 50 percent of the impact fees at permit issuance and 50 percent due before the final inspection.
- 3 Property Tax Exemptions**

Provides a 10 year, 50 percent real property tax refund on the certain portion of the new tax increment generated by a qualifying project.
- 4 Façade Improvement Grants**

These matching grants and financial assistance programs provide a reimbursement of costs for façade, site, and building improvements to underutilized properties in the community.
- 5 Business Assistance Grants**

This incentive provides matching grants or financial assistance for any specific business program which serves the public good including grants for hiring or creating new jobs, labor skills improvement, cultural arts investments, sustainable (green) investments, or technology investments.
- 6 Building Improvement Grants**

These provide a matching grant or financial assistance for the reuse of vacant and underutilized residential and commercial properties, especially historic structures, located within redevelopment areas.
- 7 Brownfields Program**

Provides tax credits and tax refunds for the cleanup and rehabilitation of sites potentially contaminated with hazardous materials.



CITY OF CRYSTAL RIVER ILLUSTRATIVE PLAN

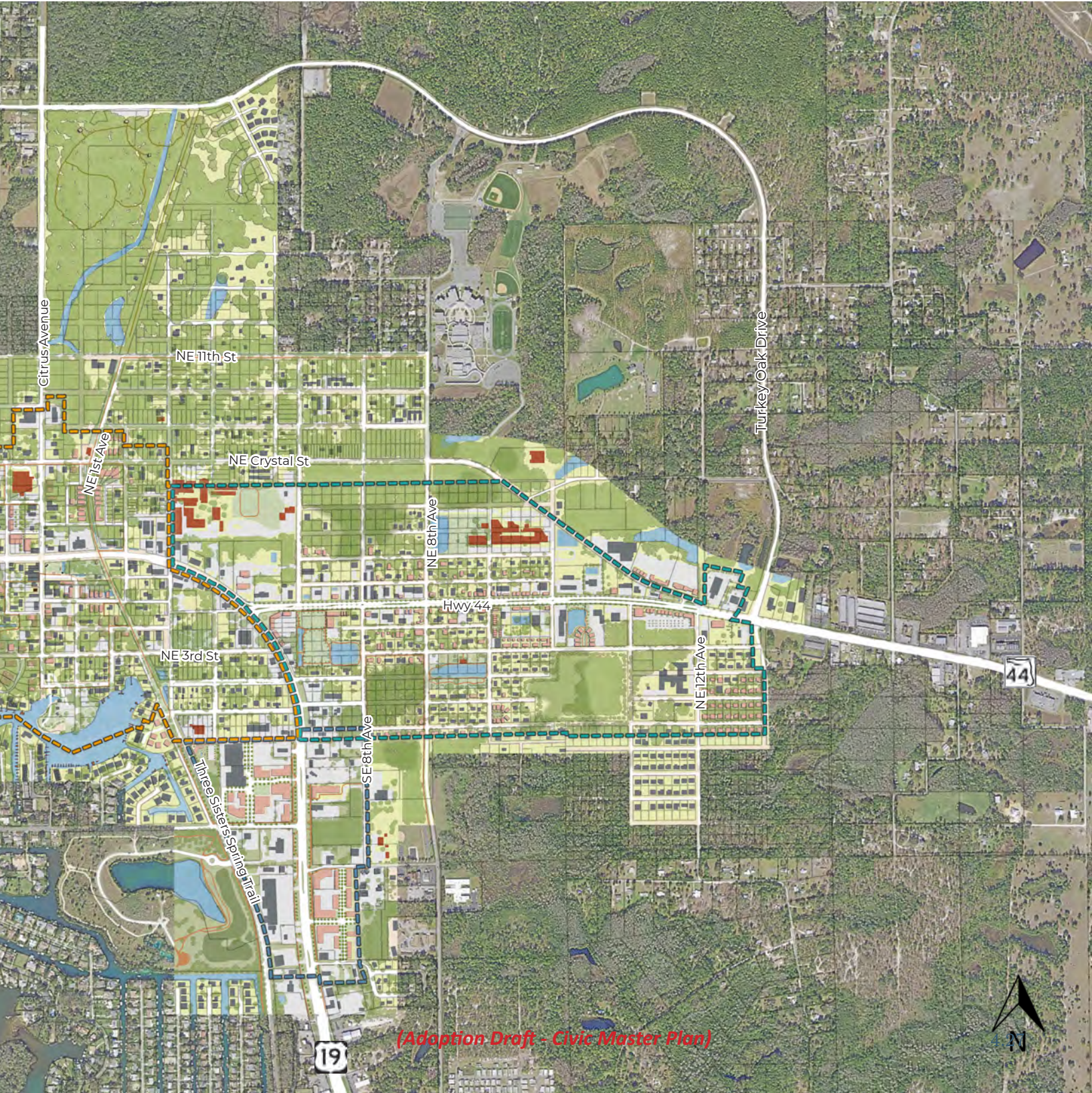
The plan for Crystal River addresses the current needs of the city, while thinking big for the future. **The Illustrative Plan shows how the city, and specifically the focus areas, might evolve by depicting the proposed streets, buildings, alleys, parking locations, and open spaces of a full future implementation of the vision outlined in this plan.** Understanding that complete change will not happen overnight, the plan is designed to be implemented one piece at a time, as opportunities arise. Although some plan details may change over time to meet physical, regulatory, or market constraints, the main concepts contained in the illustrative plan should be adhered to.

The citywide illustrative plan shown here depicts the big picture vision and systems that tie the city together. A closer look at the focus areas follows.



LEGEND	
	Lots
	Buildings - Civic
	Buildings - Existing
	Buildings - Proposed
	Parking Lots
	Tree Canopy
	Squares and Plazas
	Water
	Trails
	Trees
Focus Areas	
	Downtown and the Waterfront / CRA
	Highway 19 Shopping Centers
	The Crystal River Mall
	The Copeland Park Neighborhood

The illustrative plan depicts the community vision for the future of Crystal River based on the concepts of the Five Big Ideas



(Adoption Draft - Civic Master Plan)

Implementing the 5 Big Ideas Using “Site-Specific” Concepts Supported by a “Local” Illustrative Plan!

Downtown and the Waterfront

The Downtown and Waterfront illustrative plan illustrates the long-term application of the 5 Big Ideas and the Future Character Areas and Investment Sectors.

KEY ACTIONS FOR IMPLEMENTING THE BIG 5 IDEAS IN DOWNTOWN AND ALONG THE WATERFRONT:

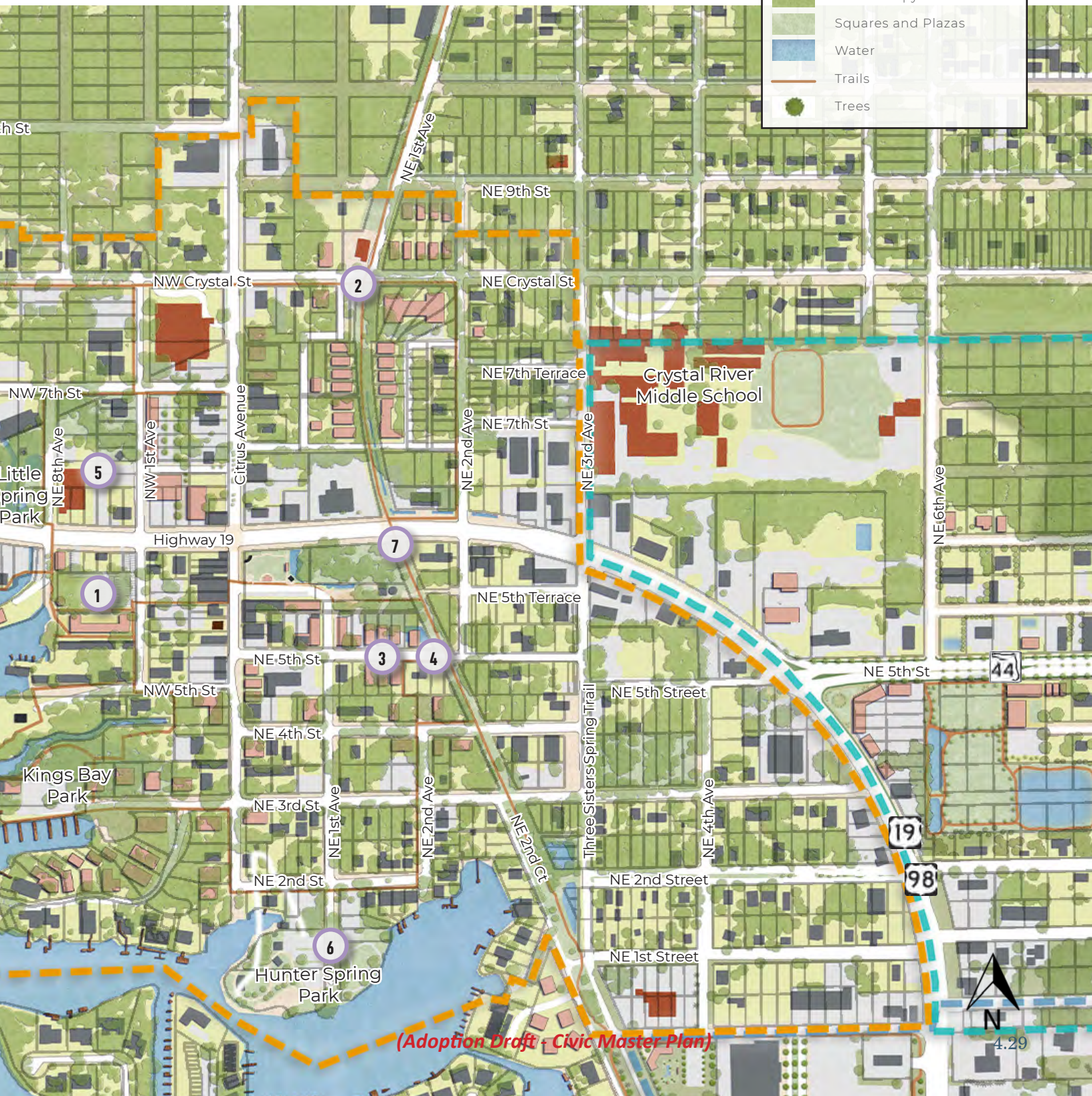
- 1** Identify opportunity sites for catalytic development to help meet city goals and establish expectations for future development.
- 2** Promote strategies for infill residential and mixed-use development that acknowledges the challenges posed by FEMA requirements.
- 3** Redesign key streets in downtown to include on-street parking and green infrastructure.
- 4** Extend the vibrancy of Citrus Avenue down 5th Street, allowing the city’s “main street” to permeate two downtown thoroughfares.
- 5** Build a new City Hall that becomes a focal spot of downtown, is resilient towards flooding and sea level rise, and incorporates the adjacent park and playground.
- 6** Enhance and expand parks in the downtown and increase access to the waterfront, especially at Hunter Springs Park.
- 7** Create a gateway feature to downtown along the Crosstown Trail.



An Overall Vision for the Downtown Waterfront Neighborhood

LEGEND

- Lots
- Buildings - Civic
- Buildings - Existing
- Buildings - Proposed
- Parking Lots
- Tree Canopy
- Squares and Plazas
- Water
- Trails
- Trees



(Adoption Draft - Civic Master Plan)



1. IDENTIFY OPPORTUNITY SITES FOR CATALYTIC DEVELOPMENT TO HELP MEET CITY GOALS AND ESTABLISH EXPECTATIONS FOR FUTURE DEVELOPMENT

The lot next to King’s Bay Lodge facing the King’s Bay on NW 1st avenue is a vacant site. The location presents great opportunities for boutique lodging, event venues and mixed-use development. The first floors of future structures that are built in this area need to be raised approximately eight feet to be above the base flood elevation plus freeboard. *To create a more pedestrian friendly façade, the ground floor can be activated with temporary uses such as cafes, vendors, and outdoor seating.*

The site has some existing majestic mature oak trees. Small cottage buildings can be built among the grove to preserve the integrity of the landscape. *A raised walkway can provide ADA access to the shops that not only satisfies FEMA flood requirements but also minimizes the impact upon existing trees.*

- 1 Small mixed-use cottage buildings on raised walk
- 2 New mixed use development
- 3 Temporary ground floor uses small shops and seating
- 4 Food trucks and street vendors







WATERFRONT OPPORTUNITY SITE - NW 1ST AVE PLAN

The rendering below shows possible programming that can take place at this opportunity site. The southern portion of the site has few existing trees and abuts the King's Bay Lodge. This area is suitable for a mixed-use building for uses such as lodging, restaurant, gift shops etc. Smaller buildings and parking can be placed to the north of the site. String lights can be added to create a pleasant and romantic ambiance together with the existing trees. Crushed shell can be used for parking to reduce impervious surfaces. The buildings and parking should be arranged in a way to preserve as many existing trees as possible.

- 1 New mixed use development with hotel, restaurants, shops
- 2 Food trucks, street vendors and outdoor dining
- 3 Path connecting to river walk
- 4 Kayak rental building
- 5 Wedding pavilion and outdoor event space
- 6 Small mixed-use cottage buildings on raised walk
- 7 Crushed shell parking
- 8 Twinkle lights under the oaks



TEMPORARY INTERVENTIONS / URBANISM

An opportunity exists to activate vacant sites into vibrant spaces with temporary uses that are small-scale and flexible. These interventions can be applied to a number of sites within the downtown as a means to inject commerce, art, and vitality into otherwise vacant and under-utilized lots as they await a more permanent use. These places can complement downtown's destinations and events held at other locations, such as the Town Square, and be an attraction itself.

Such instances of temporary urbanism can host outdoor gathering spaces including food trucks, small retail businesses, a bar, live entertainment and various other programs. Spaces can sometimes be rented for private parties and events. As a temporary development, construction consists of storage containers, tents, food trucks, canopies, and landscaping intended to occupy the lot for no more than a few years.

In order for these temporary uses to be realized, changes to the city's zoning and regulations are needed. These changes can be specific to the downtown CRA and permitted in a temporary, "tactical" approach to test new standards, such as allowing food trucks and food carts. Any contradictions between the goals of temporary uses and the guidelines of the form based code will also need to be addressed.

Temporary use permits can be created to allow a land use on a temporary basis that would not otherwise comply with zoning requirements. Increasingly, "Temporary Use Chapters" are being added to zoning and land development regulations. These chapters provide an administrative approval process whereby the city may permit uses to locate within clearly identified areas on an interim basis without requiring full compliance with the development standards for the applicable zoning district. Temporary Use Chapters allow new structures that comply with the most essential aspects of the health and safety code, fire code, and hurricane code. Under these chapters, less is required compared to permanent structures. "Nuisance issues" like noise and traffic are handled with the adoption of a single "Temporary Installation" zoning district. **Once the district is adopted performance measures are set and all uses are allowed administratively as long as they stay within the thresholds established by the performance measures.**

Applying a Pink Zone

The concept of a Pink Zone could be applied as a tool to facilitate the implementation of temporary projects.

A Pink Zone is an area where red tape is lightened with the goal of removing impediments to economic development and community building. Pink Zones (which have comparatively less "red tape" than other zones) are created after an assessment of the impediments and assets inherent within a community.

Pink Zones...

- Identify existing thresholds for small projects below in which review is not required and code provision not triggered. This information should be made clear and accessible to the development community.
- Reduce burdens for small and temporary development where regulations allow for interpretation.
- When fees for permitting are identified as an impediment, Pink Zone projects have reduced fees or those that do not overly burden small projects.



Examples of vacant lots activated with temporary urbanism, including food trucks.



2. PROMOTE STRATEGIES FOR INFILL RESIDENTIAL AND MIXED-USE DEVELOPMENT THAT ACKNOWLEDGES THE CHALLENGES POSED BY FEMA REQUIREMENTS

FEMA regulations require new and substantially improved existing buildings to have finished first floors (including commercial uses) at or above the base flood elevations, or floodproofed to the same elevation, to qualify for flood insurance. Several examples illustrating concepts for elevated infill building types that maintain a street-oriented architecture are shown below.



This commercial building is set back from the street with an elevated deck forming the street wall. Both steps and an ADA ramp are provided for access to the business.



Porches provide a street-oriented frontage for buildings elevated to meet FEMA standards.



The porch frontage type can be utilized for buildings with multiple shopfronts and businesses where they share a common porch that functions as a secondary sidewalk or seating area.



The porch frontage type can be combined with a gallery for multi-story and mixed-use buildings.

3. REDESIGN KEY STREETS IN DOWNTOWN TO INCLUDE ON-STREET PARKING AND GREEN INFRASTRUCTURE

The streets in downtown Crystal River south of Highway 19 are lined with lush landscaping, historic homes, and a multitude of shops and businesses. These streets are the framework for downtown, and along with the Kings Bay Riverwalk, provide access to some of Crystal Rivers most important destinations. Downtown's streets typically have wide right-of-ways, or publicly owned areas, providing an opportunity to re-imagine key streets to better serve the evolving neighborhood.

The paved portions of these streets are narrow, typically 18 to 20 feet wide, encouraging slower speeds, inviting cyclists to share the space, and limiting the amount of impervious area. With the exception of Citrus Avenue, the streets have rural cross sections without curbs or gutters, and are instead lined by swales or other landscaped areas that sometimes include a sidewalk.

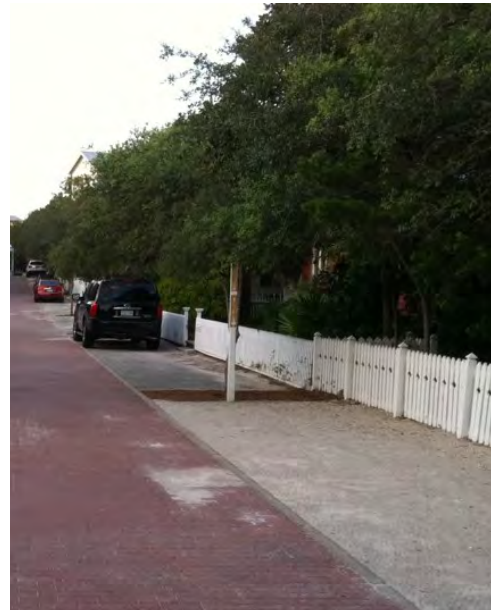
Several of these streets offer prime opportunities to be redesigned and rebuilt to better serve a growing population, shops, and visitors. The design of these streets should be regulated by context zone classifications locally adopted for state and city owned streets. The following pages show typical sections based on the proposed context classifications of C4 and C5 (Recommended FDOT Context Classification Map, page 3.27) for four key streets in downtown Crystal River. As typical sections, they illustrate the elements that should be part of the street design and their relative importance. However, differences in right of way, the location of existing trees, driveways, and intersections will require modifications to the typical section to accommodate unique conditions, which can add special character to the street.

DESIGN ELEMENTS FOR DOWNTOWN STREETS IN THE C4 AND C5 CONTEXT CLASSIFICATION:

- On-street parking on pervious surface
- Regularly spaced shade trees
- Pedestrian-scaled lighting
- Sidewalks of 6 foot width minimum
- Protect and accommodate large existing trees through flexibility in the design and placement of sidewalks, lighting, and on-street parking.

PRIORITY STREETS FOR REDESIGN IN DOWNTOWN:

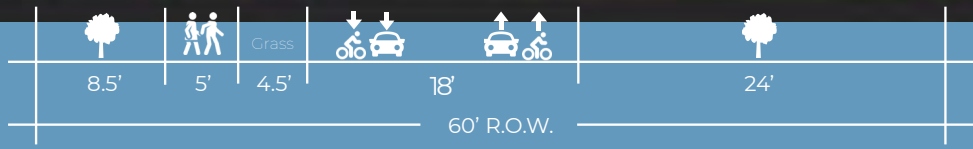
- NE 1st Avenue
- NE 3rd Street
- NE 5th Street
- NW 1st Avenue



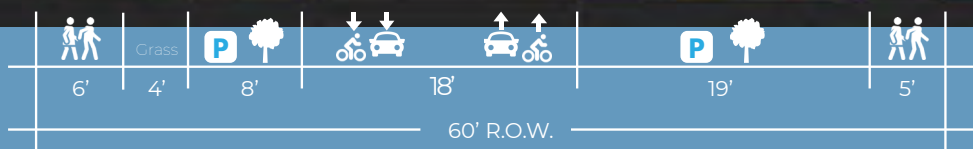
On-street parking can serve businesses and residents in the downtown. Pervious materials should be utilized for parking areas to reduce stormwater runoff. Street trees can be interspersed between parking spaces.



Wider sidewalks can offer space for outdoor dining. Other elements to include on downtown streets include pedestrian-scaled lighting, landscaping, and trash bins.



EXISTING



PROPOSED

NE 1ST AVENUE

Existing: NE 1st Avenue connects the Town Square Park to Hunter Springs Park. Within its 60 foot right of way there is an 18 foot paved roadway and a sidewalk along most of the western side of the street. The remainder of the right of way consists of swales, informal parking, and landscaping.

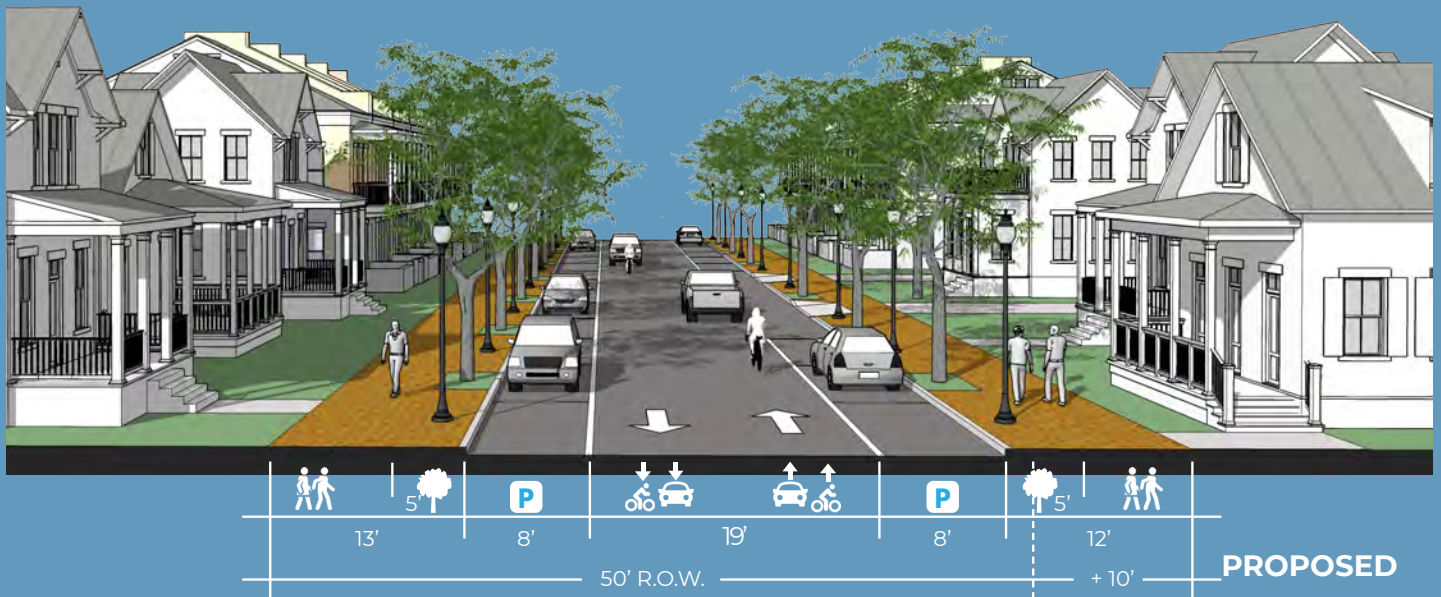
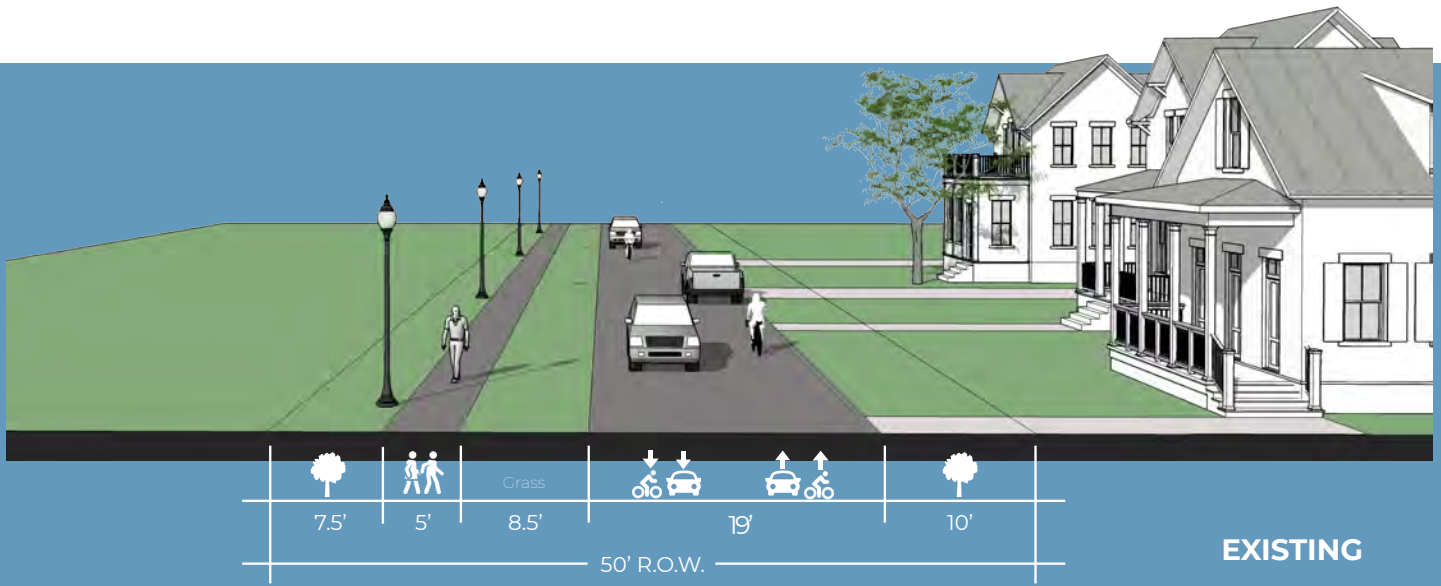
Proposed: The paved roadway remains the same. More formalized on-street parking is added along both sides of the street, with angled parking utilized where possible to increase the number of spaces. Pervious surface materials are recommended for the parking areas with street trees regularly spaced between the parking spaces. Sidewalks are shown on both sides of the street with a continuation of the street lighting found on adjacent streets.



NE 3RD STREET

Existing: NE 3rd Street connects Kings Bay Park with the Crosstown Trail. The northern side of the street has a sidewalk and street lighting. With the exception of the western most block, the street does not include curbs.

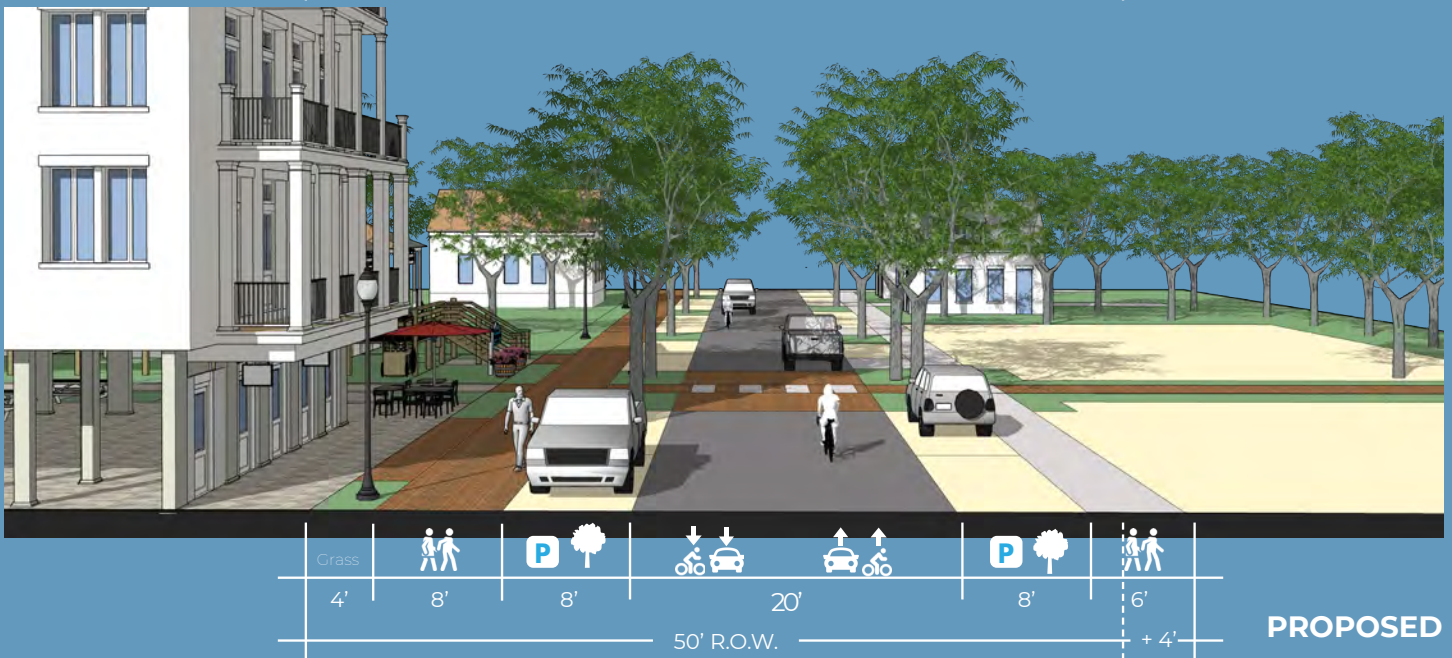
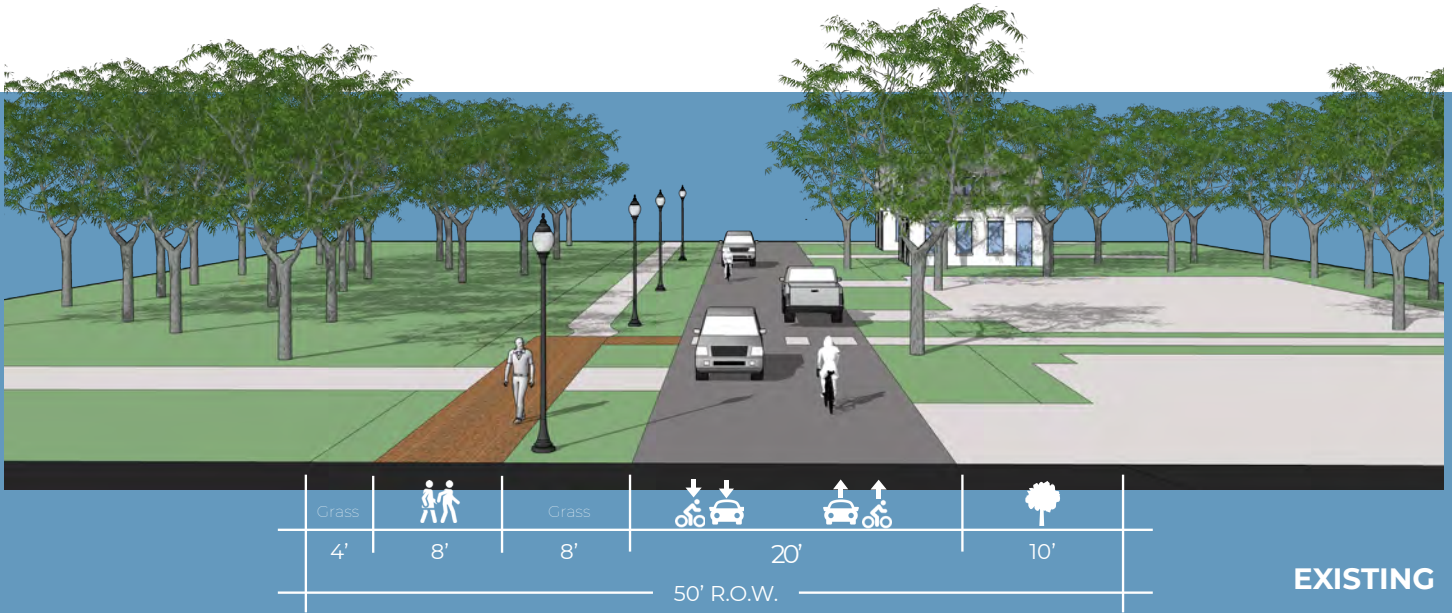
Proposed: The 20 foot roadway shared by cyclists and cars remains. More formalized on-street parking is added along both sides of the street with a pervious surface material. Regularly spaced street trees are located outside of the parking area and streetlights and sidewalks are provided on both sides of the street. Existing landscaped swales that could be enhanced as bioswales, boardwalks, trees and other unique elements along the street should remain and be incorporated into any new design.



NE 5TH STREET

Existing: NE 5th Street is a perpendicular street to Citrus Avenue, the location of shops and restaurants extending from the main street. With a 50 foot right of way, the street includes an approximately 19 foot roadway with a sidewalk on its north side.

Proposed: NE 5th Street is envisioned as a perpendicular main street to Citrus Ave, taking on a more urban character than the other streets in downtown. The street is shown here with paved, on-street parking, curbs, and wide sidewalks with tree wells and streetlights. The brick pavers and street furniture can also continue from Citrus Avenue. Complete build out of this section requires an additional 10' of right of way, or easement.



NW 1ST AVENUE

Existing: NW 1st Avenue is located just one block off of Citrus Ave and is the location of one of downtown’s key opportunity sites. Within its 50 foot right of way is a 20 foot paved roadway and a section of the Riverwalk Trail on the western side of the street. The remainder of the right of way consists of swales, parking, and landscaping.

Proposed: The 20 foot roadway shared by cyclists and cars remains. On-street parking is added along both sides of the street where possible. Pervious surface materials are recommended for the parking areas with street trees regularly spaced between the parking spaces. The Riverwalk Trail is extended to Citrus Ave and a textured surface further highlights the trail crossing. Street lighting is located on the western edge of the Riverwalk Trail. A sidewalk is shown on the eastern side of the street, however, the inclusion of this requires an additional four feet of right of way, or easement, minimum. The existing older trees along the eastern side of this street contribute to the street’s character and proposed parking and sidewalks should be designed to incorporate these trees.



4. EXTEND THE VIBRANCY OF CITRUS AVENUE ALONG NE 5TH STREET WITH AN EXPANDED “MAIN STREET”

NE 5th Street is the logical extension of downtown’s “main street” activity, providing a primary connection from the Crosstown Trail to the heart of downtown on Citrus Avenue. This stretch of NE 5th Street is already home to a growing number of downtown restaurants and bars. It is also adjacent to the Town Square Park and splash pad.

Within this mix are several vacant or underutilized sites and a large city-owned surface parking lot, providing opportunities for transformative projects to add residential units and new commercial spaces. New infill and mixed-use development can utilize the elevated typologies illustrated earlier to create a vibrant pedestrian experience at ground level while elevating homes and businesses out of the flood zone.

The city can incentivize development here by reconstructing NE 5th Street and NE 1st Avenue following the recommended street sections in this plan with wide sidewalks, street trees, pedestrian-scaled lighting, and most importantly, on-street parking.

With parking provided on-street, the city can pursue redeveloping the city-owned land. Through an RFP process, the city can lease the land and utilize incentives to encourage the type of development and uses desired to achieve city goals.



- 1 NE 5th Street is redesigned with wide sidewalks, street trees, pedestrian-scaled lighting, green infrastructure, and on-street parking.
- 2 New infill buildings make use of small lots and are designed to meet the latest FEMA requirements.
- 3 The Town Square park is expanded, adding additional green space designed as a district-wide stormwater system for properties along 5th Street.

- 4 Mixed-use and multi-family housing is constructed on vacant lots and city-owned properties, including trail-oriented buildings adjacent to the Crosstown Trail.
- 5 When needed, on-site parking is located behind and to the side of buildings with a garden wall or landscaping holding the street-wall and shielding the view of parked cars.
- 6 Liner buildings provide a location for shops and restaurants to front on the Town Square, utilizing the city’s investment to create desirable commercial and residential addresses.



Existing conditions on NE 5th Street looking west from the intersection with NE 1st Ave.



Initial steps include public investment in a new street design and small-scale infill private development.



Long-term conditions showing NE 5th Street as downtown’s second “main street.”



5. BUILD A NEW CITY HALL THAT BECOMES A FOCAL SPOT OF DOWNTOWN, IS RESILIENT TOWARDS FLOODING AND SEA LEVEL RISE, AND INCORPORATES THE ADJACENT PARK AND PLAYGROUND

POSSIBILITIES FOR A RE-IMAGINED CITY HALL

Crystal River’s existing City Hall complex is in need of refurbishment, and would benefit from re-imagined building forms which incorporate greater civic presence. The following are results of a preliminary sketch exploration of a range of character possibilities for a re-imagined City Hall site.



Existing City Hall



This version features a classic Florida Mid-Century Modern aesthetic, in the vein of Paul Rudolph’s influential historic “Sarasota School” architecture.



Here, the City Hall complex is imagined in a civic Florida Vernacular vocabulary, with broad overhangs, deep porches and simple gabled and hipped roof forms.



This version features buildings imagined in a classic Florida Federal style, with a formal columned portico, pronounced entablature, and proud, vertical proportions.



This version shows the buildings with a relaxed, domesticated Old Florida Residential style. Wraparound porches and low roofs with broad overhangs help this version to blend well with nearby historic residential buildings.

Crystal River's City Hall complex is shown here re-imagined in a classic Old Florida Civic vocabulary. Simple, hipped and gabled roof forms with broad overhangs and generous porches provide comfort under the intense Florida sun. A corner tower provides a visual landmark. The elevated first floor, raised to comply with flood requirements, helps to provide a dignified vertical proportion to the building facades.

- 1 The new city hall fronts on a public plaza, providing a space for various events and gatherings before and after city meetings.
- 2 The Three Sisters Springs visitor center is hoisted in the new structure with a sidewalk connection to the street and new plaza.
- 3 Following the porch typologies explored earlier, the concept for the new city hall includes an elevated first floor above the base flood elevation to help ensure operations even during storm events. The porch allows the building to engage the street and provides a shaded outdoor space for those working at or visiting the building.
- 4 A new playground is constructed behind the city hall, connected to the plaza and Highway 19 with a sidewalk.
- 5 A new pedestrian crossing should be provided at the intersection of Highway 19 and NW 2nd Avenue for a safer and more formal connection between city hall and the Kings Bay Riverwalk.
- 6 Parking can remain to the side of the city hall building. Additional possibilities for city vehicle parking may exist under the elevated structure.





6. ENHANCE AND EXPAND PARKS IN THE DOWNTOWN AND INCREASE ACCESS TO THE WATERFRONT, ESPECIALLY AT HUNTER SPRINGS PARK

Activate Parks in Downtown

UPGRADE INFRASTRUCTURE AND FACILITIES

Thousands of visitors from around the world are drawn to Crystal River by the beautiful springs each year. The downtown is only a few blocks from the waterfront. Some of the parks in downtown Crystal River could be activated to provide additional space and destinations for visitors and residents.

The Crystal River Women’s Club was founded in February 1921 under the General Federation of Women’s Clubs (GFWC) of Florida. For 100 years the club has been a leading source of community support, volunteering and collaboration. *The Women’s Club building is located in downtown on Citrus Avenue and is one of the few venues available in Crystal River for hosting events. It is possible to image the Women’s Club expanding their presence and capacity by creating a pavilion on the adjacent parcel (following agreements with relevant property owners) as shown in the rendering below.*

EXPAND EXISTING PARKS

Existing parks could also be expanded to accommodate more activities. Hunter Springs Park is a popular park located in Downtown Crystal River that offers a small beach area that connects to the springs. It’s heavily used by swimmers, kayakers, and people strolling along the boardwalk. *The park can get congested at times. Excess and uncontrolled usage can cause erosion and negative impacts to the ecological environment. The city should explore the possibility of expanding the park to the east.*



7. CREATE A GATEWAY FEATURE TO DOWNTOWN ALONG THE CROSTOWN TRAIL

Trailhead and gateway feature

The Crosstown Trail crossing of Highway 19, as shown with a white star in the image to the right, is an excellent location for a gateway to downtown and a trailhead. It is located on the approach to the heart of downtown and adjacent to the Town Square park.



(Adoption Draft - Civic Master Plan)











Implementing the 5 Big Ideas Using “Site-Specific” Concepts Supported by a “Local” Illustrative Plan!

Highway 19 Shopping Centers

The Highway 19 Shopping Center illustrative plan illustrates the long-term application of the 5 Big Ideas and the Future Character Areas and Investment Sectors for the blocks south of downtown along Highway 19.

KEY ACTIONS FOR IMPLEMENTING THE BIG 5 IDEAS IN NEW NEIGHBORHOOD CENTERS ALONG HIGHWAY 19 SOUTH OF DOWNTOWN:

- 1 Identify sections of shopping centers that should remain and those that could be repurposed.
- 2 Utilize excess surface parking for initial phases of new development following a plan for full build-out.
- 3 Incorporate central green spaces, such as squares and plazas, lined with active ground floor uses.
- 4 Utilize low impact development techniques and districtwide stormwatermanagementsystems.
- 5 Enhance and connect to shared-use paths and trails.
- 6 Improve Highway 19 crossings for pedestrians and cyclists, especially at the intersection with Kings Bay Drive.
- 7 Create a network of walkable streets and blocks, including connections to adjacent streets and future development.

LEGEND	
	Lots
	Buildings - Civic
	Buildings - Existing
	Buildings - Proposed
	Parking Lots
	Tree Canopy
	Squares and Plazas
	Water
	Trails
	Trees



Existing Conditions



NE 1st St

NE 4th Ave

19

NE 1st Terrace

NE 1st Terrace

5

Putt-Putt

1

4

2

Mixed-Use Buildings

3

Hotel

3

Residential

Movie Theater

2

7

Highway 19

SE 7th Ave

5

Jim LeGrone Memorial Park

Kings Bay Dr

6

SE 5th Terrace

Three Sisters Springs

1

Townhomes

2

Mixed-Use Buildings

Townhomes

4

3

7

Townhomes

SE 9th Cir

98

(Adoption Draft - Civic Master Plan)

4.47

Implementing the 5 Big Ideas Using “Site-Specific” Concepts Supported by a “Local” Illustrative Plan!

The Crystal River Mall

This plan recommends a hybrid approach to revitalizing the Crystal River Mall site using a strategy that would convert the property into a diversity of uses including residential, an assisted living center, hotels, and ultimately decreasing the amount of retail and adding housing and work places.

The plan envisions Crystal River Mall becoming a complete neighborhood center integrated into the fabric of the community as the northern gateway to the city and not a standalone destination. Half of the mall’s existing structure and much of the surrounding parking and out parcels can be transformed into walkable tree-lined streets, small blocks with a mix of housing and commerce, and new public spaces and parks.

Portions of the mall’s existing large footprint structures should remain and be utilized for tenants requiring large spaces. These large enclosed spaces can be used for activities that do not typically fit into the smaller building footprints of downtown. These could include a school, distribution center, light manufacturing, office, co-working or entertainment options, all of which build upon the mall’s successful expansion into non-retail tenants.

An incremental approach to redeveloping the mall site is explored in more detail on the following pages.

KEY ACTIONS FOR IMPLEMENTING THE BIG 5 IDEAS AT THE CRYSTAL RIVER MALL:

- 1 Identify sections of the mall that can remain and those that could be repurposed.
- 2 Create a network of walkable streets and blocks
- 3 Incorporate central squares lined with active ground floor uses.
- 4 Locate parking on-street and in mid-block locations.
- 5 Ensure at least one block can accommodate a structured parking garage lined with buildings on all sides.
- 6 Utilize low impact development techniques and districtwide stormwatermanagementsystems.
- 7 Create a pedestrian friendly frontage street along Highway 19 with street-oriented architecture.
- 8 Include a plaza area for smaller vendors and shops.



Existing Conditions



N Turkey Oak Dr

19

4

6

2

5

7

NW 9th Ct

Highway 19

Churchhouse Hammock Trail

8

3

1

NW 6th Ave

98

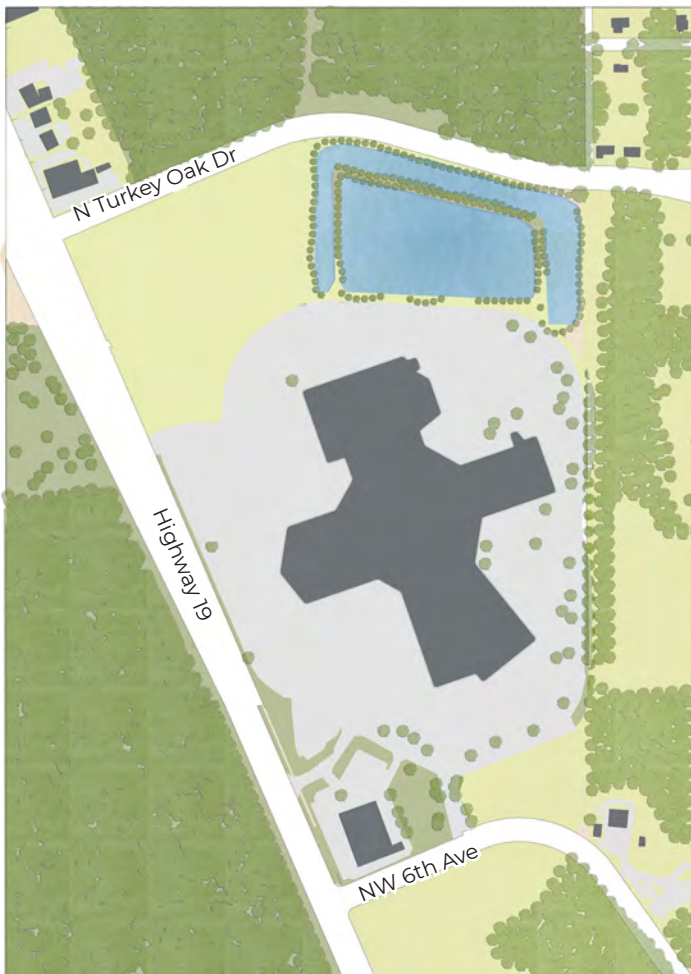
LEGEND

- Lots
- Buildings - Civic
- Buildings - Existing
- Buildings - Proposed
- Parking Lots
- Tree Canopy
- Squares and Plazas
- Water
- Trails
- Trees



AN INCREMENTAL APPROACH

Revitalizing the Crystal River Mall will require an incremental approach and a plan that remains flexible to adapt to changing market conditions in Crystal River and the needs of the mall owners. The following series of illustrative plans explores how the entire mall site could transform over the coming years and decades. Each step creates an increment of walkable urbanism, with new streets and buildings facing other buildings, creating great new places.



Existing Conditions

The mall site today with its ring road, parking lots, and undeveloped out parcels.



Step 1

Beyond what is happening within the existing mall structure, the first changes with the least impact to the existing mall are to develop the mall's out parcels, creating new blocks and streets.

New development can include mixed-use buildings and residential buildings, such as townhouses, a housing type currently not present in Crystal River. Parking is in mid-block locations and on-street.

LEGEND			
	Lots		Tree Canopy
	Buildings - Civic		Squares and Plazas
	Buildings - Existing		Water
	Buildings - Proposed		Trails
	Parking Lots		Trees



Step 2

With the existing mall structure still remaining, the initial development from Step 1 can expand into the outer reaches of the surface parking lots. New streets are lined with buildings facing each other forming complete spaces and creating a sense of enclosure.

Parking remains in mid-block locations and behind buildings, hidden from view from the newly created public spaces.

Step 3

In the long-term, it is possible to imagine more significant changes, with sections of the mall structure replaced with the continued expansion of the new town center of walkable blocks and streets. A new central public square is created and is lined with new buildings.

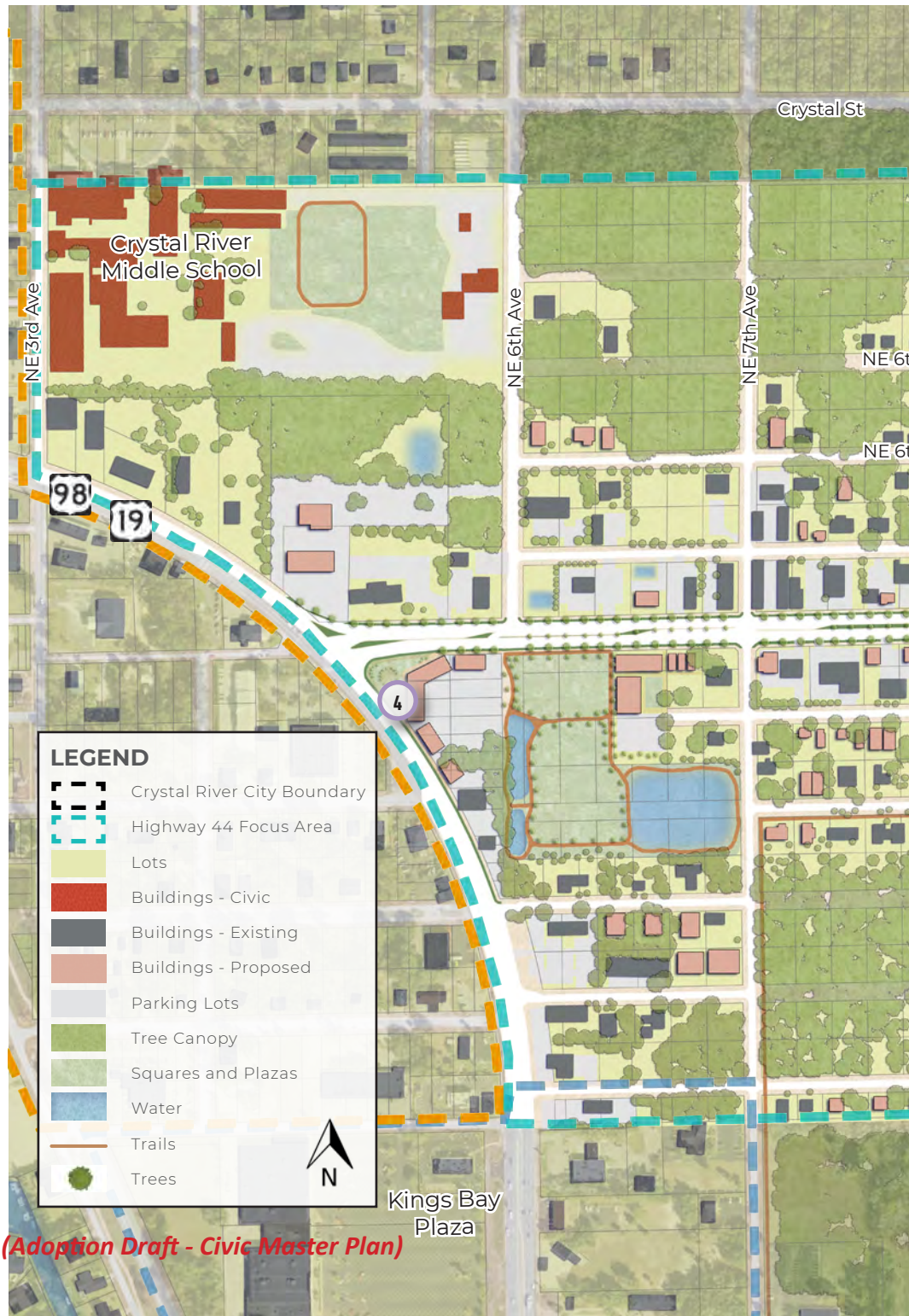
New development can include additional mixed-use buildings, larger office structures, and residential. Care must be taken not to detract from the downtown, but to provide additional housing and uses that support the rest of the city.

Implementing the 5 Big Ideas Using “Site-Specific” Concepts Supported by a “Local” Illustrative Plan!

The Copeland Park Neighborhood

The Illustrative Plan for the Copeland Park Neighborhood depicts a cohesive neighborhood and pedestrian environment that utilizes Highway 44 as a means to bring the community together and create a connection between the two sides of the neighborhood.

This is done by adding homes within the neighborhood, bringing buildings up to the street along Highway 44, widening existing sidewalks and adding new ones, maintaining the grid of streets to preserve an interconnected network of walkable streets, and transforming Highway 44 itself. Understanding that complete change will not happen overnight, the plan is designed to be implemented one piece at a time, as opportunities arise. *Although some plan details may change over time to meet physical, regulatory, or market constraints, the main concepts contained in the illustrative plan should be adhered to and regulatory changes to the Future Land Use Plan and Zoning made to encourage the desired type of development.*



KEY ACTIONS FOR IMPLEMENTING THE BIG 5 IDEAS IN THE COPELAND PARK NEIGHBORHOOD:

- 1** Transform Highway 44 into a Complete Street & Reconnect the Neighborhood
- 2** Add Mixed-Use Buildings Along Highway 44 & Create a Neighborhood Center
- 3** Infill a Variety of Housing Types in the Neighborhoods
- 4** Create Welcoming Gateways and Public Spaces that also help Address Stormwater
- 5** Create a Feeling of Arrival Along Highway 44





1. TRANSFORM HIGHWAY 44 INTO A COMPLETE STREET & RECONNECT THE NEIGHBORHOOD

Of all the intersections along SR 44, 8th Avenue is the most important to remain open to cross traffic as 8th Avenue is a critical north-south connection for the area. Stretching from North Turkey Oak Drive (via Crystal River High Drive) to Highway 19 / Suncoast Boulevard, it connects key destinations within the neighborhood, from Crystal River High school in the north to the Crystal River Shopping Center in the south.

This intersection should remain open and be enhanced as a safer way to cross SR 44 for this important street. Transforming this stop-controlled intersection into a signalized intersection can have a dramatic effect on SR 44 and reconnecting the neighborhood.

THE INTERSECTION TODAY

The intersection as it is today is undoubtedly dangerous. It is no wonder that the FDOT’s original proposal was to close the intersection to cross traffic. The proposal recognizes the importance of this intersection by including a new crosswalk. *While 8th Avenue is an important connection to several schools, it has poor to non-existent sidewalks and bike facilities. Crossing from one side of SR 44 to the other by car requires crossing five lanes of fast moving traffic. It is even more difficult to cross as a pedestrian or bicyclist, with essentially no way to do so. Along SR 44 itself, there are no crosswalks across 8th avenue.*

TRAFFIC SIGNAL

Adding a traffic signal at this intersection would have several benefits. Pedestrians would be much safer crossing with a signal and new cross walks. People looking to cross (driving) would move to 8th avenue to cross SR 44 using the signal. The signal, along with the other enhancements to SR 44 discussed in this section, can further reduce the speed of motorists to one that is more appropriate for the neighborhood.

Traffic signals are expensive and can only be installed after a lengthy review process that deems one necessary. The installation of a traffic control signal is based on an engineering study of traffic conditions,



Existing conditions at the intersection of SR 44 with 8th Avenue

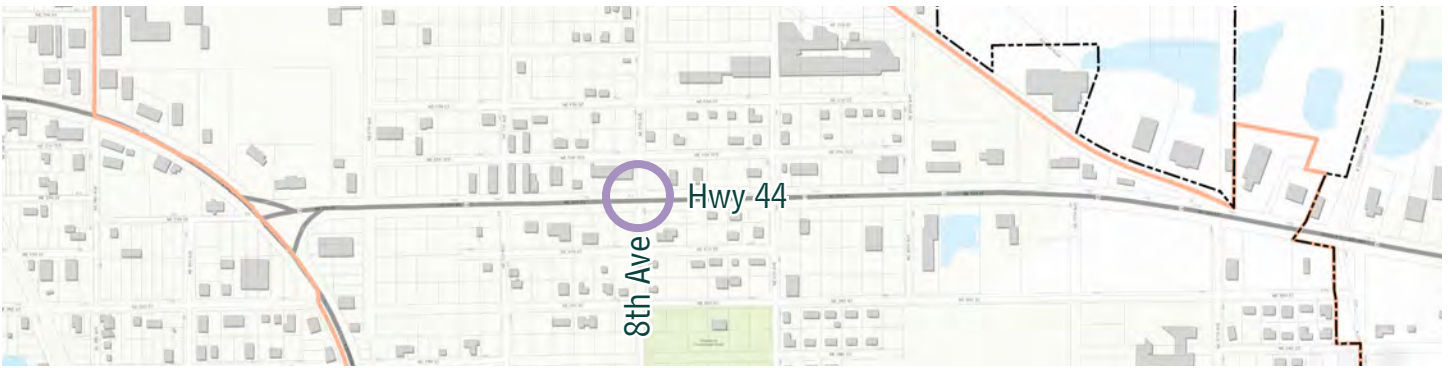
pedestrian characteristics, and physical characteristics of the location. This study includes an analysis of the applicable factors contained in the traffic signal warrants, below, and other factors of the study location. However, the satisfaction of a traffic signal warrant or warrants does not in itself require the installation of a traffic control signal.

A traffic signal is typically installed only if one or more of the warrants are met and that the engineering study indicates that installing a traffic signal will improve the overall safety and/or operation of the intersection. However, it is also recommended for a traffic signal not to be installed if it will seriously disrupt progressive traffic flow.

Warrants are guidelines for helping to determine the best course of action.

Traffic Signal Warrants:

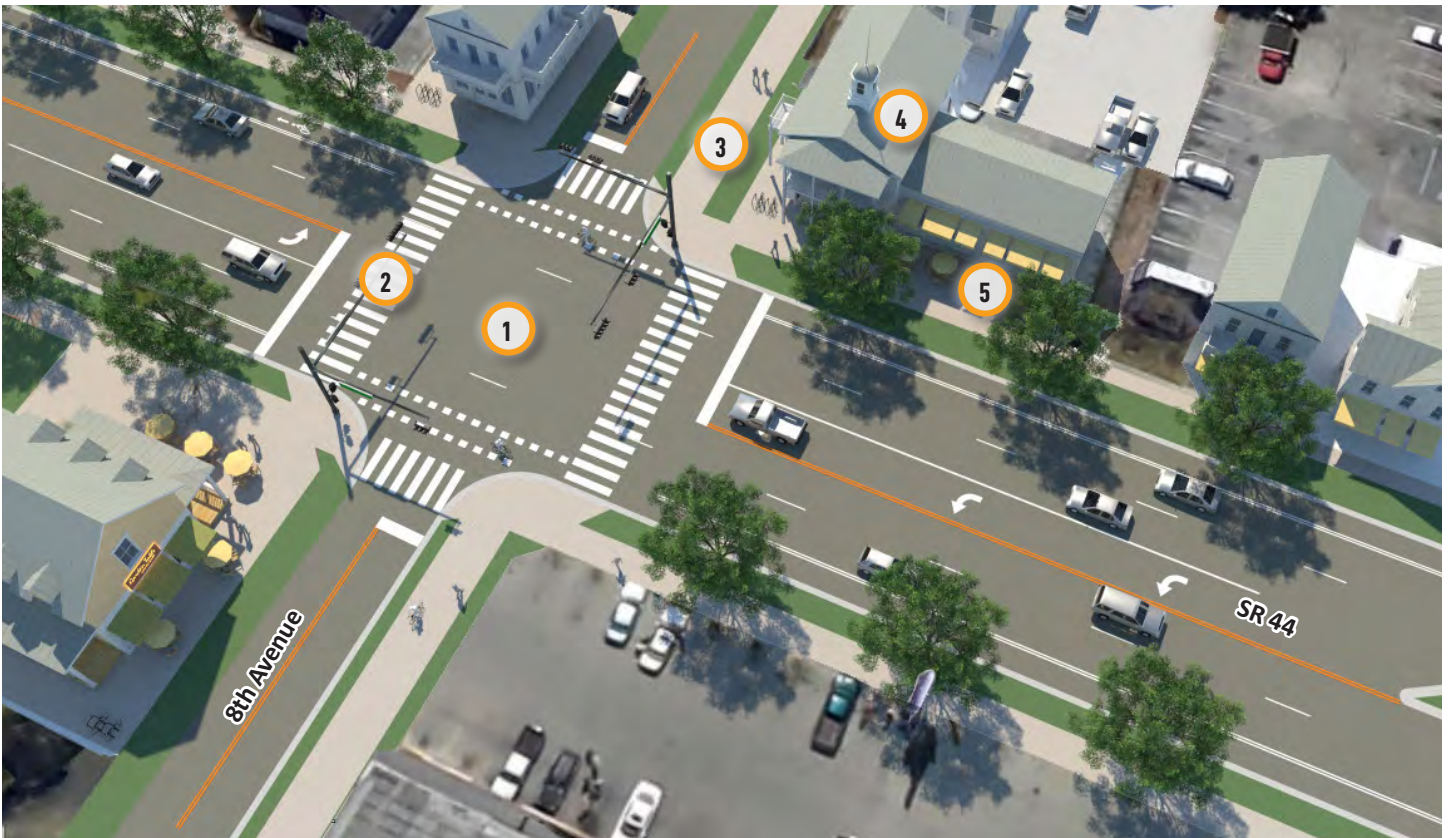
- Eight-Hour Vehicle Volume
- Four-Hour Vehicle Volume
- Peak Hour
- Pedestrian Volume
- School Crossing
- Coordinated Signal System
- Crash Experience
- Roadway Network



- 1 Open intersection with traffic signal
- 2 Crosswalk with zebra painting for raised awareness
- 3 Wide sidewalks for students walking to school
- 4 Mixed use development with active storefronts activating the street
- 5 Street trees and awnings for sidewalk shading



Above: Closed intersection as originally proposed by FDOT for safety improvements



Above: Proposed design keeping the intersection open with traffic signal and crosswalk on all four sides, showing future mixed use development built up to the corners.



PEDESTRIAN SAFE INTERSECTIONS

INTERSECTION OF HIGHWAY 44 AT NE 9TH AVENUE

Each intersection along Highway 44 should be designed uniquely to the context and conditions of the cross street. *During the FDOT Road Safety Audit, NE 8th Avenue and NE 10th Avenue saw the most auto traffic, including school buses heading to the Crystal River schools. The intersection at NE 9th Avenue is positioned as the most pedestrian oriented intersection with the least auto traffic, and a connection to both Crystal River Primary School and Copeland Park.*

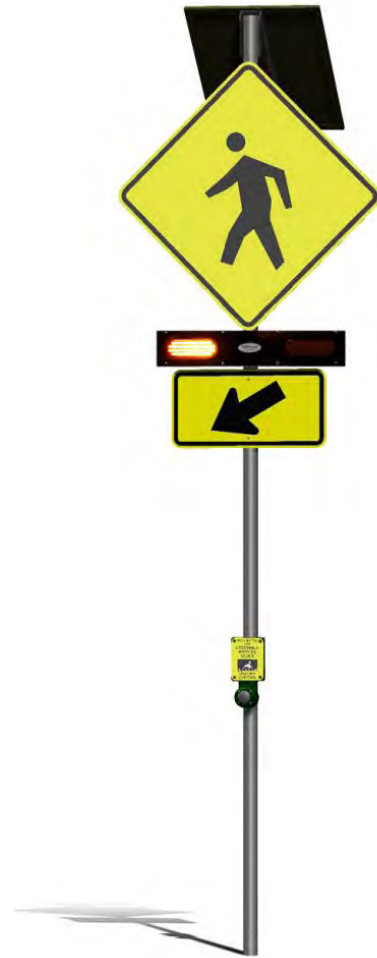
Existing

The existing intersection has through traffic along Highway 44 with a two-way, center left-turn lane and stopped traffic along north/south-bound 9th Avenue. *There is an existing zebra paint crosswalk with pedestrian sign and school crossing guard during school opening and closing. Unfortunately, outside of the school crossing guard, there is no signage or signal to enforce that vehicles yield or stop for pedestrians crossing Highway 44. The Road Safety Audit conducted by FDOT concluded that Rectangular Rapid Flash Beacons (RRFB) are warranted at both the NE 8th Avenue and NE 9th Avenue school crossings.* Additionally, the Complete Streets RSA observed cyclists and pedestrians sharing the sidewalk along the study area. Stakeholders indicated that students walk and cycle along Highway 44 to Crystal River Primary School, Crystal River Middle School, and Crystal River High School. A Safe Routes to School strategy will be explored in coordination with the other safety measure.

Hybrid Street Design (Short-Term)

In looking at the planned improvements by FDOT, some minor changes can be added for a short-term benefit for safer biking and walking along Highway 44. *The addition of street trees to the planting strips can have the biggest impact. They can beautify the street all at once before infill development or redevelopment takes place. Choosing a particular flowering tree can create branding and placemaking. Street trees can also add real estate value to properties along Highway 44.* They also have an environmental benefit, acting as a sponge to both CO₂ and stormwater to clean up pollution. Street trees also provide shade and will increase walkability. They provide traffic calming and reduce driver's speed.

To also make it safer for cyclists along Highway 44, the bike lane width should be increased to a total width of six feet from the current four foot lane. This would allow for a double-painted line to increase visibility to drivers.



Possible design model for Flashing Beacon Pedestrian Crossing Signal at 9th Avenue

- 1 Marked high-visibility crosswalks
- 2 Flashing beacon pedestrian crossing signal to raise awareness of pedestrians
- 3 Increase bike lane to six feet width with double painted line
- 4 Street trees to provide shade for pedestrians and traffic calming to drivers
- 5 Sidewalk on north side of Highway 44 widened to eight feet



Existing intersection of Highway 44 at 9th Ave, south of the primary school



Above: Potential short term improvement by adding street trees to the FDOT proposed median and increasing bike lane buffer



PEDESTRIAN SAFE INTERSECTIONS

INTERSECTION OF HIGHWAY 44 AT NE 9TH AVENUE

Long Term

The long-term recommendation for Highway 44 is to locate the bike facility adjacent to the sidewalk, above the curb, and with the planting strip and trees between the bike facility and the roadway. Ideally, a center median would be located within the center turn lane, however, it should not block or cut-off intersections.

In general, pedestrians feel exposed and unsafe at intersections where they must cross more than 2 lanes of traffic at one time, and these conditions should be avoided where possible. A center median at the western approach to the intersection at 9th Avenue can incorporate a pedestrian refuge island to split crossing Highway 44 into two shorter segments, reducing the exposure time experienced by a pedestrian.

At unsignalized intersections, there will still need to be a way in which to alert drivers that pedestrians are trying to cross. By including a flashing beacon, pedestrians are given the priority and vehicles are alerted to their presence.

The raised cycle track is fully separated from motor vehicles. This is more attractive to a wider range of cyclists than standard bike lanes. Differentiating the material of the cycle track from the sidewalk indicates where cyclists should ride and where pedestrians have the priority.

Mixed use buildings front the street, close to the sidewalk but leaving enough room to allow outside dining, signs, and displays. Buildings reflect both the brick storefronts and coastal cottages with wraparound porches found on Citrus Ave.

Streets are more comfortable if pedestrians have plenty of shade from the Florida sun. This can be accomplished by both street trees and structural shade, such as awnings, canopies, marquees, galleries, and arcades.

Right: Ideal long term solution which includes swapping the planting strip with the bike lane to provide a protected bike lane at grade with the sidewalk (Looking west).



1 Sidewalks shaded by awnings and street trees

2 Flashing Beacon Pedestrian Crossing Signal

3 Cycle Track raised and separated from auto traffic

4 Mixed use buildings reflective of Crystal River





2. ADD MIXED-USE BUILDINGS ALONG HIGHWAY 44 & CREATE A NEIGHBORHOOD CENTER

FOUR CORNERS INTERSECTION

Even just a couple of well-designed and well-placed buildings at the corners of a single intersection can denote a special place. The transformation of SR 44 really begins to take shape around the intersection with 8th Avenue.

At the center of the Highway 44 Neighborhood is the intersection of SR 44 with NE 8th Avenue. Located just a few blocks from Highway 19 / Suncoast Boulevard and downtown, the intersection is well within the city and is a key crossroads for the local neighborhood. From the intersection with North Turkey Oak Drive to the intersection with Highway 19, there are no traffic signals at any of the intersections. Over the course of the approximately one mile between these intersections, there are only two other marked crosswalks, at 8th and 9th Avenues, and neither has any added safety features. Yet there are businesses and residences in the neighborhoods on either side. There is also a school zone for much of the length of Highway 44 between NE 7th Ave and NE 10th Ave, with Crystal River Primary School located just two blocks north of Highway 44.

By focusing development at this intersection and installing a traffic signal, a further sense of arrival in the city can be created, traffic slowed, and a safe way to cross Highway 44 provided.



Illustration of a traffic signal and crosswalks at the intersection of Highway 44 with NE 8th Avenue. New mixed-use buildings follow the anatomy of a shopfront design guidelines to help define the space.

A New Neighborhood Center: A strong intersection with lively buildings can spark pride and investment in the neighborhood.





A NEIGHBORHOOD WITH CHARM

Crystal River seeks to become a charming town on par with Winter Garden, Mount Dora, and other “Old Florida” Main Street communities.

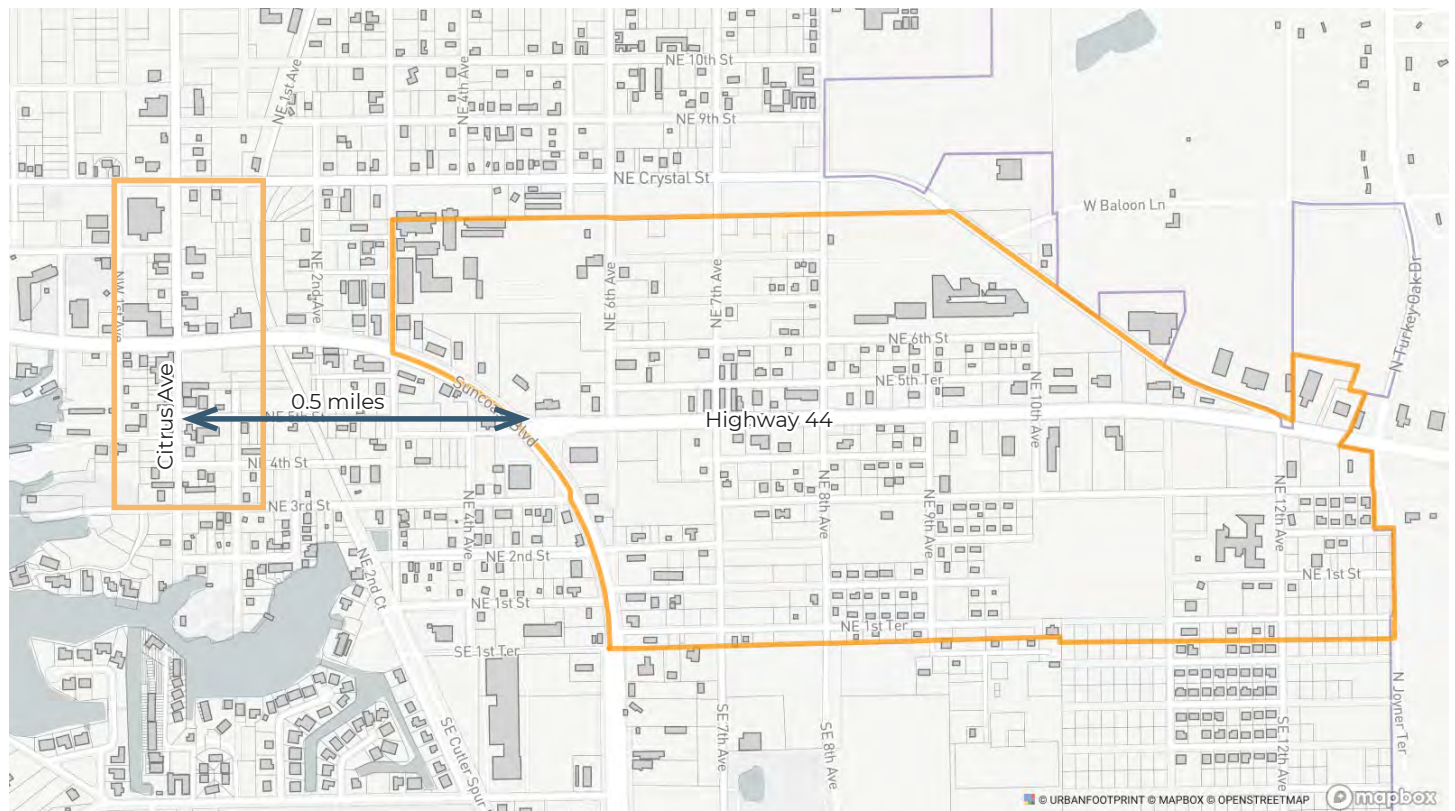
As new development occurs along Highway 44, it should continue the old Florida Coastal style seen along Citrus Avenue in downtown. Many participants of the virtual charrette mentioned that Highway 44 looks run down and in need of repair and should have the same charm as downtown. The Highway 44 neighborhood is full of beautiful old houses, but much of the commercial development does not share this character.

Crystal River should not be seen as a “pass-through” place, nor should Highway 44 be seen as a “town-less” highway. The Highway 44 neighborhood will work in unison, not competition, with Crystal River’s downtown to create beautiful spaces to live, work, dine, shop, walk, and ride.



I want to feel like I’m walking through a charming town so wide sidewalks with trees for shade. Restaurants with outdoor seating shaded by trees or canopies would be a huge plus.

Below: The Highway 44 neighborhood is in close proximity to downtown.





Outdoor Dining on Plant Street in Winter Garden, FL



Shops with dining and beautiful landscaping on Plant Street

WINTER GARDEN, FL

Plant Street in Winter Garden, Florida can serve as an example of a walkable, town center that grew out of a FDOT state road project. SR-438 reaches Winter Garden, Florida and becomes Plant Street. It changes from four lanes with a center turn lane to single lanes in each direction, on-street parking, generous sidewalks for outdoor dining, and the most unique feature—a center bike lane with brick gateway structure.



Above: SR-438 approaching Winter Garden. Below: Plant Street in Winter Garden



(Adoption Draft - Civic Master Plan)



3. INFILL A VARIETY OF HOUSING TYPES IN THE NEIGHBORHOODS

HOUSING CHOICES

A mix of residential building types creates neighborhoods which allow a diversity of ages and incomes, and permit residents to trade up or downsize their homes without having to move away. Multi-generational and life-cycle neighborhoods create strong social networks, avoid concentrations of poverty or wealth, and lead to safer communities. A large variety and scale of housing choices can be found between the conventional single-family home and multi-family apartment complex. Here are just some of the building types that could meet those needs:



1

MIXED USE BUILDING



2

LIVE-WORK/MAKE UNIT



3

TOWNHOUSE



4

APARTMENT BUILDING



5

ACCESSORY DWELLING UNIT



6

DUPLEX



7

COTTAGE



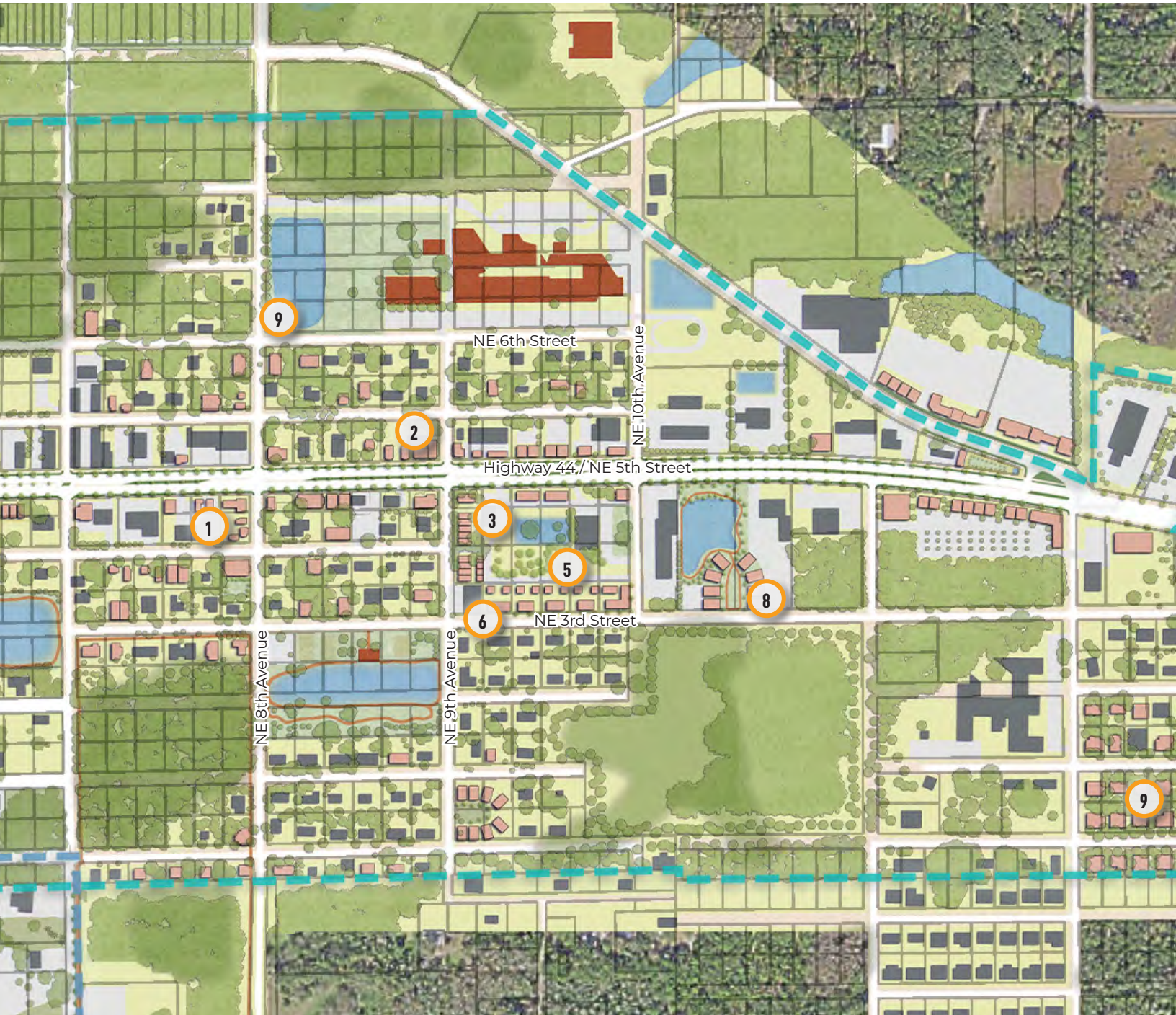
8

COTTAGE COURT



9

HOUSE





4. CREATE WELCOMING GATEWAYS AND PUBLIC SPACES THAT ALSO HELP ADDRESS STORMWATER

THE INTERSECTION OF HIGHWAY 44 AT US 19/US 98

The Complete Streets Road Safety Audit Findings from FDOT proposed channelization improvements to the intersection of US 19 / US 98 and SR-44. *The document recommends modifying the merge from US 19 / US 98 to eliminate the high speed sweeping right turn movement along SR-44 by reducing the turning radius of the channelized right-turn.*

The document showed two proposed design alternatives. The first option reduces the turning radius and realigns the right turn channel that approaches SR-44 to a more perpendicular angle. This would provide eastbound drivers with a better view of northbound right turning vehicles.

The second option eliminates the right turn island by eliminating the right turn slip lane and moving the right turn lane adjacent to the northbound through lanes.

A similar design is under construction at the northeast corner of the intersection that is eliminating the westbound right turn slip lane.



Intersection of US -98 and SR 44 Existing



Intersection of US -98 and SR 44 Option 1



Intersection of US -98 and SR 44 Option 2



DISTRICT-WIDE STORMWATER GREEN INFRASTRUCTURE

The elimination of the right turn slip lane in option 2 expands the green space at the southeast corner of the US 19/US 98 and SR-44 intersection and connects it to the adjacent block. *This is a corner with high visibility. A new public space with sculptural elements can be placed at this corner to create a welcoming image to visitors and residents. The public space can strengthen the identity of the place and foster a sense of community.*

The sketch plan shown to the right illustrates other possible public space improvements that can happen along SR 44. *The creation of a district-wide stormwater management system is a key element to the overall plan for the area. A district-wide stormwater facility can help alleviate nuisance flooding, improve water quality and promote development opportunities as not all stormwater management would have to occur on-site for the surrounding parcels.* This can facilitate the establishment of small businesses along SR 44.

The initial public investment can encourage private investment. In the long term, the neighborhood along the SR-44 can be transformed into a more walkable, pedestrian friendly environment.



Intersection of US -98 and SR 44 Existing



Illustration of possible short-term public space improvements at the intersection of Highway 44 and US 19/US 98



Illustration of possible long-term public space improvements at the intersection of Highway 44 and US 19/US 98



Crystal River aims to draw visitors from across the state. The city is already a regional destination with a high-quality natural environment. In order to become a state destination, there should be a variety of attractions beyond downtown and Three Sister Springs with a cohesive style that lets everyone know they are in Crystal River.

HIGHWAY 44 AT US-98

The reconfiguration of the intersection of Highway 44 with US 19 / US 98 provides an opportunity to create a new public space at the southeast corner of the intersection. This new public space could create a welcoming image for residents and visitors, as illustrated here.

- 1 A large welcome sign integrates elements that represent Crystal River's identity. The turquoise color reminds people of the clear water and the silhouette of a manatee highlights Crystal River as an important habitat for this threatened species.
- 2 In the long term, new mixed use buildings can front the street, creating a more interesting environment for pedestrians with outdoor dining, benches, and bicycle parking.



Intersection of US 19 / US 98 and SR 44 Long Term



Intersection of US 19 / US 98 and SR-44 Existing



Intersection of US 19 / US 98 and SR-44 Short Term





5. CREATE A FEELING OF ARRIVAL ALONG HIGHWAY 44

In addition to making Crystal River a state destination, it will be important to inform visitors when they are entering the city and show them all that Crystal River has to offer.

AN EASTERN GATEWAY

Highway 44 provides the first impression of the city for those arriving from the east. *The intersection with West Crystal Street and NE 12th Avenue is an ideal location for a welcoming gateway.* The current wooden sign with landscaping at this site can be improved to become a prominent civic feature with a plaza, water feature, and vibrant landscaping.

- 1 Signage should be coordinated throughout Crystal River, with the gateway given prominence through the addition of a water feature and landscaping.
- 2 Vibrant landscaping and the beginning of regularly spaced street trees along Highway 44 can signify arrival in the city.
- 3 Mixed-use buildings can be set closer to and front the street. Buildings fronting civic spaces should have the highest level of architecture, and gateway buildings should reflect the city's character.



Intersection of W Crystal St, NE 12th Ave, and SR - 44 Long Term



Intersection of W Crystal St and SR-44 Existing



5. *Getting There*

This chapter provides the detailed steps on how to “get there,” and implement the plan’s ideas. The chapter lays out specific activities which the City of Crystal River can undertake in the coming years to address community concerns and priorities. This includes activities, programs, ordinances, and administrative systems to be put in place to implement the plan.

1. IMPLEMENTATION PROCESS

2. IMPLEMENTATION MATRIX



IMPLEMENTATION PROCESS

HOW THIS PLAN WILL BE IMPLEMENTED

This chapter identifies the steps necessary to realize the plan's vision. This includes a prioritization of public policies and investments with a timeline for when they should be completed. These public sector policies and investments are, in part, intended to guide and encourage private development in alignment with the community's vision.

FLEXIBILITY IS KEY

The Plan is also flexible. *The illustrative plans provide a guiding vision to work towards and highlights the critical design strategies and policies intended to help realize this vision.* As properties within the planning area develop, the developers will be able to refine the plan for their property to meet their needs and account for both changing economic conditions and market demands. For these reasons, the plan will not be implemented exactly as it is drawn, but the important characteristics of walkable, mixed-use neighborhoods will be.

In the study of communities, we find that two types of actions have been crucial to achieving desirable outcomes: long-term planning and a willingness to reconsider one's values. Communities work to identify values and then let those values guide action. When a community's energies are guided by a plan, every new public and private investment is more likely to add to quality of life and not detract from it. *Always have a plan, but recognize that the conversation, the act of planning itself, is the most important part.*

FOCUS ON WHAT'S MOST IMPORTANT

The Implementation chapter provides over 100 comprehensive action items to help the City of Crystal River and its partners reach the goals and objectives set forth in this Civic Master Plan. While each action item described will help the city achieve desirable outcomes, the team understands that the city faces limits as to what it can commit itself to and has, in response, created a list of top ten priority items. The goal of this list is to help focus the energy and resources of city staff, elected officials, and community groups on the few policies, programs, and capital improvements that will yield the most significant outcomes.

MATRIX

The following implementation matrix lays out the strategies and actions the community can undertake to implement the Civic Master Plan. These items are organized by the Five Big Ideas.

Each action is accompanied by additional information.

1. ITEM

Number assigned to each activity.

2. ACTIVITY

Description of policy, program or step that should be taken.

3. RESPONSIBLE PARTY

CITY COUNCIL is the Lead Agency. This is followed by the organization that is most likely to coordinate or work on the implementation of the item or activity.

4. ESTIMATED COST

The anticipated cost to implement the item or activity is listed below:

\$=	< \$10,000
\$\$=	\$10,000 - \$100,000
\$\$\$=	\$100,000 - \$250,000
\$\$\$\$=	> \$250,000

5. REFERENCE

The location in the plan where the specific policy, program, or idea that supports the activity is found.

TIMEFRAME

The time for initiating and completing the activity.

ONGOING:	Currently underway
IMMEDIATE:	Beginning within the first year following adoption of the plan
NEAR-TERM:	Beginning 1 to 3 years following adoption of the plan
MID-TERM:	Beginning 3 to 7 years following adoption of the plan
LONG-TERM:	Beginning 7 years or more years following adoption of the plan



Big Idea 1

CONTINUE TO MAKE DOWNTOWN A VIBRANT DESTINATION

Action	Activity	Authority & Department	Est. Cost	
Strategy 1.1: Promote a Mix of Uses				
Action 1.1.1	Adopt the Future Character Areas Map as a way to ensure that all zoning and land-use regulation revisions serve to implement the desired future character of the city.	City Council - Planning Dept.	\$\$\$	
Action 1.1.2	Adopt the Investment Sector Map to inform public and private investment priorities, as well as stable areas that should be preserved.	City Council - Planning Dept.	\$\$\$	
Action 1.1.2	Update city regulations to allow food trucks and vendors for special events within the downtown/CRA.	City Council -Planning Dept. -Main Street	\$	
Action 1.1.4	Continue to support events and festivals in downtown Crystal River.	City Council -Main Street -City Manager -Events and Marketing Dept.	\$\$	
Action 1.1.5	Ensure that updates to the zoning code and land development regulations remove any regulatory barriers to building viable commercial and mixed-use projects.	City Council -Planning Dept.	\$\$\$	

	Reference	Timeframe
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> • City-Wide Framework for Change Civic Toolkit: Future Character Areas (pg. 4.8 - 4.9) 	Immediate
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> • City-Wide Framework for Change Civic Toolkit: Investment Sectors (Pg. 4.20 - 4.21) 	Immediate
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> • Downtown and the Waterfront <ol style="list-style-type: none"> 1. Identify opportunity sites for catalytic development to help meet city goals and establish expectations for future development. (pg. 4.30 – 4.33) 	Immediate
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> • Downtown and the Waterfront <ol style="list-style-type: none"> 1. Identify opportunity sites for catalytic development to help meet city goals and establish expectations for future development. (pg. 4.33) 5. Build a New City Hall that Becomes a Focal Spot of Downtown, is Resilient Towards Flooding and Sea Level Rise, and Incorporates the Adjacent Park and Playground. (pg. 4.43) 6. Enhance and Expand Parks in the Downtown and Increase Access to the Waterfront, Especially at Hunter Springs Park. (pg. 4.44) 	Ongoing
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> • Downtown and the Waterfront <ol style="list-style-type: none"> 1. Identify opportunity sites for catalytic development to help meet city goals and establish expectations for future development (pg. 4.33) 4. Extend the vibrancy of citrus avenue along NE 5th street with an expanded “main street” (pg. 4.40 – 4.41) • Highway 19 shopping centers Seven key actions for implementing the 5 big ideas in new Neighborhood centers along highway 19 south of downtown (pg. 4.46–4.47) • The Crystal River Mall Five key actions for implementing the 5 big ideas at The Crystal River Mall (pg. 4.48 – 4.51) • The Copeland Park Neighborhood <ol style="list-style-type: none"> 1. Transform highway 44 into a complete street and reconnect the neighborhood (pg. 4.53) 2. Add mixed-use buildings along highway 44 and create a neighborhood center (pg. 4.60) 5. Create a feeling of arrival along highway 44 (pg. 4.70) 	Immediate



Action	Activity	Authority & Department	Est. Cost
Action 1.1.6	Streamline the approval process for mixed-use developments in the downtown/CRA that help to achieve established city goals.	City Council -City Manager -Planning Dept.	\$\$\$
Action 1.1.7	Review, coordinate, and modify stormwater, FEMA, and parking requirements to ensure desired building types can be constructed on existing lots.	City Council -City Manager -Planning Dept.	\$\$\$
Action 1.1.8	Redevelop city-owned vacant or surface parking lots in downtown through an RFP process where the city leases the land and requires specific development types and uses to achieve city goals.	City Council -City Manager -Planning Dept.	\$\$

Strategy 1.2: Create Downtown Living Options

Action 1.2.1	Ensure that residential density controls and land uses are calibrated to allow for Missing middle housing types including townhomes, duplexes, fourplexes, cottage courts, and small apartment buildings.	City Council -Planning Dept.	\$\$\$
Action 1.2.2	Provide a tax/fee rebate program for residential projects that include a certain number of affordable and workforce housing units.	City Council -City Manager -Planning Dept.	\$\$

Strategy 1.3: Cherish the Waterfront

Action 1.3.1	Complete the Kings Bay Riverwalk.	City Council -City Manager -Public Works Department -Planning Dept.	\$\$\$\$
Action 1.3.2	Update development regulations and zoning (CRA overlay code) within the downtown / CRA to incentivize/require developments to front the riverwalk with active-uses and Street-oriented Architecture.	City Council -Planning Dept.	\$

	Reference	Timeframe
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> A City-Wide Framework for Change Future Character Areas <ul style="list-style-type: none"> Create a framework for implementing a form-based code (pg. 4.5) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase access to nature and build resilience <ul style="list-style-type: none"> Proposed Improvements & Policies <ul style="list-style-type: none"> Coordinate parking, FEMA, and stormwater regulations (pg. 3.65) <p>CHAPTER 4</p> <ul style="list-style-type: none"> Downtown and the Waterfront <ol style="list-style-type: none"> Promote strategies for infill residential and mixed-use development that acknowledges the challenges posed by FEMA requirements (pg. 4.34) The Copeland Park Neighborhood <ol style="list-style-type: none"> Infill a variety of housing types in the neighborhoods (pg. 4.64 – 4.65) 	Immediate
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> Downtown and the Waterfront <ol style="list-style-type: none"> Extend the vibrancy of citrus avenue along NE 5th street with an expanded “main street”. Mixed-use and multi-family housing is constructed on vacant lots and city-owned properties, including trail-oriented buildings adjacent to the Crosstown Trail. (pg. 4.41) 	Long-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods <ul style="list-style-type: none"> Civic Toolkit: Housing and Infill Development <ul style="list-style-type: none"> Key considerations for housing (pg. 3.20 – 3.21) 	Immediate
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods <ul style="list-style-type: none"> Civic Toolkit: Housing and Infill Development <ul style="list-style-type: none"> Key considerations for housing (pg. 3.20 – 3.21) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 1: Continue to Make Downtown a Vibrant Destination <ul style="list-style-type: none"> Proposed Improvements and Policies <ul style="list-style-type: none"> Cherish the Waterfront: Complete the Riverwalk and Integrate it with Surrounding Uses (pg. 3.6) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 1: Continue to Make Downtown a Vibrant Destination <ul style="list-style-type: none"> Civic Toolkit: Urban Design & Placemaking <ul style="list-style-type: none"> Street-oriented Architecture (pg. 3.10) <p>CHAPTER 4</p> <ul style="list-style-type: none"> Downtown and the Waterfront <ol style="list-style-type: none"> Promote strategies for infill residential and mixed-use development that acknowledges the challenges posed by FEMA requirements (pg. 4.34) 	Immediate



Action	Activity	Authority & Department	Est. Cost	
Action 1.3.3	Encourage the development of mixed-use and boater-friendly properties on vacant lots around the bay.	City Council -Planning Dept.	\$	
Strategy 1.4: Study and Adopt Parking Strategies to Manage and Maximize Parking				
Action 1.4.1	Review existing parking regulations and modify, if needed, to support the vision outlined in this plan.	City Council -Planning Dept.	\$\$\$	
Action 1.4.2	Allow and require shared parking within the downtown/CRA and other plan focus areas.	City Council -Planning Dept.	\$\$\$	
Action 1.4.3	Expand public centralized shared parking facilities within the downtown/CRA in mid-block locations to be funded in-part through a fee-in-lieu program.	City Council City Manager -Planning Dept.	\$\$\$	

	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Civic Toolkit: Housing and Infill Development <ul style="list-style-type: none"> Key considerations for housing (pg. 3.20 – 3.21) <p>CHAPTER 4</p> <ul style="list-style-type: none"> Downtown and the Waterfront <ol style="list-style-type: none"> Promote strategies for infill residential and mixed-use development that acknowledges the challenges posed by FEMA requirements (pg. 4.34) 	Ongoing
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Proposed Improvements and Policies <ul style="list-style-type: none"> Study and adopt parking strategies to manage and maximize parking (pg. 3.7) Civic Toolkit: Urban Design & Placemaking <ul style="list-style-type: none"> Parking locations (pg. 3.10) Civic Toolkit: Parking <ul style="list-style-type: none"> Recommended Parking Strategies (pg. 3.12 – 3.13) BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements & Policies <ul style="list-style-type: none"> Coordinate parking, FEMA, and stormwater regulations (pg. 3.65) <p>CHAPTER 4</p> <ul style="list-style-type: none"> Downtown and the Waterfront <ol style="list-style-type: none"> Redesign Key Streets in Downtown to Include On-street Parking and Green Infrastructure (pg. 4.35) 	Immediate
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Civic Toolkit: Parking <ul style="list-style-type: none"> Recommended Parking Strategies <ol style="list-style-type: none"> Allow Shared Parking Provide Centralized Shared Parking (pg. 3.12 – 3.13) <p>CHAPTER 4</p> <ul style="list-style-type: none"> Downtown and the Waterfront <ol style="list-style-type: none"> Redesign Key Streets in Downtown to Include On-street Parking and Green Infrastructure (pg. 4.35) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Civic Toolkit: Parking <ul style="list-style-type: none"> Recommended Parking Strategies <ol style="list-style-type: none"> Allow Shared Parking Establish a Fee-in-Lieu Program Provide Centralized Shared Parking (pg. 3.12 – 3.13) 	Mid-term



Action	Activity	Authority & Department	Est. Cost	
Action 1.4.4	Establish a Fee-in-Lieu Program for development within the downtown/CRA to support centralized public parking and reduce the number of surface spaces required on each lot.	City Council -City Manager -Planning Dept.	\$\$\$	
Action 1.4.5	Improve Parking and Mobility Wayfinding across the city, directing residents and visitors to public parking locations.	City Council -Planning Dept. -Public Works Department	\$\$\$	
Action 1.4.6	Establish Employee Parking locations in the downtown/CRA, such as designated spaces in public parking lots, so on-street parking spaces remain for customers.	City Council -City Manager -Planning Dept. -Events and Marketing Dept. -Main Street	\$	
Action 1.4.7	Create formal Remote Parking locations through agreements with private entities or making use of city-owned land to help meet temporarily high demand for parking.	City Council -Planning Dept. -Events and Marketing Dept.	\$	
Action 1.4.8	Establish minimum secured bicycle parking requirements for new development within form-based code areas of the city.	City Council -Planning Dept.	\$	
Action 1.4.9	Provide public use bike racks within the downtown / CRA and at key destinations across the city.	City Council -Planning Dept. -Public Works Department	\$\$	
Action 1.4.10	Implement a parking time limit of 2-hours for on-street parking on commercial/retail blocks within the downtown/ CRA along with increased enforcement.	City Council -City Manager -Planning Dept. -Public Works Department -Events and Marketing Dept. -Main Street	\$\$	

	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 1: Continue to Make Downtown a Vibrant Destination <p>Civic Toolkit: Parking</p> <ul style="list-style-type: none"> Recommended Parking Strategies 4. Allow Shared Parking 5. Establish a Fee-in-Lieu Program 6. Provide Centralized Shared Parking (pg. 3.12 – 3.13) 	Mid-term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 1: Continue to Make Downtown a Vibrant Destination <p>Civic Toolkit: Parking</p> <ul style="list-style-type: none"> Recommended Parking Strategies 7. Improve Parking and Mobility Wayfinding (pg. 3.12 – 3.13) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 1: Continue to Make Downtown a Vibrant Destination <p>Civic Toolkit: Parking</p> <ul style="list-style-type: none"> Recommended Parking Strategies 8. Establish Employee Parking locations (pg. 3.12 – 3.13) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 1: Continue to Make Downtown a Vibrant Destination <p>Civic Toolkit: Parking</p> <ul style="list-style-type: none"> Recommended Parking Strategies 13. Remote Parking (pg. 3.12 – 3.13) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets <p>Civic Toolkit: Planning for Bicyclists</p> <ul style="list-style-type: none"> Bike Parking (pg. 3.47) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets <p>Civic Toolkit: Planning for Bicyclists</p> <ul style="list-style-type: none"> Bike Parking (pg. 3.47) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 1: Continue to Make Downtown a Vibrant Destination <p>Civic Toolkit: Parking</p> <ul style="list-style-type: none"> Recommended Parking Strategies 9. Implement Parking Time Limits (pg. 3.12 – 3.13) 	Near-Term



Action	Activity	Authority & Department	Est. Cost	
Action 1.4.11	Consider implementing metered parking on commercial/retail blocks within the downtown/CRA if the implementation of enforced parking time limits does not produce the desired turnover.	City Council -City Manager -Planning Dept. -Events and Marketing Dept. -Main Street -Public Works Department	\$\$\$	
Action 1.4.12	Study the feasibility of a progressive pricing model for downtown parking in the long-term to incentivize better utilization of all parking options.	City Council -City Manager -Planning Dept. -Events and Marketing Dept. -Main Street	\$\$	
Strategy 1.5: New City Hall				
Action 1.5.1	Construct a new City Hall at the same location as the existing one.	City Council -City Manager -Planning Dept. -Public Works Department	\$\$\$\$	
Action 1.5.2	Rebuild the Creative Playground located behind City Hall.	City Council -City Manager -Public Works Department -Events and Marketing Dept. -Main Street	\$\$	
Strategy 1.6: Support the CRA				
Action 1.6.1	Support the continuation of the Community Redevelopment Agency (CRA) and its programs.	City Council -City Manager -Planning Dept.	\$\$	

	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 1: Continue to Make Downtown a Vibrant Destination <p>Civic Toolkit: Parking</p> <ul style="list-style-type: none"> Recommended Parking Strategies <p>10. Implement Metered Parking (pg. 3.12 – 3.13)</p>	Long-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 1: Continue to Make Downtown a Vibrant Destination <p>Civic Toolkit: Parking</p> <ul style="list-style-type: none"> Recommended Parking Strategies (pg. 3.12 – 3.13) 	Long-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 1: Continue to Make Downtown a Vibrant Destination <p>Proposed Improvements and Policies</p> <ul style="list-style-type: none"> A new city hall (pg. 3.7) <p>CHAPTER 4</p> <ul style="list-style-type: none"> Downtown and the Waterfront <p>5. Build a new city hall that becomes a focal spot of downtown, is resilient towards flooding and sea level rise, and incorporates the adjacent park and playground (pg. 4.42 – 4.43)</p>	Long-Term
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> Downtown and the Waterfront <p>5. Build a new city hall that becomes a focal spot of downtown, is resilient towards flooding and sea level rise, and incorporates the adjacent park and playground (pg. 4.42 – 4.43)</p>	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 1: Continue to Make Downtown a Vibrant Destination <p>Proposed Improvements and Policies</p> <ul style="list-style-type: none"> Continue to support the CRA (pg. 3.7) <p>CHAPTER 4</p> <ul style="list-style-type: none"> Downtown and the Waterfront <p>Seven key actions for implementing the 5 big ideas in downtown and along the waterfront (pg. 4.28 – 4.29)</p>	Ongoing



Action	Activity	Authority & Department	Est. Cost	
Action 1.6.2	Expand the CRA to include the Highway 19 South focus area roughly including the area south of SE 1st Terrace, east of Three Sisters Springs Trail, north of SE 8th Terrace, and west of SE 7th Avenue.	City Council -City Manager -Planning Dept.	\$\$\$	
Strategy 1.7: Expand Job Opportunities				
Action 1.7.1	Update the zoning code to allow artisan manufacturing and production in the downtown (CRA) future character area, Neighborhood centers, and neighborhood crossroads.	City Council -Planning Dept.	\$	
Action 1.7.2	Work with the Citrus County Economic Development Office, Economic Development Authority, and Chamber of Commerce to attract more small and mid-sized companies to Crystal River.	City Council -City Manager -Chamber of Commerce -Economic Dev. Authority -Economic Dev. Office	\$\$\$	
Action 1.7.3	Work with Citrus County Visitors and Convention Bureau to expand and attract tourists to Crystal River.	City Council -City Manager -Events and Marketing Dept. -Main Street -Citrus County Visitors and Convention Bureau	\$\$\$	

	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Proposed Improvements and Policies <ul style="list-style-type: none"> Create new centers for Crystal River’s Neighborhoods (pg. 3.18) <p>CHAPTER 4</p> <ul style="list-style-type: none"> Highway 19 shopping centers Seven key actions for implementing the 5 big ideas in new Neighborhood centers along highway 19 south of downtown (pg. 4.46) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Proposed Improvements and Policies <ul style="list-style-type: none"> Expand job opportunities (pg. 3.7) <p>CHAPTER 4</p> <ul style="list-style-type: none"> Downtown and the Waterfront <ol style="list-style-type: none"> Identify opportunity sites for catalytic development to help meet city goals and establish expectations for future development <ul style="list-style-type: none"> Temporary Interventions / Urbanism Applying a Pink Zone (pg. 4.33) 	Near-Term
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> Economic Development Potential Economic Development Strategies <ul style="list-style-type: none"> Business Incentive Program (pg. 4.25) 	Ongoing
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Proposed Improvements and Policies <ul style="list-style-type: none"> Complete the regional and local trail networks Civic Toolkit: Planning for Bicyclists <ul style="list-style-type: none"> Trail-oriented Development Become a premier bicycling destination (pg. 3.43) BIG IDEA 4: Protect and Restore Historic Places Civic Toolkit: Historic Preservation <ul style="list-style-type: none"> Benefits of Historic Preservation districts <ul style="list-style-type: none"> Economic Development (pg. 3.55) 	Ongoing



Action	Activity	Authority & Department	Est. Cost	
Action 1.7.4	Permit and encourage temporary uses as a way to incubate new businesses that may not be able to afford commercial rents.	City Council -Planning Dept.	\$	
Action 1.7.5	Develop a Tourism Master Plan for Crystal River that includes the downtown/CRA, springs, archeological sites, and other attractions. Such a plan should focus efforts on attracting the type of tourism desired by the city.	City Council -City Manager -Planning Dept. -Events and Marketing Dept. -Citrus County Visitors and Convention Bureau	\$\$	
Action 1.7.6	Incorporate a Temporary Use section in the CRA form-based code.	City Council -Planning Dept.	\$	
Action 1.7.7	Establish a “pink zone” in portions of the downtown to facilitate the implementation of temporary projects to activate vacant sites.	City Council -Planning Dept. -Events and Marketing Dept. -Main Street	\$	
Strategy 1.8: Encourage Local Ownership				
Action 1.8.1	Encourage and support independently owned establishments.	City Council -City Manager -Main Street	\$	

	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Proposed Improvements and Policies <ul style="list-style-type: none"> Expand job opportunities (pg. 3.7) <p>CHAPTER 4</p> <ul style="list-style-type: none"> Downtown and the Waterfront <ol style="list-style-type: none"> Identify opportunity sites for catalytic development to help meet city goals and establish expectations for future development <ul style="list-style-type: none"> Temporary Interventions / Urbanism Applying a Pink Zone (pg. 4.33) 	<p>Immediate</p>
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Civic Toolkit: Planning for Bicyclists <ul style="list-style-type: none"> Completing a regional and local trail network Recommended bicycle network map (pg. 3.48-3.49) <p>CHAPTER 4</p> <ul style="list-style-type: none"> Economic Development Potential (pg. 4.25) 	<p>Near-Term</p>
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> Downtown and the Waterfront <ol style="list-style-type: none"> Identify opportunity sites for catalytic development to help meet city goals and establish expectations for future development <ul style="list-style-type: none"> Temporary Interventions / Urbanism (pg. 4.33) 	<p>Near-Term</p>
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> Downtown and the Waterfront <ol style="list-style-type: none"> Identify opportunity sites for catalytic development to help meet city goals and establish expectations for future development <ul style="list-style-type: none"> Temporary Interventions / Urbanism Applying a Pink Zone (pg. 4.33) 	<p>Near-Term</p>
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Proposed Improvements and Policies <ul style="list-style-type: none"> Encourage Local Ownership (pg. 3.7) <p>CHAPTER 4</p> <ul style="list-style-type: none"> Economic Development Potential Economic Development Strategies <ul style="list-style-type: none"> Assist Retail and Locally Owned Businesses (pg. 4.25) 	<p>Ongoing</p>



Action	Activity	Authority & Department	Est. Cost	
Action 1.8.2	Broaden local ownership by promoting programs that can help businesses to buy their buildings or buy their spaces as commercial condominiums.	City Council -City Manager -Main Street -Chamber of Commerce -Economic Dev. Authority -Economic Dev. Office	\$\$	
Action 1.8.3	Ensure new zoning favors local businesses by supporting multi-story, pedestrian-oriented districts that include a mix of small and large commercial spaces, and that preserve historic buildings. An ample supply of small spaces should be ensured by limiting the width of storefronts and require frequent doors and the recommended shopfront designs.	City Council -Planning Dept.	\$\$\$	
Action 1.8.4	Require a portion of space in select new development projects be set aside for locally-owned businesses as part of a rezoning application, regulatory waiver or variance, or public private partnership.	City Council -City Manager -Planning Dept.	\$	

	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 1: Continue to Make Downtown a Vibrant Destination <p>Proposed Improvements and Policies</p> <ul style="list-style-type: none"> Encourage Local Ownership (pg. 3.7) <p>CHAPTER 4</p> <ul style="list-style-type: none"> Economic Development Potential <p>Economic Development Strategies</p> <ul style="list-style-type: none"> Assist Retail and Locally Owned Businesses (pg. 4.25) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 1: Continue to Make Downtown a Vibrant Destination <p>Proposed Improvements and Policies</p> <ul style="list-style-type: none"> Promote a mix of uses Cherish the Waterfront <ul style="list-style-type: none"> Complete the Riverwalk and Integrate it with Surrounding Uses Continue to build citrus avenue and northeast 5th street as local main streets Strive to “build up” and “not out” (pg. 3.6 – 3.7) <ul style="list-style-type: none"> BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods <p>Proposed Improvements and Policies</p> <ul style="list-style-type: none"> Prioritize mixed-use development (text box) (pg. 3.19) <p>CHAPTER 4</p> <ul style="list-style-type: none"> A City-Wide Framework for Change <p>Future Character Areas</p> <ul style="list-style-type: none"> Create a framework for implementing a form-based code (pg. 4.5) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 1: Continue to Make Downtown a Vibrant Destination <p>Proposed Improvements and Policies</p> <ul style="list-style-type: none"> Encourage Local Ownership(pg. 3.7) <p>CHAPTER 4</p> <ul style="list-style-type: none"> Economic Development Potential <p>Economic Development Strategies</p> <ul style="list-style-type: none"> Assist Retail and Locally Owned Businesses Business Incentive Programs (pg. 4.25) 	Near-Term



Action	Activity	Authority & Department	Est. Cost	
Action 1.8.5	Establish a preference for leasing spaces in city-owned or financed buildings to locally owned businesses.	City Council -City Manager -Planning Dept.	\$	
Action 1.8.6	Explore setting up a public partnership bank and one-stop, single-application portals for local entrepreneurs seeking loans.	City Council -City Manager -Finance Dept. -Main Street -Chamber of Commerce -Economic Dev. Authority -Economic Dev. Office	\$\$\$	
Action 1.8.7	Create a permit and impact fee waiver program to off-set costs for new and expanding businesses.	City Council -City Manager -Planning Dept. -Finance Dept.	\$	
Action 1.8.8	Develop permit and impact fee payment plans.	City Council -City Manager -Finance Dept. -Planning Dept.	\$	
Action 1.8.9	Provide Property Tax Exemptions on a certain portion of the new tax increment generated by a qualifying project.	City Council -City Manager -Finance Dept. -Planning Dept.	\$\$	
Action 1.8.10	Update and fund the Façade Improvement Grants and financial assistance programs to help local businesses make improvements to their storefronts in accordance with new architectural and frontage standards and for underutilized properties in the community.	City Council -City Manager -Planning Dept. -Main Street	\$\$	

	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> • BIG IDEA 1: Continue to Make Downtown a Vibrant Destination <p>Proposed Improvements and Policies</p> <ul style="list-style-type: none"> • Encourage Local Ownership (pg. 3.7) <p>CHAPTER 4</p> <ul style="list-style-type: none"> • Economic Development Potential <p>Economic Development Strategies</p> <ul style="list-style-type: none"> • Assist Retail and Locally Owned Businesses • Business Incentive Programs (pg. 4.25) 	Near-Term
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> • Economic Development Potential <p>Economic Development Strategies</p> <ul style="list-style-type: none"> • Assist Retail and Locally Owned Businesses • Business Incentive Programs (pg. 4.25) 	Near-Term
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> • Economic Development Potential <p>Economic Development Strategies</p> <ul style="list-style-type: none"> • Assist Retail and Locally Owned Businesses • Business Incentive Programs • Business Incentive Program <ol style="list-style-type: none"> 1. Permit and Impact Fee Waivers (pg. 4.25) 	Near-Term
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> • Economic Development Potential <p>Economic Development Strategies</p> <ul style="list-style-type: none"> • Business Incentive Program <ol style="list-style-type: none"> 2. Permit and Impact Fee Payment Plans (pg. 4.25) 	Near-Term
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> • Economic Development Potential <p>Economic Development Strategies</p> <ul style="list-style-type: none"> • Business Incentive Program <ol style="list-style-type: none"> 3. Property Tax Exemptions (pg. 4.25) 	Near-Term
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> • Economic Development Potential <p>Economic Development Strategies</p> <ul style="list-style-type: none"> • Business Incentive Program <ol style="list-style-type: none"> 4. Façade Improvement Grants (pg. 4.25) 	Near-Term



Action	Activity	Authority & Department	Est. Cost	
Action 1.8.11	Consider expanding the CRA grant program to include: (1) a sidewalk cafe incentives (2) commercial rent reimbursement (3) residential painting (4) residential driveway completion or design (5) business tax receipt grant (6) intern enrichment program	City Council -City Manager -Planning Dept. -Main Street	\$	
Action 1.8.12	Create Business Assistance Grants that provide matching grants or financial assistance for local businesses or businesses that help achieve other community goals.	City Council -City Manager -Main Street -Chamber of Commerce -Economic Dev. Authority -Economic Dev. Office	\$\$	
Action 1.8.13	Provide Building Improvement Grants for the reuse of vacant and underutilized residential and commercial properties, especially historic structures, located within redevelopment areas.	City Council -City Manager -Planning Dept. -Chamber of Commerce -Economic Dev. Authority -Economic Dev. Office	\$\$	
Action 1.8.14	Institute a Brownfields Program to provide tax credits and tax refunds for the cleanup and rehabilitation of sites potentially contaminated with hazardous materials.	City Council -City Manager -Planning Dept. -Chamber of Commerce -Economic Dev. Authority -Economic Dev. Office	\$\$	

	Reference	Timeframe
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> • Economic Development Potential <p>Economic Development Strategies</p> <ul style="list-style-type: none"> • Business Incentive Program <p>4. Façade Improvement Grants (consider upgrading and expanding the current program) (pg. 4.25)</p>	Near-Term
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> • Economic Development Potential <p>Economic Development Strategies</p> <ul style="list-style-type: none"> • Business Incentive Program <p>1. Business Assistance Grants (pg. 4.25)</p>	Near-Term
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> • Economic Development Potential <p>Economic Development Strategies</p> <ul style="list-style-type: none"> • Business Incentive Program <p>6. Building Improvement Grants (pg. 4.25)</p>	Mid-Term
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> • Economic Development Potential <p>Economic Development Strategies</p> <ul style="list-style-type: none"> • Business Incentive Program <p>6. Brownfields Program (pg. 4.25)</p>	Near-Term



Big Idea 2

REVITALIZE AGING RETAIL CENTERS AND INVEST IN NEIGHBORHOODS

Action	Activity	Authority & Department	Est. Cost	
Strategy 2.1: Build Upon the Existing Framework of the City				
Action 2.1.1	Draft and adopt a new city-wide form-based code that is based on the Future Character Areas map.	City Council -City Manager -Planning Dept.	\$\$\$	
Action 2.1.2	Streamline the development review and entitlement process for Infill Development that meets established clear, objective, and consistent rules for approval.	City Council -Planning Dept.	\$	
Action 2.1.3	Offer pre-approved plans for ADUs and desired infill building types, including “Missing Middle.”	City Council -Planning Dept.	\$	
Action 2.1.4	Eliminate minimum parcel sizes in the downtown (CRA) and Traditional Neighborhood character areas.	City Council -Planning Dept.	\$\$\$	

	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets <p>Civic Toolkit: Street Design</p> <ul style="list-style-type: none"> FDOT Context Classification (pg. 3.27 – 3.29) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods <p>Civic Toolkit: Housing & Infill Development</p> <ul style="list-style-type: none"> Planning for Affordability (p. 3.20) <p>CHAPTER 4</p> <ul style="list-style-type: none"> A City-Wide Framework for Change <p>Future Character Areas</p> <ul style="list-style-type: none"> Create a framework for implementing a form-based code (pg. 4.5) <p>Civic Toolkit: Investment Sectors</p> <ul style="list-style-type: none"> Prioritizing Investment A strategy for growth <p>2. Infill Development (pg. 4.20 – 4.21)</p>	Immediate
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods <p>Civic Toolkit: Housing & Infill Development</p> <ul style="list-style-type: none"> Planning for Affordability (pg. 3.20) Missing middle housing characteristics (pg.3.21) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods <p>Civic Toolkit: Housing & Infill Development</p> <ul style="list-style-type: none"> Planning for Affordability (pg. 3.20) Missing middle housing characteristics (pg.3.21) 	Immediate



Action	Activity	Authority & Department	Est. Cost	
Action 2.1.5	Develop an Infill Development Strategy to target vacant, under-utilized or “soft” properties that detract from the quality of a neighborhood. Inventory and map the locations of vacant land and derelict buildings and then target new users and promote the inventoried opportunities to new investors.	City Council -City Manager -Planning Dept. -Priv. Developers	\$\$	
Strategy 2.2: Promote Affordable Housing				
Action 2.2.1	Create and endow a Community Land Trust to provide permanently affordable housing.	City Council -City Manager -Planning Dept.	\$\$\$	
Action 2.2.2	Expand support for nonprofit housing programs, such as Habitat for Humanity.	City Council -City Manager -Planning Dept.	\$	

	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods <p>Civic Toolkit: Housing & Infill Development</p> <ul style="list-style-type: none"> Infill Housing Key considerations for housing Missing middle housing (pg. 3.20 – 3.21) <p>CHAPTER 4</p> <ul style="list-style-type: none"> A City-Wide Framework for Change <p>Future Character Areas</p> <ul style="list-style-type: none"> Create a framework for implementing a form-based code (pg. 4.5) <p>Civic Toolkit: Investment Sectors</p> <ul style="list-style-type: none"> Prioritizing Investment A strategy for growth <p>2. Infill Development (pg. 4.20 – 4.21)</p> <ul style="list-style-type: none"> Downtown and the Waterfront <p>1. Identify opportunity sites for catalytic development to help meet city goals and establish expectations for future development</p> <ul style="list-style-type: none"> Temporary Interventions / Urbanism Applying a Pink Zone (pg. 4.33) 	<p>Near-Term</p>
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods <p>Civic Toolkit: Housing & Infill Development</p> <ul style="list-style-type: none"> Planning for Affordability (pg. 3.20 – 3.21) 	<p>Near-Term</p>
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods <p>Civic Toolkit: Housing & Infill Development</p> <ul style="list-style-type: none"> Infill Housing Housing choices Planning for Affordability Key considerations for housing Missing middle housing Planning for Affordability (pg. 3.20 – 3.21) 	<p>Immediate</p>



Action	Activity	Authority & Department	Est. Cost
Action 2.2.3	Establish a Housing Task Force to initiate a citywide Land Bank and facilitate vacant land disposition and transfer for affordable housing projects.	City Council -City Manager -Planning Dept. -Finance Dept.	\$
Action 2.2.4	Adopt a policy to prioritize affordable and workforce housing projects as a local preference when seeking funding and housing credits from the Florida Housing Finance Corporation.	City Council -City Manager -Planning Dept. -Finance Dept.	\$
Action 2.2.5	Contribute to a Local Housing Assistance Trust Fund.	City Council -City Manager -Planning Dept. -Finance Dept.	\$

Strategy 2.3: Create new centers for Crystal River's Neighborhoods

Action 2.3.1	Incorporate into the form based code standards that permit and incentivize higher density mixed-use development in a traditional neighborhood format with Street-oriented Architecture within the Neighborhood centers and neighborhood crossroads as shown on the Future Character Areas map.	City Council -Planning Dept.	\$\$\$
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	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Civic Toolkit: Housing & Infill Development <ul style="list-style-type: none"> Infill Housing Housing choices Planning for Affordability Key considerations for housing Missing middle housing Planning for Affordability (pg. 3.20 – 3.21) 	<p>Immediate</p>
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Civic Toolkit: Housing & Infill Development <ul style="list-style-type: none"> Infill Housing Housing choices Planning for Affordability Key considerations for housing Missing middle housing Planning for Affordability (pg. 3.20 – 3.21) 	<p>Immediate</p>
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Civic Toolkit: Housing & Infill Development <ul style="list-style-type: none"> Infill Housing Housing choices Planning for Affordability Key considerations for housing Missing middle housing Planning for Affordability (pg. 3.20 – 3.21) 	<p>Near-Term</p>
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Proposed Improvements and Policies Promote a mix of uses Strive to “build up” and “not out” (pg. 3.6 – 3.7) Civic Toolkit: Urban Design & Placemaking Street-oriented Architecture (pg. 3.8 – 3.10) BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Civic Toolkit: Housing & Infill Development <ul style="list-style-type: none"> Traditional neighborhood development (TND) (pg. 3.20) BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements and Policies <ul style="list-style-type: none"> Adopt design standards for elevated buildings (pg. 3.65) <p>CHAPTER 4</p> <ul style="list-style-type: none"> A City-Wide Framework for Change Civic Toolkit: Future Character Areas (pg. 4.8 – 4.19) Civic Toolkit: Investment Sectors (pg. 4.20 – 4.21) 	<p>Near-Term</p>



Action	Activity	Authority & Department	Est. Cost	
Action 2.3.2	Require large projects to include a mix of building and unit types.	City Council -Planning Dept.	\$	
Action 2.3.3	Incorporate new walkable street standards within the form-base code for use within the Neighborhood centers.	City Council -Planning Dept.	\$\$\$	

	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Civic Toolkit: Housing & Infill Development <ul style="list-style-type: none"> Housing choices Missing middle housing characteristics 3. Lower Perceived Density (pg. 3.20 – pg. 3.21) <p>CHAPTER 4</p> <ul style="list-style-type: none"> A City-Wide Framework for Change Civic Toolkit: Future Character Areas (pg. 4.8 – 4.19) Downtown and the Waterfront <ol style="list-style-type: none"> Promote strategies for infill residential and mixed-use development that acknowledges the challenges posed by FEMA requirements (pg. 4.34) The Copeland Park Neighborhood <ol style="list-style-type: none"> Infill a variety of housing types in the neighborhoods (pg. 4.64 – 4.65) 	<p>Near-Term</p>
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Civic Toolkit: Urban Design & Placemaking <ul style="list-style-type: none"> Street design (pg. 3.8 – 3.9) BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Proposed Improvements and Policies <ul style="list-style-type: none"> Improve the highway 19 corridor Transform highway 44 into a complete street & reconnect the neighborhood Adopt and implement a Complete Streets policy Implement context sensitive street design (pg. 3.24 – 3.25) Civic Toolkit: Street Design <ul style="list-style-type: none"> FDOT Context Classification (pg.3.27 – 3.29) Streets for walking, shopping, and dining <ul style="list-style-type: none"> Complete Streets Right-sizing Benefits of road diets include (pg. 3.30 – 3.31) <p>CHAPTER 4</p> <ul style="list-style-type: none"> A City-Wide Framework for Change Civic Toolkit: Future Character Areas (pg. 4.8 – 4.19) Highway 19 shopping centers <ol style="list-style-type: none"> Create a network of walkable streets and blocks, including connections to adjacent streets and future development. (pg. 4.46–4.47) The Copeland Park Neighborhood <ol style="list-style-type: none"> Transform highway 44 into a complete street and reconnect the neighborhood (pg. 4.53) 	<p>Near-Term</p>



Action	Activity	Authority & Department	Est. Cost	
Action 2.3.4	Require Low Impact Development techniques and district wide stormwater management systems for retrofit developments and developments within Neighborhood centers.	City Council -City Manager -Planning Dept. -Public Works Department	\$\$	
Action 2.3.5	Encourage multi-family and mixed-use buildings in retrofit sites.	City Council -Planning Dept.	\$	
Action 2.3.6	Actively encourage the redevelopment of large opportunity sites on Highway 19	City Council -City Manager -Planning Dept. -Priv. Developers	\$	

	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements and Policies Utilize Low Impact Development (lid) Techniques (pg. 3.65) <ul style="list-style-type: none"> Civic Toolkit: Stormwater and Sustainability <ul style="list-style-type: none"> • Introduction to LID • LID toolkit (pg. 3.73 – 3.75) • Low Impact Development for Crystal River (pg. 3.76 – 3.77) <p>CHAPTER 4</p> <ul style="list-style-type: none"> • Highway 19 shopping centers <ol style="list-style-type: none"> 4. Utilize Low Impact Development techniques and district wide stormwater management systems. (pg. 4.46–4.47) • The Crystal River Mall <ol style="list-style-type: none"> 6. Utilize Low Impact Development techniques and districtwide stormwater management systems. (pg. 4.48–4.49) 	<p>Near-Term</p>
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> • A City-Wide Framework for Change <ul style="list-style-type: none"> Civic Toolkit: Future Character Areas (pg. 4.8 – 4.13) • Downtown and the Waterfront <ol style="list-style-type: none"> 4. Extend the vibrancy of citrus avenue along NE 5th street with an expanded “main street” 4. Mixed-use and multi-family housing is constructed on vacant lots and city-owned properties, including trail-oriented buildings adjacent to the Crosstown Trail. (pg. 4.41) • The Copeland Park Neighborhood <ol style="list-style-type: none"> 2. Add mixed-use buildings along highway 44 & create a neighborhood center (pg. 4.60 – pg. 4.63) 3. Infill a variety of housing types in the neighborhoods (pg. 4.64 – pg. 4.65) 4. Create welcoming gateways and public spaces that also help address stormwater <ol style="list-style-type: none"> 2. In the long term, new mixed-use buildings can front the street, creating a more interesting environment for pedestrians with outdoor dining, benches, and bicycle parking. (pg. 4.68 – pg. 4.69) 5. Create a feeling of arrival along highway 44 <ol style="list-style-type: none"> 3. Mixed-use buildings can be set closer to and front the street. Buildings fronting civic spaces should have the highest level of architecture, and gateway buildings should reflect the city’s character. 	<p>Near-Term</p>
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> • A City-Wide Framework for Change <ul style="list-style-type: none"> Civic Toolkit: Investment Sectors <ul style="list-style-type: none"> • A strategy for growth (1-5) (pg. 4.20 – 4.21) • Economic Development Potential <ul style="list-style-type: none"> Economic Development Strategies <ul style="list-style-type: none"> • Business Incentive Program <ul style="list-style-type: none"> • (7 Possible Incentives are cited) (pg. 4.25) 	<p>Ongoing</p>



Action	Activity	Authority & Department	Est. Cost	
Action 2.3.7	Adapt large, vacant shopping centers to provide an opportunity for creating new mixed-use Neighborhood centers with housing, businesses, open space, parking and other desirable amenities.	City Council -City Manager -Private Developers -Planning Dept.	\$\$\$	
Action 2.3.8	Require master plans for redevelopment of Neighborhood centers as identified on the future character area map.	City Council -Planning Dept. -Private Developers	\$	
Strategy 2.4: Reimagine The Crystal River Mall as a New Regional Center				
Action 2.4.1	Retrofit The Crystal River Mall into a diversity of uses that may include residential, assisted living, hotel, or industrial.	City Council -Crystal River Mall -City Manager -Planning Dept.	\$	
Action 2.4.2	Adopt a transect-based form-base code for The Crystal River Mall Focus Area that permits and incentivises mixed-use development in a Traditional neighborhood development format while allowing portions of the large footprint buildings to remain. (If industrial uses are not pursued).	City Council -City Manager -Planning Dept. -Crystal River Mall	\$\$	

	Reference	Timeframe
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> A City-Wide Framework for Change Civic Toolkit: Future Character Areas (pg. 4.8 – 4.19) 	Mid-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Proposed Improvements and Policies <ul style="list-style-type: none"> Create new centers for Crystal River’s Neighborhoods <ul style="list-style-type: none"> Redevelop Vacant Shopping Centers Add New Uses to Existing Shopping Centers Repurpose Small Retail Centers Create New Crossroads Centers (pg. 3.18 – pg. 3.19) 	Ongoing
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Proposed Improvements and Policies <ul style="list-style-type: none"> Crystal River Mall Reimagine Crystal River Mall as a new regional center (pg. 3.17 – pg. 3.19) <p>CHAPTER 4</p> <ul style="list-style-type: none"> The Crystal River Mall Seven key actions for implementing the 5 big ideas at The Crystal River Mall. (pg. 4.48–4.49) 	Mid-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Proposed Improvements and Policies <ul style="list-style-type: none"> Crystal River Mall Reimagine Crystal River Mall as a new regional center (pg. 3.17 – pg. 3.19) <p>CHAPTER 4</p> <ul style="list-style-type: none"> A City-Wide Framework for Change Future Character Areas <ul style="list-style-type: none"> Create a framework for implementing a form-based code (pg. 4.4 – 4.7) Civic Toolkit: Future Character Areas (pg. 4.8 – 4.19) The Crystal River Mall Seven key actions for implementing the 5 big ideas at The Crystal River Mall. (pg. 4.48–4.49) 	Near-Term



Action	Activity	Authority & Department	Est. Cost	
Strategy 2.5: Reconnect and Invest in The Copeland Park Neighborhood				
Action 2.5.1	Upgrade the Copeland Community Park according to the community’s vision.	City Council -City Manager -Planning Dept. -Public Works Department	\$\$\$	
Action 2.5.2	Implement a form-based code for The Copeland Park Neighborhood focus area that allows mixed-use development along Highway 44.	City Council -Planning Dept.	\$\$\$	
Action 2.5.3	Provide grants and low/zero-interest loans to homeowners and businesses to renovate their properties.	City Council -City Manager -Finance Dept. -Planning Dept.	\$\$	
Action 2.5.4	Create a gateway park at the eastern entrance to Crystal River along Highway 44.	City Council -City Manager -Planning Dept.	\$\$\$	
Action 2.5.5	Permit and promote “Missing Middle” housing types throughout the neighborhood.	City Council -Planning Dept.	\$	

	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Proposed Improvements & Policies</p> <ul style="list-style-type: none"> Create new parks and invest in and expand existing ones (pg. 3.65) <p>Civic Toolkit: Parks, Squares, and Open Space</p> <ul style="list-style-type: none"> Copeland Park (pg. 3.79) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods <p>Proposed Improvements and Policies</p> <ul style="list-style-type: none"> The Copeland Park Neighborhood Reconnect and invest in The Copeland Park Neighborhood <p>CHAPTER 4</p> <ul style="list-style-type: none"> A City-Wide Framework for Change <p>Civic Toolkit: Future Character Areas (pg. 4.8 – 4.19)</p> <ul style="list-style-type: none"> The Copeland Park Neighborhood <p>2. Add mixed-use buildings along highway 44 & create a neighborhood center (pg. 4.60 – 4.63)</p>	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods <p>Proposed Improvements and Policies</p> <ul style="list-style-type: none"> Reconnect and invest in The Copeland Park Neighborhood <p>CHAPTER 4</p> <ul style="list-style-type: none"> Economic Development Potential <p>Economic Development Strategies</p> <ul style="list-style-type: none"> Business Incentive Program <ol style="list-style-type: none"> Façade Improvement Grants Business Assistance Grants Building Improvement Grants (pg. 4.25) 	Near-Term
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> The Copeland Park Neighborhood <p>5. Create a feeling of arrival along highway 44.(pg. 4.70 – 4.71)</p>	Mid-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods <p>Proposed Improvements and Policies</p> <ul style="list-style-type: none"> The Copeland Park Neighborhood Reconnect and invest in The Copeland Park Neighborhood <p>Civic Toolkit: Housing & Infill Development</p> <ul style="list-style-type: none"> Missing middle housing characteristics (pg. 3.20 – pg. 3.21) 	Ongoing



Action	Activity	Authority & Department	Est. Cost	
Action 2.5.6	Create “crossroad” centers that cater to residents’ daily needs, such as at the intersection of Highway 44 and 8th avenue.	City Council -Planning Dept. -Private Developers	\$	

	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> • BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods <ul style="list-style-type: none"> • Create new centers for Crystal River’s Neighborhoods • Create New, Crossroads Centers <p>CHAPTER 4</p> <ul style="list-style-type: none"> • A City-Wide Framework for Change <ul style="list-style-type: none"> Civic Toolkit: Future Character Areas (pg. 4.8 – 4.19) • The Copeland Park Neighborhood <ol style="list-style-type: none"> 1. Transform highway 44 into a complete street & reconnect the neighborhood (pg. 4.54 – 4.59) 2. Add mixed-use buildings along highway 44 & create a neighborhood center (pg. 4.60 – 4.63) 	<p>Mid-Term</p>



Big Idea 3

BUILD SAFE, COMFORTABLE AND INTERESTING STREETS

Action	Activity	Authority & Department	Est. Cost	
Strategy 3.1: Complete Streets and General Improvements				
Action 3.1.1	Adopt a Complete Streets resolution.	City Council -Planning Dept.	\$	
Action 3.1.2	Adopt Complete Streets policies and standards to implement the Complete Streets resolution.	City Council -Planning Dept.	\$	
Action 3.1.3	Prepare a Sidewalk inventory and master plan to identify and prioritize locations for new sidewalks, repair, and other improvements.	City Council -Planning Dept. -Public Works Department	\$\$	
Action 3.1.4	Convert Turkey Oak Drive into a truck route around downtown.	City Council -FDOT -City Manager -Planning Dept. -Public Works Department	\$\$\$\$	

Reference	Timeframe
<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets <p>Proposed Improvements and Policies</p> <ul style="list-style-type: none"> Adopt and implement a Complete Streets policy Implement context sensitive street design (pg. 3.24 – 3.25) <p>Civic Toolkit: Street Design</p> <ul style="list-style-type: none"> Streets for walking, shopping, and dining <ul style="list-style-type: none"> Complete Streets Right-sizing Benefits of road diets include: (pg. 3.30 – 3.31) 	<p>Immediate</p>
<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets <p>Proposed Improvements and Policies</p> <ul style="list-style-type: none"> Adopt and implement a Complete Streets policy Implement context sensitive street design (pg. 3.24 – 3.25) <p>Civic Toolkit: Street Design</p> <ul style="list-style-type: none"> Streets for walking, shopping, and dining <ul style="list-style-type: none"> Complete Streets Right-sizing Benefits of road diets include: (pg. 3.30 – 3.31) 	<p>Near-Term</p>
<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets <p>Proposed Improvements and Policies</p> <ul style="list-style-type: none"> Sidewalk inventory and master plan (pg. 3.25) 	<p>Near-Term</p>
<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets <p>Proposed Improvements and Policies</p> <ul style="list-style-type: none"> Make turkey oak drive into a truck route (pg. 3.25) 	<p>Long-Term</p>



Action	Activity	Authority & Department	Est. Cost
Action 3.1.5	Transfer the SIS designation from Highway 44 to Turkey Oak Drive.	City Council -FDOT -City Manager -Planning Dept.	\$
Action 3.1.6	Create a Local Classification of Street Types to Guide Improvements on city streets.	City Council -Planning Dept. -Public Works Department	\$\$\$
Action 3.1.7	Update the city’s street design and public works standards to match and support the local context-based approach to street design that prioritizes pedestrian safety and comfort and incorporates green infrastructure.	City Council -Planning Dept. -Public Works Department	\$\$\$
Action 3.1.8	Work with FDOT to adopt the recommended FDOT Context Classification map in Chapter 3.	City Council -FDOT -City Manager -Planning Dept.	\$

Strategy 3.2: Make Highway 19 a Complete and Crossable Street

Action 3.2.1	Work with FDOT D7 to refine the Context Classification of Highway 19 in downtown from C3C to C4 and C5 (as shown in the recommended FDOT Context Classification map in Chapter 3).	City Council -FDOT -City Manager -Planning Dept.	\$
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	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets <ul style="list-style-type: none"> Civic Toolkit: Street Design <ul style="list-style-type: none"> An Introduction to City Streets Reimagining highway 44 <ul style="list-style-type: none"> Highway 44 today Turkey oak as a truck route Action steps for highway 44 <ol style="list-style-type: none"> Modify SIS Facility Designations (pg. 3.38 – 3.41) 	Long-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets <ul style="list-style-type: none"> Proposed Improvements and Policies <ul style="list-style-type: none"> Implement context sensitive street design <ul style="list-style-type: none"> Create a Local Classification of Street Types to Guide Improvements on City Streets (pg. 3.25) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets <ul style="list-style-type: none"> Proposed Improvements and Policies <ul style="list-style-type: none"> Implement context sensitive street design <ul style="list-style-type: none"> Update Street Design Standards and Public Works Standards (pg. 3.25) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets <ul style="list-style-type: none"> Proposed Improvements and Policies <ul style="list-style-type: none"> Implement context sensitive street design <ul style="list-style-type: none"> State Roads (pg. 3.25) 	Immediate
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets <ul style="list-style-type: none"> Proposed Improvements and Policies <ul style="list-style-type: none"> Implement context sensitive street design <ul style="list-style-type: none"> State Roads (pg. 3.25) Civic Toolkit: Street Design <ul style="list-style-type: none"> FDOT Context Classification (pg. 3.27 – 3.29) Reimagining highway 19 <ul style="list-style-type: none"> Highway 19 today Making highway 19 a crossable and complete street in downtown Action steps for highway 19 <ol style="list-style-type: none"> Adjust Context Classification <ol style="list-style-type: none"> Work with FDOT D7 to refine Context Classification of Highway 19 in downtown from C3C to C4 to C5. (pg. 3.34 – 3.37) 	Near-Term



Action	Activity	Authority & Department	Est. Cost	
Action 3.2.2	Coordinate with FDOT District 7 for a Design Variation to allow for design speeds of 25 mph and 35 mph.	City Council -FDOT -City Manager -Planning Dept.	\$	
Action 3.2.3	Update the future land use and zoning along Highway 19 through downtown to match Future Character Area designations.	City Council -Planning Dept.	\$\$\$	
Action 3.2.4	Implement short-term improvements to Highway 19 through downtown including restriping to provide buffered bike lanes and narrower travel lanes.	City Council -FDOT -City Manager -Planning Dept.	\$\$	
Action 3.2.5	Plant regularly spaced street trees in the landscaped strip between the curb and sidewalk.	City Council -FDOT -City Manager -Planning Dept.	\$\$\$	
Action 3.2.6	Reconstruct Highway 19 to incorporate separated bike lanes and possibly on-street parking within the downtown area.	City Council -FDOT -City Manager -Planning Dept. -Public Works Department	\$\$\$\$	

	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> • Reimagining highway 19 <ul style="list-style-type: none"> • Making highway 19 a crossable and complete street in downtown • Action steps for highway 19 <ol style="list-style-type: none"> 3. Modify SIS Facility Designations <ol style="list-style-type: none"> A. Coordinate with FDOT D7 for a Design Variation to allow for design speeds of 25 and 35 mph. (pg. 3.34 – 3.37) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> • Reimagining highway 19 <ul style="list-style-type: none"> • Making highway 19 a crossable and complete street in downtown • Action steps for highway 19 <ol style="list-style-type: none"> 1. Update City Regulations A. Update future land use and zoning along Highway 19 through downtown to match Future Character Area designations. (pg. 3.34 – 3.37) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> • Reimagining highway 19 <ul style="list-style-type: none"> • Making highway 19 a crossable and complete street in downtown • Action steps for highway 19 <ol style="list-style-type: none"> 5. Implement Short-Term Recommendations <ol style="list-style-type: none"> A. Implement Short-Term Recommendations as shown in Section A, including restriping, narrowing travel lanes, and providing buffers for the bike lanes. (pg. 3.34 – 3.37) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> • Reimagining highway 19 <ul style="list-style-type: none"> • Making highway 19 a crossable and complete street in downtown • Action steps for highway 19 <ol style="list-style-type: none"> 5. Implement Short-Term Recommendations <ol style="list-style-type: none"> B. Plant trees within the planting strips between the road and the sidewalks. (pg. 3.34 – 3.37) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> • BIG IDEA 1: Continue to Make Downtown a Vibrant Destination <ul style="list-style-type: none"> Civic Toolkit: Parking <ul style="list-style-type: none"> • Recommended Parking Strategies <ol style="list-style-type: none"> 3. Maximize On-Street Parking <ol style="list-style-type: none"> A. On-street parking should be maximized along streets in Downtown and within new Neighborhood centers to reduce the need of on-site parking and surface lot. On-street parking is especially important for meeting commercial and business parking requirements and is convenient for customers. ADA accessible parking should be included in key locations. (pg. 3.12) • Reimagining highway 19 <ul style="list-style-type: none"> • Making highway 19 a crossable and complete street in downtown -Action steps for highway 19 <ol style="list-style-type: none"> 6. Implement Long-Term Recommendations <ol style="list-style-type: none"> B. Include separated bike lanes on both sides of the roadway. (pg. 3.34 – 3.37) 	Long-Term



Action	Activity	Authority & Department	Est. Cost	
Action 3.2.7	Redesign the Crosstown Trail crossing with crosswalk / trail enhancements and Traffic control devices.	City Council -FDOT -City Manager -Planning Dept. -Public Works Department	\$\$\$	
Action 3.2.8	Redesign the intersection with Citrus Avenue incorporating Crosswalk enhancements and textured pavement at the intersection and approaches.	City Council -FDOT -City Manager -Planning Dept. -Public Works Department	\$\$\$	
Action 3.2.9	Redesign the intersection with Highway 44 based on the long-term construction designs for Highway 19 and Highway 44.	City Council -FDOT -City Manager -Planning Dept. -Public Works Department	\$\$\$\$	
Action 3.2.10	Create an enhanced crossing at NW 2nd Ave.	City Council -FDOT -City Manager -Planning Dept. -Public Works Department	\$\$\$\$	
Action 3.2.11	Enhance the crossing at Kings Bay Drive.	City Council -FDOT -City Manager -Planning Dept. -Public Works Department	\$\$\$\$	

	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> • Reimagining highway 19 <ul style="list-style-type: none"> • Making highway 19 a crossable and complete street in downtown • Action steps for highway 19 4. Improve Intersections & Crossings <ul style="list-style-type: none"> A. Implement Crosswalk enhancements and Traffic control devices at key intersections, including Citrus Avenue and the Crosstown Trail crossing. (pg. 3.34 – 3.37) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> • Reimagining highway 19 <ul style="list-style-type: none"> • Making highway 19 a crossable and complete street in downtown • Action steps for highway 19 4. Improve Intersections & Crossings <ul style="list-style-type: none"> A. Implement Crosswalk enhancements and Traffic control devices at key intersections, including Citrus Avenue and the Crosstown Trail crossing. (pg. 3.34 – 3.37) 	Mid-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Civic Toolkit: Street Design <ul style="list-style-type: none"> • FDOT Context Classification (pg. 3.27 – 3.29) • Reimagining highway 44 <ul style="list-style-type: none"> • Highway 44 today • FDOT 3r resurfacing project • Hybrid street design • Action steps for highway 44 6. Implement Long-Term Recommendations <ul style="list-style-type: none"> A. Pursue long-term street reconstruction of Highway 19 through downtown based on Section B or C, including a redesigned intersection with Highway 44. (pg. 3.38 – 3.41) 	Long-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Civic Toolkit: Street Design Safe crossings and intersections <ul style="list-style-type: none"> • Traffic control devices • Crosswalk enhancements • Pedestrian, street & intersection improvements (pg. 3.32 – 3.33) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Civic Toolkit: Street Design Safe crossings and intersections <ul style="list-style-type: none"> • Traffic control devices • Crosswalk enhancements • Pedestrian, street & intersection improvements (pg. 3.32 – 3.33) 	Mid-Term



Action	Activity	Authority & Department	Est. Cost	
<p>Action 3.2.12</p>	<p>Explore possibilities for golf carts to be able to cross Highway 19 in downtown.</p>	<p>City Council -FDOT -City Manager -Planning Dept. -Public Works Department</p>	<p>\$\$</p>	
<p>Strategy 3.3: Transform Highway 44 into a Safe Street that Connects the Neighborhood</p>				
<p>Action 3.3.1</p>	<p>Work with FDOT District 7 to adjust the context classification of Highway 44 within The Copeland Park Neighborhood focus area from C3 to C4 (as shown in the recommended FDOT Context Classification map in Chapter 3).</p>	<p>City Council -FDOT -City Manager -Planning Dept.</p>	<p>\$</p>	
<p>Action 3.3.2</p>	<p>Coordinate with FDOT District 7 to incorporate community concerns into the Department’s 3R project for Highway 44 and ensure that the short-term improvements do not prohibit the long term design. This includes restriping for narrower travel lanes and wider bike lanes, adding street trees along the landscape strips and including landscaped medians with street trees, where appropriate.</p>	<p>City Council -FDOT -City Manager -Planning Dept.</p>	<p>\$\$\$\$</p>	

	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets <p>Proposed Improvements and Policies</p> <ul style="list-style-type: none"> • Create safer crossings on highway 44 and highway 19 (pg. 3.24) <p>Civic Toolkit: Street Design</p> <ul style="list-style-type: none"> • Safe crossings and intersections <ul style="list-style-type: none"> • Reimagining highway 44 as a crossable and complete street in downtown (pg. 3.34) 	<p>Immediate</p>
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets <p>Proposed Improvements and Policies</p> <ul style="list-style-type: none"> • Implement context sensitive street design <ul style="list-style-type: none"> • State Roads (pg. 3.25) <p>Civic Toolkit: Street Design</p> <ul style="list-style-type: none"> • FDOT Context Classification (pg. 3.27 – 3.29) • Reimagining highway 44 <ul style="list-style-type: none"> • Highway 44 today • Hybrid street design • Action steps for highway 44 <ol style="list-style-type: none"> 1. Adjust Context Classification <ol style="list-style-type: none"> A. Adjust the Context Classification from C3 to C4 within the study area. (pg. 3.38 – 3.41) 	<p>Immediate</p>
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets <p>Proposed Improvements and Policies</p> <ul style="list-style-type: none"> • Implement context sensitive street design <ul style="list-style-type: none"> • State Roads (pg. 3.25) <p>Civic Toolkit: Street Design</p> <ul style="list-style-type: none"> • FDOT Context Classification (pg. 3.27 – 3.29) • Reimagining highway 44 <ul style="list-style-type: none"> • Highway 44 today • FDOT 3r resurfacing project • Hybrid street design • Action steps for highway 44 <ol style="list-style-type: none"> 3. Enhance Center Median and Side Planting Areas 6. Upgrade Bike Facilities (pg. 3.38 – 3.41) 	<p>Immediate</p>



Action	Activity	Authority & Department	Est. Cost	
Action 3.3.3	Along Highway 44, include regular intersections with four crosswalks at NE 7th Ave., NE 8th Ave., NE 9th Ave., and NE 10th Ave.	City Council -FDOT -City Manager -Planning Dept. -Public Works Department	\$\$\$	
Action 3.3.4	Install a traffic signal at 8th Avenue with enhanced crossings.	City Council -FDOT -City Manager -Planning Dept. -Public Works Department	\$\$\$\$	
Action 3.3.5	Request from FDOT a speed reduction to a posted 35 mph, in keeping with the proposed C4 Context.	City Council -FDOT -City Manager -Planning Dept.	\$	
Action 3.3.6	Reconstruct Highway 44 following the long-term recommendation for protected cycle tracks adjacent to the sidewalk.	City Council -FDOT -City Manager -Planning Dept.	\$\$\$\$	

	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> • Reimagining highway 44 <ul style="list-style-type: none"> • Highway 44 today • FDOT 3r resurfacing project • Hybrid street design • Action steps for highway 44 <ol style="list-style-type: none"> 5. Improve Intersections <ol style="list-style-type: none"> A. FDOT has agreed to crosswalks at the intersection of NE 8th Avenue. Continue to request regular intersections with four crosswalks at the intersections of NE 7th Ave., NE 9th Ave., and NE 10th Avenue, even if this comes with future improvements. (pg. 3.38 – 3.41) 	<p>Immediate</p>
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> • Reimagining highway 44 <ul style="list-style-type: none"> • Highway 44 today • FDOT 3r resurfacing project • Hybrid street design • Action steps for highway 44 <ol style="list-style-type: none"> 5. Improve Intersections <ol style="list-style-type: none"> B. The FDOT has agreed to a signalized intersection with crosswalks at NE 8th Avenue. Continue to strongly request a second regular intersection at NE 10th Avenue, even if this comes with future improvements. (pg. 3.38 – 3.41) 	<p>Near-Term</p>
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> • Reimagining highway 44 <ul style="list-style-type: none"> • Highway 44 today • FDOT 3r resurfacing project • Hybrid street design • Action steps for highway 44 <ol style="list-style-type: none"> 2. Modify SIS Facility Designations <ol style="list-style-type: none"> A. Reduce speed to posted 35 mph on the Strategic Intermodal System (SIS) Roadway in keeping with the C4 Context. (pg. 3.38 – 3.41) 	<p>Near-Term</p>
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> • Reimagining highway 44 <ul style="list-style-type: none"> • Highway 44 today • FDOT 3r resurfacing project • Hybrid street design • Action steps for highway 44 <ol style="list-style-type: none"> 6. Implement Long-Term Recommendations <ol style="list-style-type: none"> B. Include separated bike lanes on both sides of the roadway. (pg. 3.38 – 3.41) 	<p>Long-Term</p>



Action	Activity	Authority & Department	Est. Cost	
Strategy 3.4: Rebuild Downtown Streets to Better Serve Residents and Visitors				
Action 3.4.1	Reconstruct NE 5th Street in downtown to include on-street parking, wider sidewalks, street lights, and street trees. This street section should continue the same landscaping, lighting, furniture, and materials as Citrus Avenue.	City Council -City Manager -Planning Dept. -Public Works Department	\$\$\$\$	
Action 3.4.2	Reconstruct NE 1st Avenue in downtown to include on-street parking consisting of a pervious surface, sidewalks on both sides, pedestrian-scale street lights, and street trees.	City Council -City Manager -Planning Dept. -Public Works Department	\$\$\$\$	

Reference	Timeframe
<p>CHAPTER 3</p> <ul style="list-style-type: none"> • BIG IDEA 1: Continue to Make Downtown a Vibrant Destination <ul style="list-style-type: none"> Proposed Improvements and Policies <ul style="list-style-type: none"> • Continue to build citrus avenue and northeast 5th street as local main streets (pg. 3.6) <p>CHAPTER 4</p> <ul style="list-style-type: none"> • Downtown and the Waterfront <ul style="list-style-type: none"> 3. Redesign Key Streets in Downtown to Include On-street Parking and Green Infrastructure <ul style="list-style-type: none"> • Design Elements for Downtown Streets in the C4 and C5 Context Classification <ul style="list-style-type: none"> • On-street parking on pervious surface • Regularly spaced shade trees • Sidewalks of 6 foot width minimum • Protect and accommodate large existing trees through flexibility in design and placement of sidewalk, lighting, and on-street parking. • Priority Streets for Redesign in Downtown (NE 5th Street)(pg. 4.35) • NE 5th street(pg. 4.38) 4. Extend the vibrancy of citrus avenue along NE 5th street with an expanded “main street”. <ul style="list-style-type: none"> 1. NE 5th Street is redesigned with wide sidewalks, street trees, pedestrian-scale lighting, green infrastructure, and on-street parking. (pg. 4.40 – 4.41) 	<p>Near-Term</p>
<p>CHAPTER 4</p> <ul style="list-style-type: none"> • Downtown and the Waterfront <ul style="list-style-type: none"> 3. Redesign Key Streets in Downtown to Include On-street Parking and Green Infrastructure <ul style="list-style-type: none"> • Design Elements for Downtown Streets in the C4 and C5 Context Classification <ul style="list-style-type: none"> • On-street parking on pervious surface • Regularly spaced shade trees • Sidewalks of 6 foot width minimum • Protect and accommodate large existing trees through flexibility in design and placement of sidewalk, lighting, and on-street parking. • Priority Streets for Redesign in Downtown (NE 1st avenue) (pg. 4.35) <ul style="list-style-type: none"> • NE 1st avenue (pg. 4.36) 	<p>Mid-Term</p>



Action	Activity	Authority & Department	Est. Cost	
Action 3.4.3	Reconstruct NE 3rd Street in downtown to include on-street parking consisting of a pervious surface, sidewalks on both sides, pedestrian-scale street lights, and street trees.	City Council -City Manager -Planning Dept. -Public Works Department	\$\$\$\$	
Action 3.4.4	Reconstruct NW 1st Avenue in downtown to include on-street parking consisting of a pervious surface, and extension of the Kings Bay Riverwalk, pedestrian-scaled street lights, street trees, and an enhanced crossing for the Kings Bay Riverwalk.	City Council -City Manager -Planning Dept. -Public Works Department	\$\$\$\$	
Action 3.4.5	Existing rain gardens, boardwalks, trees and other unique elements along the street should remain and/or be incorporated into any new street design.	City Council -City Manager -Planning Dept. -Public Works Department	\$	

	Reference	Timeframe
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> • Downtown and the Waterfront <p>3. Redesign Key Streets in Downtown to Include On-street Parking and Green Infrastructure</p> <ul style="list-style-type: none"> • Design Elements for Downtown Streets in the C4 and C5 Context Classification <ul style="list-style-type: none"> • On-street parking on pervious surface • Regularly spaced shade trees • Sidewalks of 6 foot width minimum • Protect and accommodate large existing trees through flexibility in design and placement of sidewalk, lighting, and on-street parking. • Priority Streets for Redesign in Downtown (NE 3rd street) (pg. 4.35) <ul style="list-style-type: none"> • NE 3rd street (pg. 4.37) 	<p>Long-Term</p>
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> • Downtown and the Waterfront <p>3. Redesign Key Streets in Downtown to Include On-street Parking and Green Infrastructure</p> <ul style="list-style-type: none"> • Design Elements for Downtown Streets in the C4 and C5 Context Classification <ul style="list-style-type: none"> • On-street parking on pervious surface • Regularly spaced shade trees • Sidewalks of 6 foot width minimum • Protect and accommodate large existing trees through flexibility in design and placement of sidewalk, lighting, and on-street parking. • Priority Streets for Redesign in Downtown (NW 1st avenue) (pg. 4.35) <ul style="list-style-type: none"> • NW 1st avenue (pg. 4.39) 	<p>Near-Term</p>
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> • Downtown and the Waterfront <p>3. Redesign Key Streets in Downtown to Include On-street Parking and Green Infrastructure</p> <ul style="list-style-type: none"> • Design Elements for Downtown Streets in the C4 and C5 Context Classification <ul style="list-style-type: none"> • On-street parking on pervious surface • Regularly spaced shade trees • Sidewalks of 6 foot width minimum • Protect and accommodate large existing trees through flexibility in design and placement of sidewalk, lighting, and on-street parking.(pg. 4.35) 	<p>Ongoing</p>



Action	Activity	Authority & Department	Est. Cost	
Action 3.4.6	Update street design standards for the downtown (CRA) character area to include special landscaping, lighting, and furnishing guidelines.	City Council -Planning Dept.	\$	
Strategy 3.5: Complete a Regional and Local Trail Network				
Action 3.5.1	Extend the Crosstown Trail north to North Turkey Oak Drive and Yeomans Park.	City Council -City Manager -Planning Dept. -Public Works Department	\$\$	
Action 3.5.2	Construct a shared-use path along Fort Island Trail connecting Fort Island Beach to the Crosstown Trail and shared-use paths along Highway 19.	City Council -MPO -Citrus County -City Manager -Planning Dept. -Public Works Department	\$\$\$\$	
Action 3.5.3	Extend the Norvell Bryant Highway Trail from its current terminus to Highway 19 and the Crosstown Trail.	City Council -MPO -Citrus County -City Manager -Planning Dept. -Public Works Department	\$\$\$\$	
Action 3.5.4	Complete and enhance the shared-use path along Highway 19 outside of the downtown core.	City Council -FDOT -City Manager -Planning Dept. -Public Works Department	\$\$	

	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Proposed Improvements and Policies <ul style="list-style-type: none"> Continue to support the CRA (pg. 3.7) <p>CHAPTER 4</p> <ul style="list-style-type: none"> Downtown and the Waterfront 3. Redesign Key Streets in Downtown to Include On-street Parking and Green Infrastructure <ul style="list-style-type: none"> Design Elements for Downtown Streets in the C4 and C5 Context Classification <ul style="list-style-type: none"> On-street parking on pervious surface Regularly spaced shade trees Sidewalks of 6 foot width minimum Protect and accommodate large existing trees through flexibility in design and placement of sidewalk, lighting, and on-street parking.(pg. 4.35) 	<p>Immediate</p>
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Proposed Improvements and Policies <ul style="list-style-type: none"> Complete the regional and local trail networks (pg. 3.25) 	<p>Near-Term</p>
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> Completing a regional and local trail network <ul style="list-style-type: none"> Recommended bicycle network map (pg. 3.48 – 3.49) <p>CHAPTER 4</p> <ul style="list-style-type: none"> City-Wide Framework for Change Civic Toolkit: Future Character Areas Neighborhood centers & crossroads <ul style="list-style-type: none"> Neighborhood centers <ul style="list-style-type: none"> Fort Island Trail (pg. 4.8 - 4.9) 	<p>Mid-Term</p>
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Civic Toolkit: Planning for Bicyclists <ul style="list-style-type: none"> Current bicycle planning (pg. 3.42 – 3.43) 	<p>Near-Term</p>
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Proposed Improvements and Policies <ul style="list-style-type: none"> Complete the regional and local trail networks Expand and enhance the bike network (pg. 3.24 – 3.25) 	<p>Near-Term</p>



Action	Activity	Authority & Department	Est. Cost	
Action 3.5.5	Create a city-wide bicycle and trails master plan that incorporates the trails from the MPO’s Bikeways and Trails Master Plan, local bike facilities connecting the City’s neighborhoods, and the latest advancements in bicycle planning.	City Council -City Manager -Planning Dept.	\$\$	
Action 3.5.6	Support the Hernando/Citrus MPO Bikeways and Trails Master Plan.	City Council -City Manager -Planning Dept. -Public Works Department	\$	
Action 3.5.7	Revise existing bicycle parking requirements to establish standard short and long-term parking ratios for all new non-residential and multi-family residential projects and to incentivize the addition of covered bicycle parking and employer based shower and locker facilities.	City Council -Planning Dept.	\$\$\$	
Action 3.5.8	Promote Trail-oriented Development through master planning and incorporating Trail-oriented Development standards into a new form based code.	City Council -Planning Dept.	\$\$\$	
Action 3.5.9	Increase the supply of short-term public Bike Parking across the Downtown and at key destinations throughout the city.	City Council -City Manager -Planning Dept. -Public Works Department	\$\$	
Action 3.5.10	Improve the safety and comfort along the crosstown trail through the addition of pedestrian-scaled lighting and the planting of native shade trees.	City Council -City Manager -Planning Dept. -Public Works Department	\$\$	

	Reference	Timeframe
	CHAPTER 3 <ul style="list-style-type: none"> BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Proposed Improvements and Policies <ul style="list-style-type: none"> Complete the regional and local trail networks Expand and enhance the bike network (pg. 3.24 – 3.25) Civic Toolkit: Planning for Bicyclists <ul style="list-style-type: none"> Expanding Crystal River’s bicycle network (pg. 3.44) 	Near-Term
	CHAPTER 3 <ul style="list-style-type: none"> BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Civic Toolkit: Planning for Bicyclists <ul style="list-style-type: none"> Current bicycle planning (pg. 3.42 – 3.43) 	Ongoing
	CHAPTER 3 <ul style="list-style-type: none"> BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Civic Toolkit: Planning for Bicyclists <ul style="list-style-type: none"> Bike Parking (pg. 3.47) 	Immediate
	CHAPTER 3 <ul style="list-style-type: none"> BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Civic Toolkit: Planning for Bicyclists <ul style="list-style-type: none"> Trail-oriented Development (pg. 3.42 – 3.43) CHAPTER 4 <ul style="list-style-type: none"> City-Wide Framework for Change Civic Toolkit: Future Character Areas Neighborhood centers & crossroads <ul style="list-style-type: none"> Natural (pg. 4.16) 	Immediate
	CHAPTER 3 <ul style="list-style-type: none"> BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Civic Toolkit: Planning for Bicyclists <ul style="list-style-type: none"> Bike Parking (pg. 3.47) 	Near-Term
	CHAPTER 3 <ul style="list-style-type: none"> BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Civic Toolkit: Planning for Bicyclists <ul style="list-style-type: none"> Expanding Crystal River’s bicycle network (pg. 3.44 – 3.45) 	Near-Term



Big Idea 4

PROTECT AND RESTORE HISTORIC PLACES

Action	Activity	Authority & Department	Est. Cost	
Strategy 4.1: Create Local Historic Districts				
Action 4.1.1	Become a Florida Certified Local Government.	City Council -Planning Dept.	\$	
Action 4.1.2	Create local historic districts to protect the city’s historic assets. Four potential areas are outlined in the master plan: 1. Citrus Avenue District 2. Waterfront District 3. Michigan Town / Springdale Edition Dist. 4. Crystal Park District	City Council -City Manager -Planning Dept.	\$\$	
Action 4.1.3	Limit demolition of buildings that are at least fifty years old and either have a significant architectural style or historical significance.	City Council -City Manager -Planning Dept.	\$\$	

	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> Historic Preservation Creating local historic districts (Pg 3.56) 	Immediate
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 4: Protect and Restore Historic Places Civic Toolkit: Historic Preservation Creating local historic districts <ul style="list-style-type: none"> Components of a local historic district program (pg. 3.56) Potential historic districts <ol style="list-style-type: none"> Citrus Ave District Waterfront District Michigan Town / Springdale Edition District Crystal Park District (pg. 3.57 – 359) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 4: Protect and Restore Historic Places Civic Toolkit: Historic Preservation Creating local historic districts <ul style="list-style-type: none"> Components of a local historic district program (pg. 3.56) Potential historic districts <ol style="list-style-type: none"> Citrus Ave District Waterfront District Michigan Town / Springdale Edition District Crystal Park District (pg. 3.57 – 3.59) 	Ongoing



Action	Activity	Authority & Department	Est. Cost	
Action 4.1.4	Conduct an ongoing historic district survey and evaluation process to certify the historic district areas.	City Council -City Manager -Planning Dept.	\$\$	
Action 4.1.5	Establish protective legislation for local historic districts, expressed in clear and reasonable standards and based on qualified expert opinion or acknowledged resources in the field.	City Council -Planning Dept.	\$\$	
Action 4.1.6	Create design guidelines for the historic districts to maintain and enhance their urban design and architectural character.	City Council -Planning Dept.	\$\$	
Action 4.1.7	Create financial incentives to encourage the rehabilitation and restoration of historic buildings.	City Council -City Manager -Planning Dept.	\$\$	

	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 4: Protect and Restore Historic Places <p>Civic Toolkit: Historic Preservation</p> <p>Creating local historic districts</p> <ul style="list-style-type: none"> Components of a local historic district program Components of any Local Historic District program should include: <ol style="list-style-type: none"> An ongoing survey and evaluation process. Considerations for Creating a Local Historic District (pg. 3.56) <p>Potential historic districts</p> <ol style="list-style-type: none"> Citrus Ave District Waterfront District Michigan Town / Springdale Edition District Crystal Park District (pg. 3.57 – 3.59) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 4: Protect and Restore Historic Places <p>Civic Toolkit: Historic Preservation</p> <p>Creating local historic districts</p> <ul style="list-style-type: none"> Components of a local historic district program Components of any Local Historic District program should include: <ol style="list-style-type: none"> Protective legislation, expressed in clear and reasonable standards and based on qualified expert opinion or acknowledged resources in the field. (pg. 3.56) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 4: Protect and Restore Historic Places <p>Civic Toolkit: Historic Preservation</p> <ul style="list-style-type: none"> Types of historic districts Local Districts (pg. 3.53) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 4: Protect and Restore Historic Places <p>Civic Toolkit: Historic Preservation</p> <p>Benefits of Historic Preservation districts</p> <ul style="list-style-type: none"> Rehabilitation credits <ul style="list-style-type: none"> Creating local historic districts <ul style="list-style-type: none"> Components of a local historic district program <ul style="list-style-type: none"> Components of any Local Historic District program should include: <ol style="list-style-type: none"> Financial incentives to encourage rehabilitation and restoration. (pg. 3.56) 	Near-Term



Action	Activity	Authority & Department	Est. Cost	
Action 4.1.8	Provide adequate budget allocations for qualified Historic Preservation staff in the city.	City Council -City Manager -Planning Dept. -Finance Dept.	\$\$	
Action 4.1.9	Engage in cooperative educational efforts regarding Historic Preservation with both private sector and citizen groups.	City Council -Planning Dept. -Non-profit organizations	\$	
Action 4.1.10	Coordinate preservation initiatives with education, citizen participation, history, public art, and other programs.	City Council -Planning Dept. -Non-profit organizations	\$	
Action 4.1.11	Initiate adaptive reuse policies supported by tax or other incentives.	City Council -City Manager -Planning Dept. -Finance Dept.	\$\$	
Action 4.1.12	Create a Historic Preservation fund (HPF) that assists property owners of historically contributing properties to restore historic details on their property, or for implementation of sea level rise adaptation projects.	City Council -City Manager -Planning Dept. -Finance Dept.	\$\$	

	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 4: Protect and Restore Historic Places <p>Civic Toolkit: Historic Preservation</p> <p>Creating local historic districts</p> <ul style="list-style-type: none"> Components of a local historic district program <ul style="list-style-type: none"> Components of any Local Historic District program should include: <ol style="list-style-type: none"> Adequate budget allocations for qualified Historic Preservation staff in the City. (pg. 3.56) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 4: Protect and Restore Historic Places <p>Civic Toolkit: Historic Preservation</p> <p>Creating local historic districts</p> <ul style="list-style-type: none"> Components of a local historic district program <ul style="list-style-type: none"> Components of any Local Historic District program should include: <ol style="list-style-type: none"> Cooperative educational efforts with the private sector and citizen groups. (pg. 3.56) 	Ongoing
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 4: Protect and Restore Historic Places <p>Civic Toolkit: Historic Preservation</p> <p>Creating local historic districts</p> <ul style="list-style-type: none"> Components of a local historic district program <ul style="list-style-type: none"> Components of any Local Historic District program should include: <ol style="list-style-type: none"> Coordination of preservation initiatives with education, citizen participation, history, public art, and other programs. (pg. 3.56) 	Ongoing
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 4: Protect and Restore Historic Places <p>Civic Toolkit: Historic Preservation</p> <p>Creating local historic districts</p> <ul style="list-style-type: none"> Components of a local historic district program <ul style="list-style-type: none"> Components of any Local Historic District program should include: <ol style="list-style-type: none"> Adaptive reuse policies supported by tax or other incentives. (pg. 3.56) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 4: Protect and Restore Historic Places <p>Civic Toolkit: Historic Preservation</p> <p>Creating local historic districts</p> <ul style="list-style-type: none"> Create a Historic Preservation fund (pg. 3.56) 	Near-Term



Action	Activity	Authority & Department	Est. Cost	
Action 4.1.13	Create a selection committee that would review HPF applications from property owners and report their recommendations to the City Commission, who in turn would approve or deny the application for funds.	City Council -City Manager -Planning Dept. -City Residents	\$	
Strategy 4.2: Adopt a Property Maintenance Code				
Action 4.2.1	Adopt a formal property maintenance code for non-residential buildings along with best practices on code enforcement.	City Council Planning Dept. (inc. the Code Enforcement Officer)	\$	
Action 4.2.2	Create a checklist of items for inspection to further keep property owners and the city clear on the requirements in the maintenance code.	City Council Planning Dept. (inc. the Code Enforcement Officer)	\$	
Action 4.2.3	Incorporate rules that encourage building rehabilitation and avoid demolition in the maintenance code.	City Council -Planning Dept. (inc. the Code Enforcement Officer)	\$	
Action 4.2.4	Provide educational resources on available funding to assist with needed maintenance upgrades for code issues.	City Council -Planning Dept. (inc. the Code Enforcement Officer)	\$	
Action 4.2.5	Create programs that educate property owners about building maintenance and financial resources that are available to help make necessary repairs.	City Council -Planning Dept. (inc. the Code Enforcement Officer)	\$	

	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 4: Protect and Restore Historic Places <p>Civic Toolkit: Historic Preservation</p> <p>Creating local historic districts</p> <ul style="list-style-type: none"> Create a Historic Preservation fund <ol style="list-style-type: none"> The City should create a selection committee that would review applications from property owners. This committee would be charged with reviewing improvement plans, before the use of funds are approved. The selection committee would make their recommendations to the City Commission, who in turn would approve or deny an application for funds. Property owners would be required to use all requested funds for Historic Preservation or adaptation to sea level rise and will be required to relinquish any unused FAR on the funded property. (pg. 3.56) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 4: Protect and Restore Historic Places <p>Civic Toolkit: Property maintenance codes</p> <ul style="list-style-type: none"> Property maintenance codes Adopt a Property Maintenance Code for Crystal River.(pg. 3.60) 	Immediate
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 4: Protect and Restore Historic Places <p>Civic Toolkit: Property maintenance codes</p> <ul style="list-style-type: none"> Property maintenance codes Adopt a Property Maintenance Code for Crystal River. (pg. 3.60) 	Immediate
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 4: Protect and Restore Historic Places <p>Civic Toolkit: Property maintenance codes</p> <ul style="list-style-type: none"> Property maintenance codes Adopt a Property Maintenance Code for Crystal River.(pg. 3.60) 	Immediate
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 4: Protect and Restore Historic Places <p>Civic Toolkit: Property maintenance codes</p> <ul style="list-style-type: none"> Property maintenance codes Adopt a Property Maintenance Code for Crystal River. (pg. 3.60) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 4: Protect and Restore Historic Places <p>Civic Toolkit: Property maintenance codes</p> <ul style="list-style-type: none"> Maintenance code community enforcement and how it works Code Enforcement Best Practices (pg. 3.61) 	Near-Term



Big Idea 5

INCREASE ACCESS TO NATURE AND BUILD RESILIENCE

Action	Activity	Authority & Department	Est. Cost	
Strategy 5.1: Increase access to the bay				
Action 5.1.1	Increase people’s access to nature, especially Kings Bay, by extending the trail network.	City Council -City Manager -Planning Dept.	\$\$\$\$	
Action 5.1.2	Continue to invest in the bay’s health and the Kings Bay restoration project.	City Council -Non-Profits -City Manager -Planning Dept.	\$\$\$	
Action 5.1.3	Continue to support local community groups, such as the Kings Bay Restoration Project and Save Crystal River, to continue to improve water quality in the bay, remove Lyngbya, and plant eelgrass.	City Council -Non-Profits -City Manager -Planning Dept.	\$\$	
Action 5.1.4	Invest in a mooring ball field and provide a mechanism to manage and control anchorage in Kings Bay.	City Council -City Manager -Planning Dept. -Public Works Department -Finance Dept.	\$\$	
Action 5.1.5	Adopt and enforce strict regulations for boaters using mooring ball fields and anchoring in Kings Bay.	City Council -City Manager -Planning Dept. -Public Works Department	\$	
Action 5.1.6	Work with local tourist agencies, companies, and hotels to promote safe and respectful boating and water-related activities, including kayaking.	City Council -Citrus County Chamber of Commerce -Private Business -City Manager -Events & Marketing -Three Sisters	\$	

	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Proposed Improvements & Policies</p> <ul style="list-style-type: none"> Increase access to the bay (pg. 3.64) 	Ongoing
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Proposed Improvements & Policies</p> <ul style="list-style-type: none"> Continue to invest in the bay’s health and the king’s bay restoration project (pg. 3.65) 	Ongoing
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Proposed Improvements & Policies</p> <ul style="list-style-type: none"> Continue to invest in the bay’s health and the king’s bay restoration project (pg. 3.65) 	Ongoing
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Proposed Improvements & Policies</p> <ul style="list-style-type: none"> Increase access to the bay (pg. 3.65) <p>(had trouble locating this in chapter 3 or 4)</p>	Mid-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Proposed Improvements & Policies</p> <ul style="list-style-type: none"> Continue to invest in the bay’s health and the king’s bay restoration project (pg. 3.65) <p>(Had trouble locating this in chapter 3 or 4)</p>	Mid-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Proposed Improvements & Policies</p> <ul style="list-style-type: none"> Increase access to the bay (pg. 3.65) <p>(Had trouble locating this in chapter 3 or 4)</p>	Immediate



Action	Activity	Authority & Department	Est. Cost	
Strategy 5.2: Wetlands Protection				
Action 5.2.1	Regulate human-controlled activities which cause adverse impacts to wetlands.	City Council -City Manager -Planning Dept. -Public Works Department	\$	
Action 5.2.2	Identify isolated wetlands and provide protection for them.	City Council -Planning Dept.	\$	
Action 5.2.3	Strengthen the biological component of the permitting process by recognizing the value of wetlands for wildlife habitat.	City Council -Planning Dept.	\$	
Action 5.2.4	Provide incentives to encourage landowners to protect existing wetlands.	City Council -City Manager -Planning Dept.	\$\$	
Strategy 5.3: Street Trees				
Action 5.3.1	Require street trees in Downtown Crystal River to be planted in aligned rows, with regular spacing, using consistent species.	City Council -Planning Dept.	\$	
Action 5.3.2	Incorporate fruit trees in public spaces as appropriate. Use plant species that are ideal for the Crystal River’s climate, such as avocado, star fruit, passion fruit, kiwi fruit, and all varieties of citrus.	City Council -City Manager -Planning Dept. -Public Works Department	\$\$\$	
Strategy 5.4: Adaptation to Climate Change				
Action 5.4.1	Update existing emergency management and evacuations plans.	City Council -City Manager -Planning Dept.	\$	

Reference	Timeframe
<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Proposed Improvements & Policies</p> <ul style="list-style-type: none"> Protect wetlands <ul style="list-style-type: none"> Regulate human-controlled activities which cause adverse impacts to wetlands. (pg. 3.64) 	Near-Term
<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Proposed Improvements & Policies</p> <ul style="list-style-type: none"> Protect wetlands <ul style="list-style-type: none"> Provide protection for isolated wetlands.(pg. 3.64) 	Ongoing
<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Proposed Improvements & Policies</p> <ul style="list-style-type: none"> Protect wetlands <ul style="list-style-type: none"> Strengthen the biological component of the permitting process by recognizing the value of wetlands for wildlife habitat.(pg. 3.64) 	Near-Term
<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Proposed Improvements & Policies</p> <ul style="list-style-type: none"> Protect wetlands <ul style="list-style-type: none"> Provide incentives to encourage landowners to protect existing wetlands.(pg. 3.64) 	Near-Term
<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Proposed Improvements & Policies</p> <ul style="list-style-type: none"> Plant and maintain proper urban street trees(pg. 3.64) 	Near-Term
<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Proposed Improvements & Policies</p> <ul style="list-style-type: none"> Plant and maintain proper urban street trees(pg. 3.64) 	Near-Term
<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Proposed Improvements & Policies</p> <ul style="list-style-type: none"> Adapt to climate change (pg. 3.64) 	Near-Term



Action	Activity	Authority & Department	Est. Cost	
Action 5.4.2	Develop resiliency plans with climate change consideration.	City Council -City Manager -Planning Dept	\$	
Action 5.4.3	Set specific, timed, net-zero Greenhouse Gas (GHG) Emissions goals.	City Council -City Manager -Planning Dept.	\$	
Action 5.4.4	Create climate specific policies that guide development and redevelopment.	City Council -City Manager -Planning Dept.	\$	
Strategy 5.5: Adaptation to Flooding				
Action 5.5.1	Require new construction or substantially improved structures, to be elevated or flood proofed to 1 foot above BFE in areas that are vulnerable to flooding.	City Council -City Manager -Planning Dept.	\$	
Action 5.5.2	Adopt building standards to ensure that buildings can meet FEMA regulations and maintain Street-oriented Architecture.	City Council -Planning Dept. (including the Director and the Building Official)	\$\$	
Action 5.5.3	Conduct an audit of the City's CRS program to determine if there are current practices or simple additions that can be implemented to improve the city's CRS Class.	City Council -City Manager -Assistant City Manager -Planning Dept.	\$\$	
Strategy 5.6: Stormwater Management, Low Impact Development, and Sustainability				
Action 5.6.1	Create district-wide stormwater systems with centralized locations that capture, treat, and hold stormwater runoff within the focus areas.	City Council -City Manager -Planning Dept. -Public Works Department	\$\$\$	
Action 5.6.2	Create new public spaces that incorporate stormwater management facilities, such as biofiltration basins and underground storage tanks.	City Council -City Manager -Planning Dept. -Public Works Department	\$\$\$	

	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Proposed Improvements & Policies</p> <ul style="list-style-type: none"> Adapt to climate change(pg. 3.64) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Proposed Improvements & Policies</p> <ul style="list-style-type: none"> Adapt to climate change(pg. 3.64) 	Long-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Proposed Improvements & Policies</p> <ul style="list-style-type: none"> Adapt to climate change(pg. 3.64) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Proposed Improvements & Policies</p> <ul style="list-style-type: none"> Adopt design standards for elevated buildings(pg. 3.64) 	Immediate
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Proposed Improvements & Policies</p> <ul style="list-style-type: none"> Adopt design standards for elevated buildings(pg. 3.64) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Civic Toolkit: Property maintenance codes</p> <ul style="list-style-type: none"> Community rating system (crs) Freeboard Impacts on Community rating system (crs) Class(pg. 3.66 – 3.67) 	Immediate
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Proposed Improvements & Policies</p> <ul style="list-style-type: none"> Create district-wide stormwater systems (pg. 3.65) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Proposed Improvements & Policies</p> <ul style="list-style-type: none"> Create district-wide stormwater systems (pg. 3.65) 	Mid-Term



Action	Activity	Authority & Department	Est. Cost	
Action 5.6.3	Continue to build out the sanitary sewer system to improve water quality.	City Council -City Manager -Public Works Department	\$\$\$	
Action 5.6.4	Continue to require projects discharging directly into Outstanding Florida Waters (OFW) to treat a volume that is 50% greater than the standard requirements.	City Council -City Manager -Public Works Department -Planning Dept.	\$	
Action 5.6.5	Incorporate Overtreatment and Redevelopment Criteria for stormwater management as alternatives to standard stormwater requirements to facilitate redevelopment and infill. These may include reducing impervious percentage by at least 20% or providing off-site stormwater management.	City Council -City Manager -Planning Dept. -Public Works Department	\$	
Action 5.6.6	Allow developers to pay an “in lieu fee” to construct LID practices within the city right-of-way or on city-owned property based on a set market price for construction.	City Council -City Manager -Planning Dept. -Public Works Department -Finance Dept.	\$	
Action 5.6.7	Create a Comprehensive Stormwater Master Plan that identifies flooding hot spots, drainage capital improvement projects, and suitable locations for regional stormwater systems and LID practices on city-owned property or city rights-of-ways.	City Council -City Manager -Public Works Department -Planning Dept.	\$\$\$	
Action 5.6.8	Establish a Stormwater Utility Fee, or enterprise fund, to create a regular funding source for constructing drainage improvement projects.	City Council -City Manager -Public Works Department -Planning Dept. -Finance Dept.	\$\$\$	
Action 5.6.9	Promote the installation of green infrastructure in existing development, including single-family residences, through incentives.	City Council -City Manager -Planning Dept.	\$\$	

	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Proposed Improvements & Policies</p> <ul style="list-style-type: none"> Expand the sanitary sewer system (pg. 3.65) 	Immediate
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Civic Toolkit: Stormwater & Sustainability</p> <p>Stormwater management considerations</p> <ul style="list-style-type: none"> Requirements in Crystal River (pg. 3.66 – 3.67) 	Ongoing
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Civic Toolkit: Stormwater & Sustainability</p> <p>Stormwater management considerations</p> <ul style="list-style-type: none"> Innovative approaches to stormwater management <ol style="list-style-type: none"> Overtreatment and Redevelopment Criteria Off-site Stormwater Management (pg. 3.78) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Civic Toolkit: Stormwater & Sustainability</p> <p>Stormwater management considerations</p> <ul style="list-style-type: none"> Innovative approaches to stormwater management <ol style="list-style-type: none"> In-Lieu Fee System(pg. 3.78) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Civic Toolkit: Stormwater & Sustainability</p> <p>Stormwater management considerations</p> <ul style="list-style-type: none"> Innovative approaches to stormwater management <ol style="list-style-type: none"> Comprehensive Stormwater Master Plan(pg. 3.78) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Civic Toolkit: Stormwater & Sustainability</p> <p>Stormwater management considerations</p> <ul style="list-style-type: none"> Innovative approaches to stormwater management <ol style="list-style-type: none"> Stormwater Utility Fee(pg. 3.78) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Proposed Improvements & Policies</p> <ul style="list-style-type: none"> Utilize Low Impact Development (lid) Techniques (pg. 3.65) 	Near-Term



Action	Activity	Authority & Department	Est. Cost	
Action 5.6.10	For single family homes, newly-constructed driveways and replacements that are more than 50% of the existing driveway should promote infiltration and water quality treatment.	City Council -City Manager -Planning Dept.	\$	
Action 5.6.11	Require the use of sustainable devices, such as bioretention, bioswales, permeable pavement, green roofs, cisterns, and constructed stormwater wetlands in new development.	City Council -City Manager -Planning Dept.	\$	
Action 5.6.12	Develop a green infrastructure program for new capital projects that sets new standards for impervious versus pervious surface areas, sustainable building materials, xeriscaping, and low impact stormwater management.	City Council -City Manager -Public Works Department -Planning Dept.	\$\$	
Action 5.6.13	Adopt green infrastructure / Low Impact Development standards for private developments and incorporate into a new form based code.	City Council -City Manager -Planning Dept.		
Strategy 5.7: Parks, Squares and Open Spaces				
Action 5.7.1	Expand the park system in critical locations and invest in existing parks across the city to ensure all parks have high quality amenities and serve their communities.	City Council -City Manager -Planning Dept. -Public Works Department	\$\$\$	
Action 5.7.2	Formalize a network of nature trails and kayak trails for recreation and to showcase the Crystal River ecosystem.	City Council -City Manager -Three Sisters -Public Works Department -Planning Dept.	\$\$	

	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Civic Toolkit: Stormwater & Sustainability</p> <p>Stormwater management considerations</p> <ul style="list-style-type: none"> Innovative approaches to stormwater management <p>6. Single-Family Residences – Impervious Surface Reduction (pg. 3.78)</p>	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Civic Toolkit: Stormwater & Sustainability</p> <ul style="list-style-type: none"> Introduction to LID (pg. 3.73) 	Immediate
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Civic Toolkit: Stormwater & Sustainability</p> <p>Stormwater management considerations</p> <ul style="list-style-type: none"> Innovative approaches to stormwater management 	Near-Term
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> Downtown and the Waterfront <p>3. Redesign Key Streets in Downtown to Include On-street Parking and Green Infrastructure (pg. 4.35)</p>	
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Civic Toolkit: Stormwater & Sustainability</p> <ul style="list-style-type: none"> Introduction to LID (pg. 3.73) <ul style="list-style-type: none"> LID toolkit <ul style="list-style-type: none"> Low Impact Development (pg. 3.74 – pg. 3.75) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Proposed Improvements & Policies</p> <ul style="list-style-type: none"> Create new parks and invest in and expand existing ones (pg. 3.65) <p>CHAPTER 4</p> <ul style="list-style-type: none"> Downtown and the Waterfront <p>6. Enhance and Expand Parks in the Downtown and Increase Access to the Waterfront, Especially at Hunter Springs Park. (pg. 4.44)</p>	Ongoing
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Civic Toolkit: Parks, Squares & Open Space</p> <ul style="list-style-type: none"> Yeomans Park (pg. 3.79) 	Immediate



Action	Activity	Authority & Department	Est. Cost	
Action 5.7.3	Implement proposed plans for the Cutler Spur Pet Park at Jim LeGrone Memorial Park.	City Council -City Manager -Public Works Department -Planning Dept.	\$\$	
Action 5.7.4	Work with current property owners to potentially expand Hunter Springs Park to the east with additional beach access and natural coastline. Additional impervious surfaces besides pavilions and trails should be avoided.	City Council -City Manager -Public Works Department -Planning Dept.	\$\$	
Action 5.7.5	Implement the planned improvements to Copeland Park as outlined in the community-based plan.	City Council -City Manager -Planning Dept. -Public Works Department	\$\$\$	
Action 5.7.6	Integrate the wetlands adjacent to the Town Square into the park and incorporate a network of nature trails and boardwalks to highlight the importance and function of wetlands.	City Council -City Manager -Planning Dept. -Public Works Department	\$\$\$	
Action 5.7.7	Require new open spaces in each new neighborhood center, as identified on the Future Character Areas map to redevelop in the form of a park, square, or plaza.	City Council -Planning Dept.	\$	
Action 5.7.8	Create a gateway feature to downtown that is also a trailhead located at the intersection of Highway 19 and the Crosstown Trail.	City Council -City Manager -Planning Dept. -Public Works Department	\$\$\$	

	Reference	Timeframe
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Civic Toolkit: Parks, Squares & Open Space</p> <ul style="list-style-type: none"> Yeomans Park(pg. 3.79) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Civic Toolkit: Parks, Squares & Open Space</p> <ul style="list-style-type: none"> Hunter Springs Park(pg. 3.79) 	Mid-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Civic Toolkit: Parks, Squares & Open Space</p> <ul style="list-style-type: none"> Copeland Park(pg. 3.79) 	Immediate
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Civic Toolkit: Parks, Squares & Open Space</p> <ul style="list-style-type: none"> Town Square Park Expansion (pg. 3.79) 	Near-Term
	<p>CHAPTER 3</p> <ul style="list-style-type: none"> BIG IDEA 5: Increase Access to Nature and Build Resilience <p>Civic Toolkit: Parks, Squares & Open Space</p> <ul style="list-style-type: none"> New Parks in Neighborhood centers(pg. 3.79) 	Mid-Term
	<p>CHAPTER 4</p> <ul style="list-style-type: none"> Downtown and the Waterfront <p>7. Create a gateway feature to downtown along the crosstown trail</p> <ul style="list-style-type: none"> Trailhead and gateway feature (pg. 4.44) 	Near-Term



Crystal River Civic Master Plan

Appendices



- A. HYDROLOGIC SOIL GROUP MAPS (NRCS SOILS)**
- B. WATER TABLE DEPTH MAPS (NRCS SOILS)**
- C. EXAMPLE ORDINANCE LANGUAGE**

March 4, 2022

APPENDIX A : HYDROLOGICAL SOIL GROUP

DESCRIPTION

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

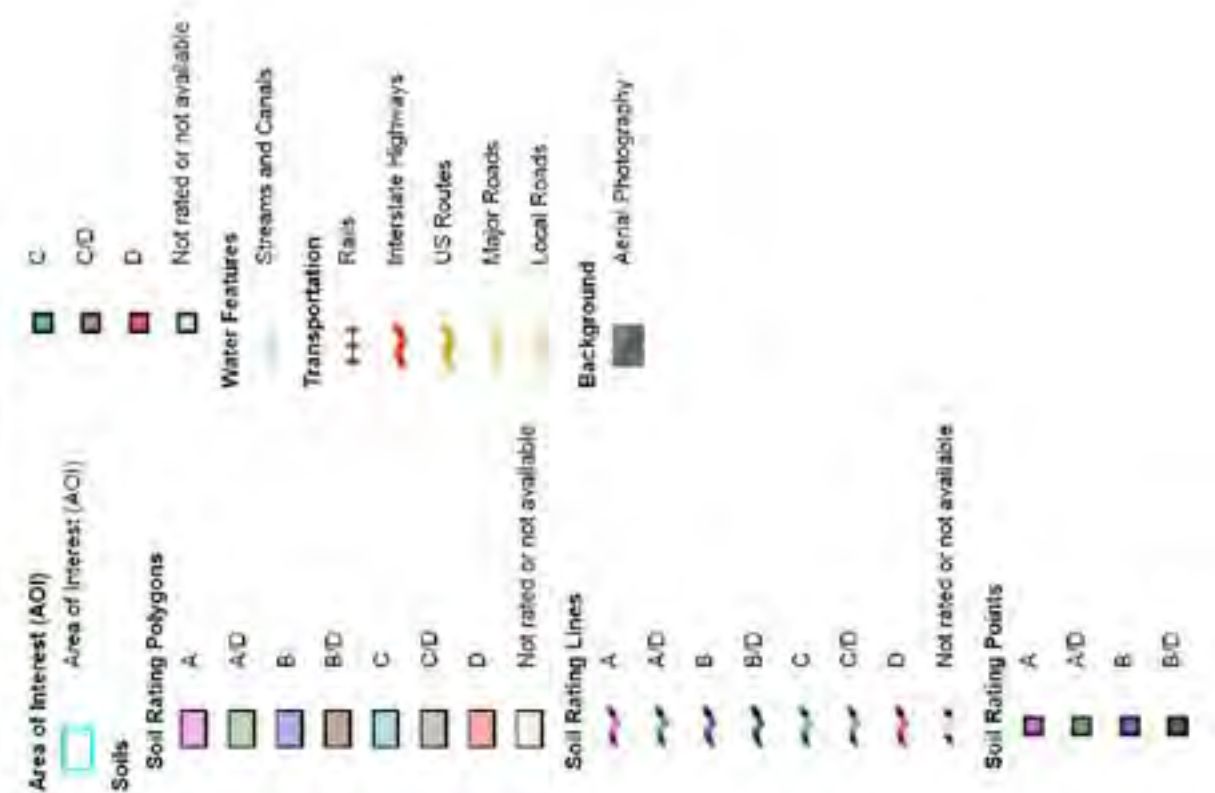
RATING OPTIONS

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

MAP LEGEND



MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale. Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Citrus County, Florida
Survey Area Data: Version 20, Jun 8, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Oct 18, 2018—Feb 8, 2019

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

CRA DOWNTOWN / WATERFRONT



Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
2	Adamsville fine sand, 0 to 2 percent slopes	A/D	7.9	2.8%
7	Myakka-Myakka, wet, fine sands, 0 to 2 percent slopes	A/D	36.1	12.8%
11	Tavares fine sand, 0 to 5 percent slopes	A	18.4	6.5%
12	Immokalee fine sand	B/D	136.9	48.6%
22	Quartzsammients, 0 to 5 percent slopes	A	26.5	9.4%
46	EauGallie fine sand, frequently ponded, 0 to 1 percent slopes	C/D	8.5	3.0%
58	Myakka, limestone substratum-EauGallie, limestone substratum complex	A/D	9.2	3.3%
99	Water		39.1	13.5%
Totals for Area of Interest			281.7	100.0%

KNIGHT'S ADDITION COMMUNITY / HWY 44



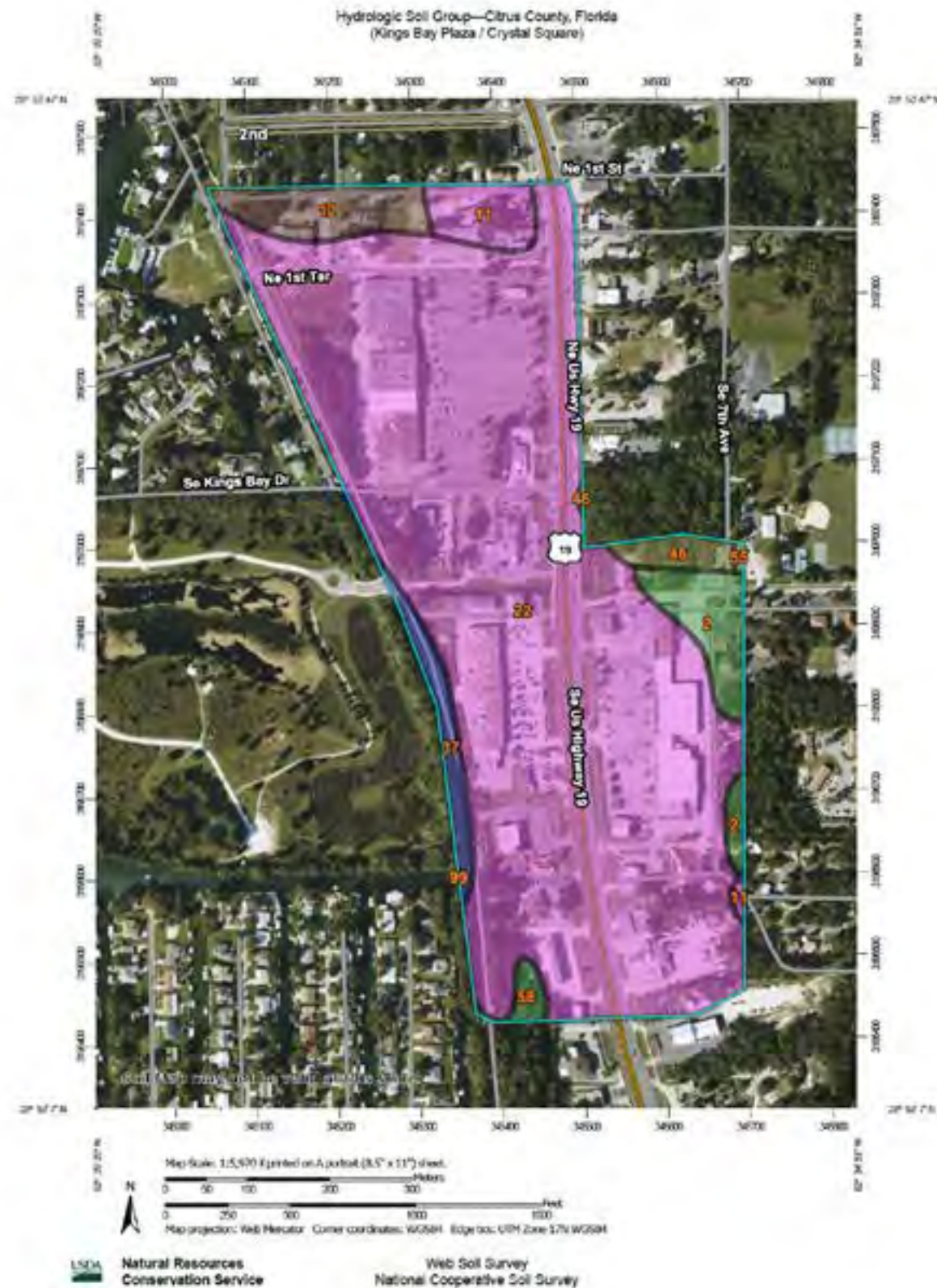
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
2	Adamsville fine sand, 0 to 2 percent slopes	A/D	87.8	29.6%
6	Basinger fine sand, depressional, 0 to 1 percent slopes	A/D	12.2	4.1%
7	Myakka-Myakka, wet, fine sands, 0 to 2 percent slopes	A/D	26.6	8.9%
11	Tavares fine sand, 0 to 5 percent slopes	A	78.8	25.7%
12	Immokalee fine sand	B/D	6.6	2.2%
22	Quartzsammets, 0 to 5 percent slopes	A	54.0	18.2%
41	Candler fine sand, 8 to 12 percent slopes	A	3.6	1.2%
48	EauGallie fine sand, frequently ponded, 0 to 1 percent slopes	C/D	29.9	10.1%
Totals for Area of Interest			297.3	100.0%

CRYSTAL RIVER MALL



Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
22	Quartzipsammens, 0 to 5 percent slopes	A	2.7	2.5%
28	Redlevel fine sand	A	40.7	37.8%
35	Sparr fine sand, 0 to 5 percent slopes	A/D	3.1	2.8%
37	Matiacha, limestone substratum-Urban land complex	B	0.9	0.8%
39	Hollandale-Rock outcrop complex, rarely flooded	A/D	0.4	0.4%
58	Myakka, limestone substratum-Eau/Galle, limestone substratum complex	A/D	3.9	3.6%
59	Boca fine sand, depressional	A/D	4.8	4.4%
64	Citronelle fine sand	B/D	43.7	40.5%
99	Water		7.7	7.2%
Totals for Area of Interest			107.7	100.0%

KINGS BAY PLAZA / CRYSTAL SQUARE



Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
2	Adamsville fine sand, 0 to 2 percent slopes	A/D	3.7	4.1%
11	Tavares fine sand, 0 to 5 percent slopes	A	2.5	2.8%
12	Immokalee fine sand	B/D	3.6	4.0%
22	Quartzipaments, 0 to 5 percent slopes	A	77.1	84.6%
37	Melacha, limestone substratum-Urban land complex	B	2.0	2.2%
46	EauGalle fine sand, frequently ponded, 0 to 1 percent slopes	C/D	1.4	1.5%
55	Udorthents, 0 to 5 percent slopes		0.1	0.1%
58	Myakka, limestone substratum-EauGalle, limestone substratum complex	A/D	0.7	0.8%
99	Water		0.0	0.0%
Totals for Area of Interest			91.2	100.0%

APPENDIX B : WATER TABLE DEPTH MAPS

MAP LEGEND



MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.
 Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

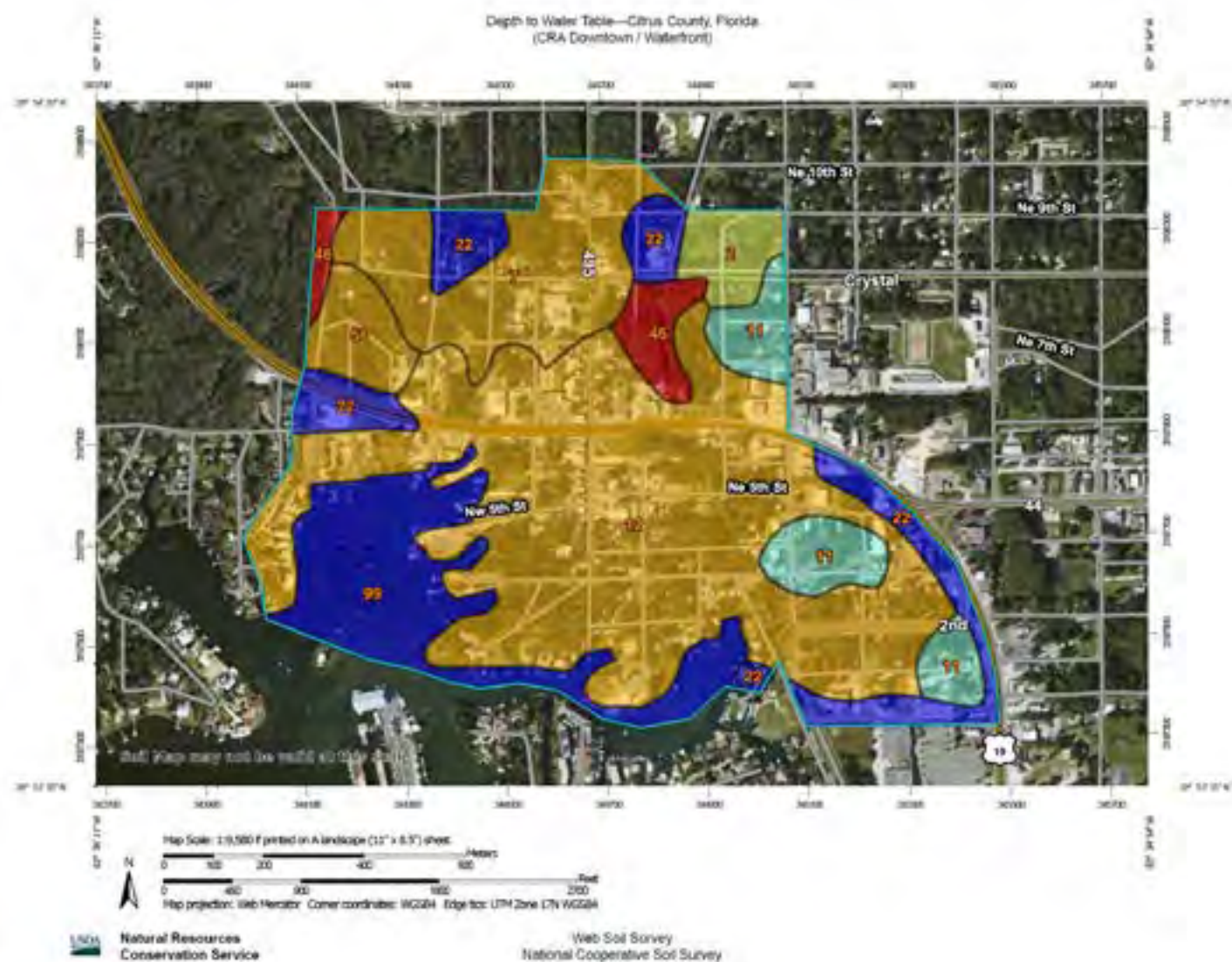
Soil Survey Area: Citrus County, Florida
 Survey Area Date: Version 20, Jun 8, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Oct 18, 2018—Feb 8, 2019

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

CRA DOWNTOWN / WATERFRONT



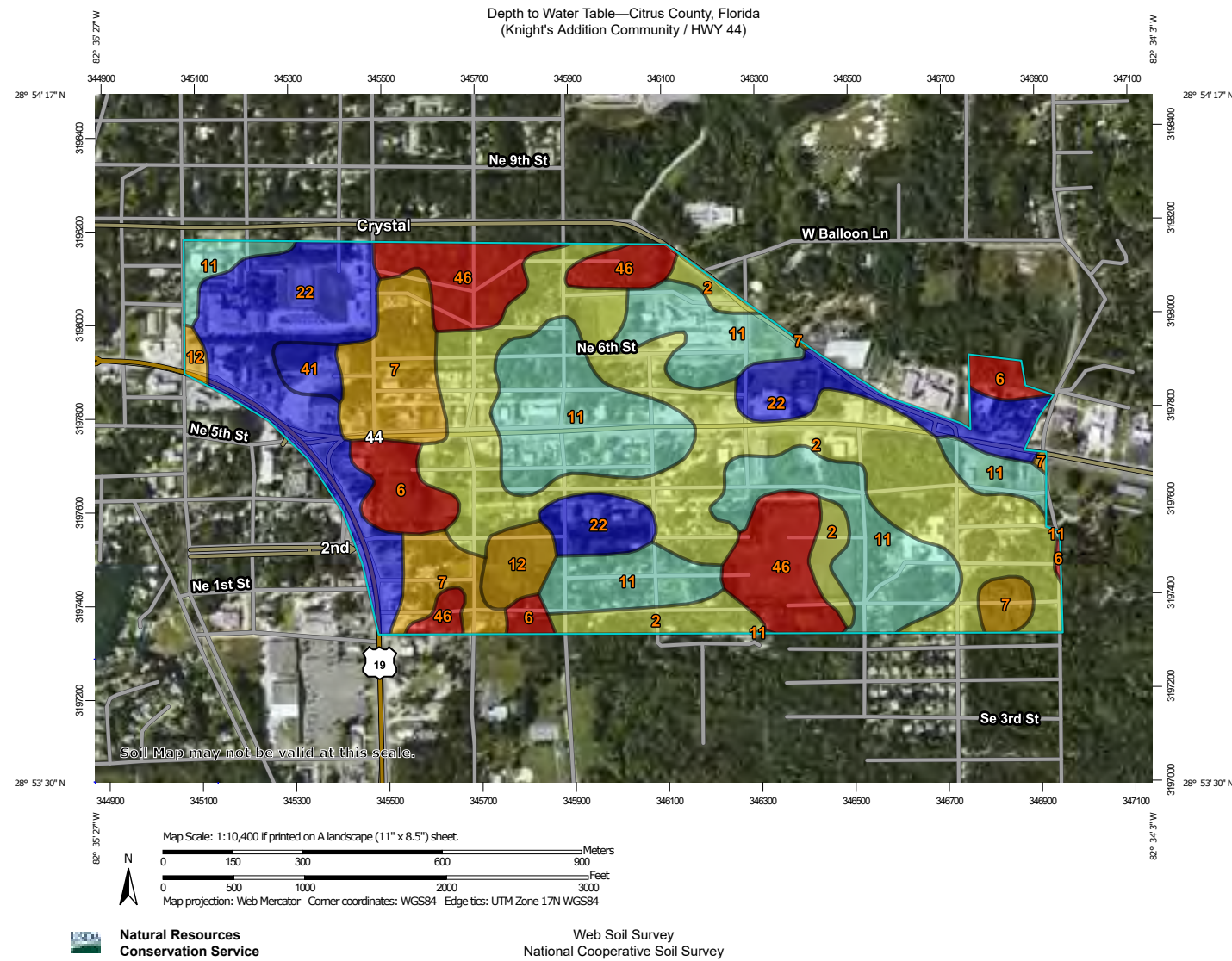
Depth to Water Table

Map unit symbol	Map unit name	Rating (centimeters)	Acres in AOI	Percent of AOI
2	Adamsville fine sand, 0 to 2 percent slopes	51	7.9	2.8%
7	Myakka-Myakka, wet, fine sands, 0 to 2 percent slopes	30	36.1	12.8%
11	Tavares fine sand, 0 to 5 percent slopes	127	18.4	6.5%
12	Immokalee fine sand	31	136.9	48.6%
22	Quartzipsamments, 0 to 5 percent slopes	>200	26.5	9.4%
46	EauGalle fine sand, frequently ponded, 0 to 1 percent slopes	0	8.5	3.0%
56	Myakka, limestone substratum-EauGalle, limestone substratum complex	31	9.2	3.3%
99	Water	>200	38.1	13.5%
Totals for Area of Interest			281.7	100.0%

Description

“Water table” refers to a saturated zone in the soil. It occurs during specified months. Estimates of the upper limit are based mainly on observations of the water table at selected sites and evidence of a saturated zone, namely grayish colors (redoximorphic features) in the soil. A saturated zone that lasts for less than a month is not considered a water table. This attribute is recorded as three separate values in the database. A low value and a high value indicate the range of this attribute for the soil component. A “representative” value indicates the expected value of this attribute for the component. For this soil property, only the representative value is used.

KNIGHT'S ADDITION COMMUNITY / HWY 44



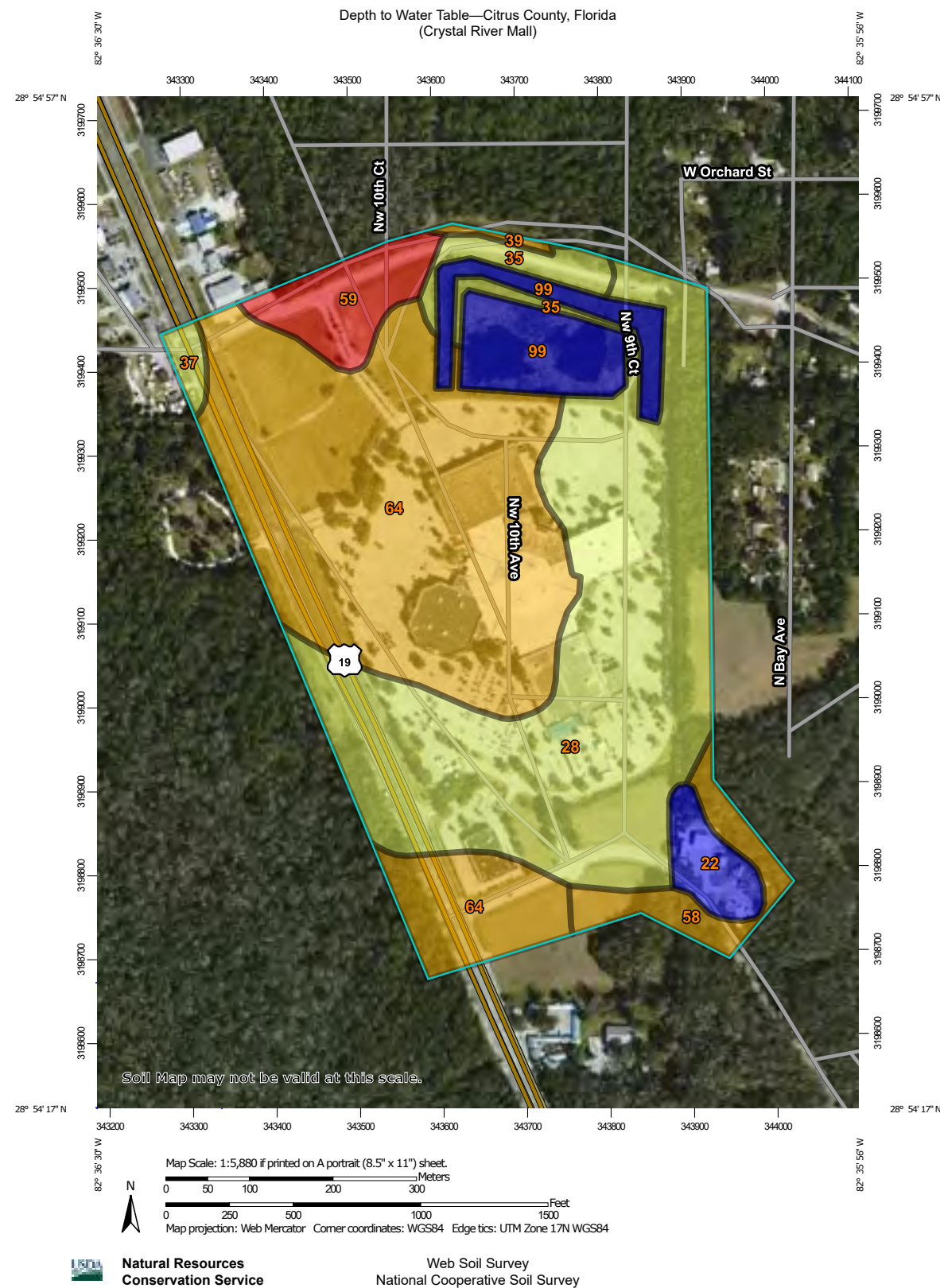
Depth to Water Table

Map unit symbol	Map unit name	Rating (centimeters)	Acres in AOI	Percent of AOI
2	Adamsville fine sand, 0 to 2 percent slopes	51	87.9	29.6%
6	Basinger fine sand, depression, 0 to 1 percent slopes	0	12.2	4.1%
7	Myakka-Myakka, wet, fine sands, 0 to 2 percent slopes	30	26.6	8.9%
11	Tavares fine sand, 0 to 5 percent slopes	127	76.6	25.7%
12	Immokalee fine sand	31	6.6	2.2%
22	Quartzipsammments, 0 to 5 percent slopes	>200	54.0	18.2%
41	Candler fine sand, 8 to 12 percent slopes	>200	3.6	1.2%
46	EauGallie fine sand, frequently ponded, 0 to 1 percent slopes	0	29.9	10.1%
Totals for Area of Interest			297.3	100.0%

Description

“Water table” refers to a saturated zone in the soil. It occurs during specified months. Estimates of the upper limit are based mainly on observations of the water table at selected sites and evidence of a saturated zone, namely grayish colors (redoximorphic features) in the soil. A saturated zone that lasts for less than a month is not considered a water table. This attribute is recorded as three separate values in the database. A low value and a high value indicate the range of this attribute for the soil component. A “representative” value indicates the expected value of this attribute for the component. For this soil property, only the representative value is used.

CRYSTAL RIVER MALL



Depth to Water Table

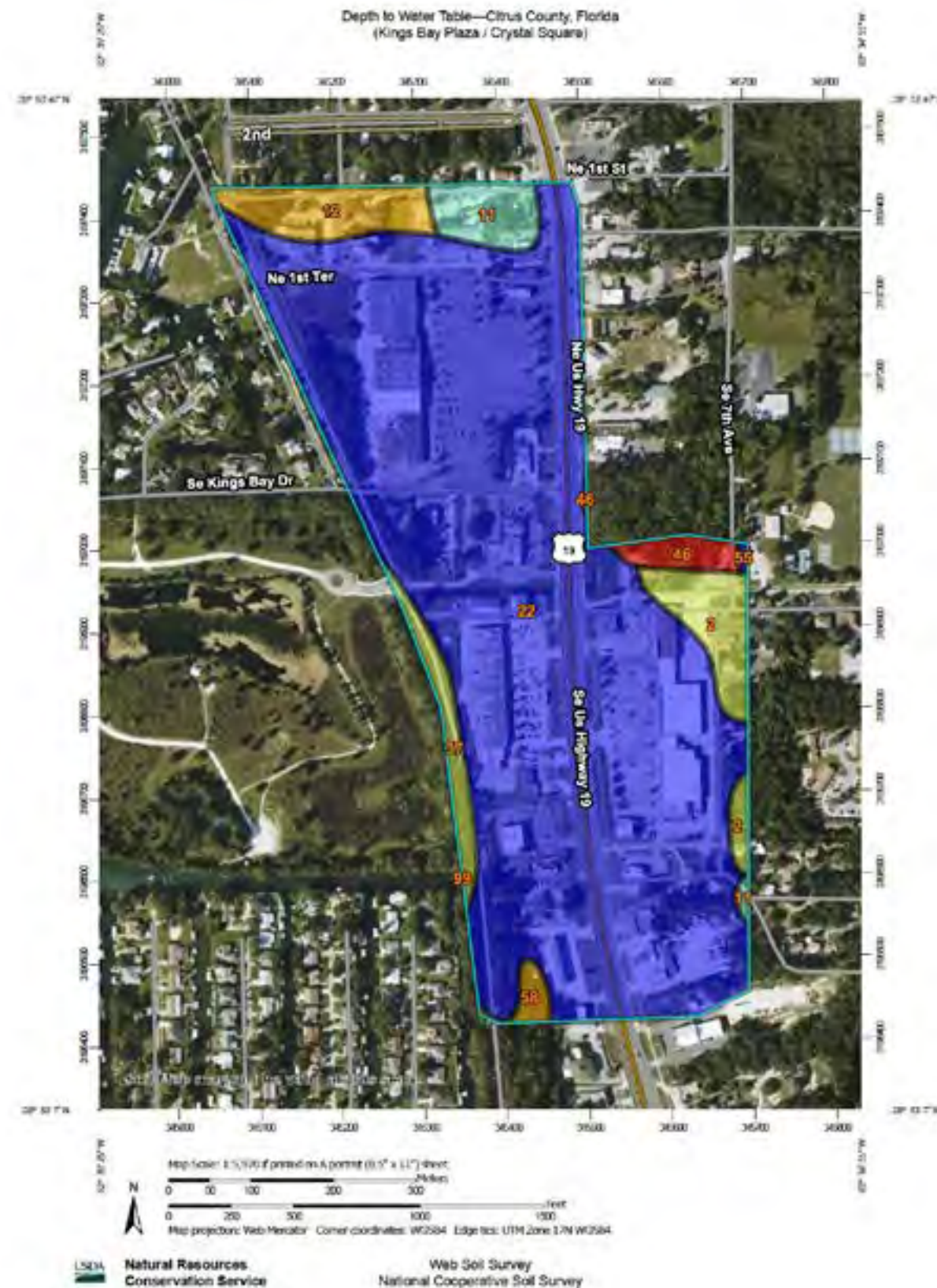
Map unit symbol	Map unit name	Rating (centimeters)	Acres in AOI	Percent of AOI
22	Quartzipsamments, 0 to 5 percent slopes	>200	2.7	2.5%
28	Redlevel fine sand	76	40.7	37.8%
35	Sparr fine sand, 0 to 5 percent slopes	59	3.1	2.8%
37	Matlacha, limestone substratum-Urban land complex	76	0.9	0.8%
39	Hallandale-Rock outcrop complex, rarely flooded	31	0.4	0.4%
58	Myakka, limestone substratum-EauGallie, limestone substratum complex	31	3.9	3.6%
59	Boca fine sand, depressional	0	4.8	4.4%
64	Citronelle fine sand	31	43.7	40.5%
99	Water	>200	7.7	7.2%
Totals for Area of Interest			107.7	100.0%

Description

“Water table” refers to a saturated zone in the soil. It occurs during specified months. Estimates of the upper limit are based mainly on observations of the water table at selected sites and evidence of a saturated zone, namely grayish colors (redoximorphic features) in the soil. A saturated zone that lasts for less than a month is not considered a water table. This attribute is recorded as three separate values in the database. A low value and a high value indicate the range of this attribute for the soil component. A “representative” value indicates the expected value of this attribute for the component. For this soil property, only the representative value is used.

KINGS BAY PLAZA / CRYSTAL SQUARE

Depth to Water Table



Map unit symbol	Map unit name	Rating (centimeters)	Acres in AOI	Percent of AOI
2	Adamsville fine sand, 0 to 2 percent slopes	51	0.7	4.1%
11	Tavares fine sand, 0 to 5 percent slopes	127	2.5	2.6%
12	Insmokalee fine sand	31	3.8	4.0%
22	Quartzipramments, 0 to 5 percent slopes	>200	77.1	84.6%
37	Madacha, limestone substratum-Urban land complex	76	2.0	2.2%
46	EauGalle fine sand, frequently ponded, 0 to 1 percent slopes	0	1.4	1.5%
55	Udorthents, 0 to 5 percent slopes	>200	0.1	0.1%
58	Myakka, limestone substratum-EauGalle, limestone substratum complex	31	0.7	0.8%
99	Water	>200	0.0	0.0%
Totals for Area of Interest			91.2	100.0%

Description

“Water table” refers to a saturated zone in the soil. It occurs during specified months. Estimates of the upper limit are based mainly on observations of the water table at selected sites and evidence of a saturated zone, namely grayish colors (redoximorphic features) in the soil. A saturated zone that lasts for less than a month is not considered a water table. This attribute is recorded as three separate values in the database. A low value and a high value indicate the range of this attribute for the soil component. A “representative” value indicates the expected value of this attribute for the component. For this soil property, only the representative value is used.

APPENDIX C : EXAMPLE ORDINANCE LANGUAGE

CITY OF TYBEE ISLAND – REDEVELOPMENT CRITERIA (SEC. 16-490)

Land development that qualifies as redevelopment shall meet one of the following criteria:

1. Reduce impervious cover. Reduce existing site impervious cover by at least 20 percent.
2. Provide stormwater management. Manage the stormwater runoff from at least 20 percent of the site’s existing impervious cover and any new impervious cover in accordance with the post-construction stormwater management criteria outlined in sections 16-430 through 16-480 using stormwater management practices designed in accordance with the standards, criteria, and information presented in the latest edition of the Coastal Stormwater Supplement, the Georgia Stormwater Management Manual, and any relevant local addenda.
3. Provide off-site stormwater management. Provide a level of stormwater quality and quantity control that is equal to or greater than that which would be provided by on-site stormwater management practices, in accordance with section 16-400.
4. Combination of measures. Any combination of subsections (1)–(3) that is acceptable to the city.

CITY OF SAVANNAH, STORMWATER LOCAL DESIGN MANUAL, SECTION 2.8 REDEVELOPMENT CRITERIA

Redevelopment activities that are not exempt from Stormwater Management for Development Activities requirements shall meet at least one of the following criteria to meet the runoff reduction volume and the Stormwater Quality Protection criteria of the Stormwater Management Ordinance:

1. Reduce Impervious Cover: Reduce existing site impervious cover by at least 20%, unless otherwise approved by the Stormwater Director or his designee.
2. Provide Post-Development Stormwater Management: Manage the stormwater runoff from the site’s existing impervious cover and any new impervious cover in accordance with the post-development stormwater management criteria outlined in the applicable sections of the City of Savannah Stormwater Management Ordinance. The green infrastructure and stormwater management practices used to comply with these criteria shall be selected, designed, constructed, and maintained in accordance with the information presented in the latest edition of the CSS to the GSMM and the LDM.
3. Provide Off-Site Stormwater Management: Provide, through the use of off-site stormwater management practices, a level of stormwater quality and quantity control that is equal to or greater than that which would be provided by satisfying the postconstruction stormwater management criteria outlined in the applicable sections of the City of Savannah Stormwater Management Ordinance.
4. Provide Off-Site Stormwater Management Within City Right-Of-Way Or City-Owned Property Where GI/LID Structural Practices are in Place at Completion of Redevelopment: When GI/LID is provided within the City ROW or property owned by the City in the same drainage basin as the redevelopment, equivalent runoff reduction volume (RRv) can be applied as a credit to meet the redevelopment criteria. Application for this credit must be made through the use of the form in Appendix H.

5. Combination of Measures: Any combination of (1) through (4) above that is acceptable to the City of Savannah.

Redevelopment activities shall meet the Aquatic Resource Protection, Overbank Flood Protection, and Extreme Flood Protection criteria of the CSS of the GSMM.

CITY OF TYBEE ISLAND- COMPLIANCE THROUGH OFF-SITE STORMWATER MANAGEMENT PRACTICES (SEC. 16-400)

The stormwater management design plan for each land development project shall include structural and nonstructural stormwater management practices located on the development or redevelopment site unless provisions are made to manage stormwater runoff at an off-site or regional facility. The off-site or regional facility must be located on property legally dedicated for that purpose, be designed and adequately sized to meet the post-construction stormwater management criteria set forth in subdivision 4 of this division, provide a level of stormwater quality and quantity control that is equal to or greater than that which would be provided by on-site stormwater management practices, and have a legally-obligated entity responsible for long-term operation and maintenance of the off-site or regional stormwater facility. In addition, stormwater management measures shall be implemented, where necessary, to protect upstream and downstream properties and drainage channels between the site and the location of the off-site or regional facility.

To be eligible for compliance through an off-site stormwater management practice, the applicant must submit a stormwater management design plan to the city that shows the adequacy of the off-site or regional facility and demonstrates, to the satisfaction of the city, that the off-site or regional facility will not result in the following impacts:

1. Increased threat of flood damage or endangerment to public health or safety;
2. Deterioration of existing culverts, bridges, dams, and other structures;
3. Accelerated streambank or streambed erosion or siltation;
4. Degradation of in-stream biological functions or habitat; or
5. Water quality impairment in violation of state water quality standards, and/or violation of any state or federal regulations.

CITY OF TYBEE ISLAND-NEW/REPLACEMENT DRIVEWAY REQUIREMENTS (SEC. 3-080. C5)

For water quality purposes, all newly-constructed driveways, and replacements of more than 50 percent of existing driveways serving residential uses shall be constructed of materials designed to allow retention of the first one inch of stormwater. A new driveway includes the initial placement of any material on bare soil. Such new driveways and replacements of more than 50 percent of an existing driveway are subject to permitting and inspection(s). A permit and inspection(s) are also required for repair of less than 50 percent of an improved

driveway. The retention requirement is based on a 24-hour, 25-year Tybee III SCS storm. A permit is required for installation of a new or replacement driveway. An inspection is required of each layer prior to the next layer being installed. The permit applicant shall be responsible for all engineering fees incurred by the city for review of materials, even when a material is not approved. Acceptable materials include:

- Stone must be either AASHTO #57, #67, #78, or #89 open graded with no fines, or pea gravel with no fines, or a combination of two or more. Graded aggregate base (also known as “crusher run” or “crush and run”) is not allowed.
- Standard brick pavers are four-inch by eight-inch with minimum five-sixty-fourths-inch average continuous joints/borders with eight one-eighth-inch wide spacers per paver filled with masonry sand. See item (c) for base and header requirements. If larger bricks are used, thereby creating less linear joint and surface area joint, calculations by a state licensed design professional must be reviewed and approved by the city. See engineering fee information in subsection (1).
- Permeable interlocking concrete pavers (PICP) are solid structural units installed with openings as described in the coastal stormwater supplement (CSS) through which stormwater runoff can rapidly pass into the underlying reservoir of a four-inch minimum depth open-graded stone, no fines. Openings may be filled only with pea gravel or larger stone, or with masonry sand. A concrete header curb or paver/concrete block ribbon with a maximum width of eight inches must be installed around the perimeter of the pavers. Building foundations and garage floors may serve as a portion of the perimeter. The edge of a paved road may not serve as a perimeter. Flush headers and ribbons are included in the driveway measurements. To not be included in the driveway measurements a header or ribbon must be installed lower than the driveway pavers, covered with adequate top soil, and seeded or sodded to facilitate vegetation.
- Ribbon driveway designs are normally constructed of concrete but other materials may be considered. The ribbons are to be a maximum of 18 inches wide with a one to two percent cross slope to route runoff to adjacent pervious areas rather than down the strips to the street. The area between the strips may be either grass or stone as described in subsection (a). The area between the drive strips is to be flush or one-eighth-inch below the driving strip to encourage the percolation of stormwater runoff between the driving strips. Concrete grid pavers (CGP) are precast concrete units that allow rainfall and stormwater runoff to pass through large openings that are filled with pea gravel, sand or topsoil and turf. A concrete header curb or brick/concrete block ribbon with a maximum width of 12 inches (flush or one-eighth-inch higher than the contained permeable pavement) must be installed around the perimeter of the permeable pavement. Building foundations and garage floors may serve as a portion of the perimeter. The edge of a paved road may not serve as a perimeter. Header and ribbons are included in the driveway measurements. To not be included in the driveway measurements a header or ribbon must be installed lower than the driveway pavers, covered with adequate top soil, and seeded or sodded to facilitate vegetation.
- Plastic grid pavers (PGP) consist of flexible, interlocking plastic units that allow rainfall and stormwater runoff to pass through large openings that are filled with gravel, sand or topsoil and turf. A header curb is required and is included in the driveway measurement.
- Pervious concrete (also known as porous concrete) is similar to conventional concrete in structure and form, but consists of a special open-graded surface course, typically four to eight inches thick, that is

bound together with Portland cement.

- Porous asphalt is similar to pervious concrete and consists of a special open-graded surface course bound together by asphalt cement.

For all other proposed materials, calculations are required from a state licensed design professional demonstrating compliance with the retention requirement of this section.