Crystal River Civic Master Plan

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PROJECT TEAM

DOVER, KOHL & PARTNERS

Town Planning

Jason King, AICP, CNU-A, Principal

Robert Piatkowski, AICP

James Dougherty, AICP, CNU-A

Pamela Stacy King, CNU-A

Kenneth García, AICP, CNU-A

Xu Zhang, PLA, ASLA

Camilo Rivas

Elysse Dallas

Andre Leon Jackson

HALL PLANNING & ENGINEERING

Transportation & Mobility

Richard Hall, P.E., Principal

Hannah Rubottom

GOODWYN MILLS CAWOOD

Stormwater Engineering & Resilience

Brandon Bias, AICP, LEED Green Associate

Robert Brown, Ph.D., P.E.

ACKNOWLEDGEMENTS

CITY OF CRYSTAL RIVER

Joe Meek, Mayor

Robert Holmes, Vice-Mayor/Council Member

Cindi Guy, Council Member

Ken Brown, Council Member

Patrick Fitzpatrick, Council Member

Ken Frink, City Manager

Jack Dumas, Assistant City Manager

Leslie Bollin, Events & Marketing Director

Brian Herrmann, Planning and Community Development Services Director

Jenette Collins, Urban Planner

STEERING COMMITTEE

CHARLENE BOSTICK

CHUCK DIXON

DAN GRANNAN

ROBERT HOLMES

AL HOPKINS

JEFF KINNARD

DAVE LAMBO

GERRY MULLIGAN

LISA VANDEBOE

JOSH WOOTEN

...and hundreds of participants from the Crystal River community!

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CITRUS COUNTY

1. Introduction & Background

This chapter provides an introduction to the project. It takes a glimpse into previous plans and studies completed for the City of Crystal River and the region, summarizing existing conditions and preliminary analysis that outlines the groundwork for the vision laid out in the subsequent chapters.

INTRODUCTION

A BRIEF HISTORY OF CRYSTAL RIVER

PREVIOUS PLANS & STUDIES

CRYSTAL RIVER AT A GLANCE

FOCUS AREA SNAPSHOTS

FOCUS AREA ANALYSIS

INTRODUCTION

This is an exciting time for Crystal River. The Civic Master Plan focuses on helping the city maximize its potential while at the same time making sure that it continues to be the place that its residents want it to be. The plan provides the chance to design key streets, public spaces, and other property while recommending regulations and strategies that are in alignment with the community's values. The overall project is divided into focus areas to respond to the various opportunities and challenges in different geographies, as well as a civic framework of guiding principles that can be applied city-wide.

The Civic Master Plan focus areas are:

- The Copeland Park Neighborhood
- Downtown and Waterfront (the Community Redevelopment Area)
- New Centers along Highway 19

PLANS ARE UNDER WAY TO:

- Develop a new "Town Square"
- Develop a new linear park, splash pad, the City's historic water tower and the restored (historic) pump house building (Town Square phase 2)
- Work with FDOT to re-design Highway 44, a "gateway" into the City.

WHY NOW

The Civic Master Plan reflects the city's commitment to preserve and enhance the existing community while promoting new places of character that are both time-honored and meaningful. This commitment to a "place-based" approach became embedded in policy when the city adopted the region's first form-based code overlay for its Community Redevelopment Area (CRA) in January 2020. This plan builds upon the city's investments in the downtown and waterfront areas, along with many organizations' working to bring new vitality to the city and revive Kings Bay. These efforts have resulted in expanded access to the waterfront, new parks, and a healthier ecosystem.

Private investors and local businesses are taking notice. Several new developments are planned or are under construction and new businesses are being established. However, the city lacks a strong vision for the future, specifically how best to integrate and connect new public and private spaces in a manner that reflects the character of the community that will be cherished for years to come. The 2021 update to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) resulted in Base Flood Elevations (BFEs) increasing by three to four feet, requiring new ways of building in the city. The plan explores how to meet these increased flood zone requirements without sacrificing walkable urbanism.

The Civic Master Plan was initiated to allow community members to engage with each other, city staff, leadership, and planning consultants to envision the future of Crystal River while working to establish a comprehensive set of recommendations based on the community's goals. As a result, the plan will be used by the city, community members, local businesses, and property owners as a road map to guide future changes and improvements.

Historic photo of King's Bay

Historic photo of Citrus Avenue

Citrus Avenue today

A BRIEF HISTORY OF CRYSTAL RIVER

EARLY HISTORY

Crystal River and the surrounding area has an extensive history and is one of the longest continuously occupied sites in Florida. The area was initially inhabited by nomadic paleoindians 12,000 years ago, at a time when the climate, flora, and fauna were drastically different than today and the coast was 60 to 100 miles further west. The first settlements were built around 500 B.C., beginning a period of continual occupation by Native Americas lasting more than 1,600 years, ending before the Spanish conquistadors arrived in the Americas. The settlement area consists of burial mounds, temple and platform mounds, and a plaza area and a substantial midden that served as a center for ceremonies and trade. Today this important site of Native American history is protected as the Crystal River Archaeological State Park.

Settlers began moving to what is now Crystal River following the Second Seminole War and the passing of the Armed Occupation Act of 1842. Growth in the region was slow in the 19th century until after the Civil War. Citrus groves and industries based on natural resources, including turpentine and cedar, attracted more people in the late 1800's. Early settlers had big hopes for citrus and planted thousands of acres of orange and grapefruit trees. However, after the great freeze of 1894 to 1895, citrus growing never regained commercial viability. Phosphate was discovered in 1889 in east Citrus County and phosphate mining brought an industrial boom to the region in the early 1900s. There were at least 34 phosphate plants in operation in Citrus County in 1910. Industrial products and natural resources were shipped to urban areas outside of Florida first by sea and eventually by rail, once it arrived in 1888. The railroad provided an easier way to ship and transport goods as well as provide access for tourism. The population swelled during this era.

Citrus County was established in 1887 when Hernando County was divided into Hernando, Citrus, and Pasco Counties. Crystal River became a town in 1903 and was officially incorporated as a city on July 3, 1923.

RECENT DECADES

In the decades following the city's incorporation, most residents in the region earned a living based on the land and nearby waters. Farming, fishing, lumbering, citrus growing, livestock raising, and tourism were the pillars of economy. The natural resources and weather in Crystal River created a perfect condition for growing a variety of crops and vegetables. At the same time, the vast virgin timber provided raw materials for products such as lumber, pencils, and wooden crates, among others. Fishing began at a small, local scale but eventually expanded to statewide markets.

The economy in recent decades has dramatically shifted towards tourism and away from mining and agriculture. Today the waters serve as much as a source of food but as an attraction for the tourist-based economy. Both new residents and visitors are drawn to the city by the natural resources and pleasant climate that have drawn in people for thousands of years.

Temple Mound at the Crystal River Archaeological State Park

Historic photo of Crystal River Waterfront

PREVIOUS PLANS & STUDIES

The Crystal River Civic Master Plan builds upon a strong foundation of previous plans, studies, and recently updated city regulations.

CRYSTAL RIVER COMPREHENSIVE PLAN (2011)

Objective 6 of the city's adopted Comprehensive Plan describes how Complete Streets principles will be considered for all roadways to address the needs of bicyclists and pedestrians. The plan describes how the city shall view all transportation opportunities to improve safety, access, and mobility for all travelers.

In addition, Goal 3 of the Comprehensive Plan Land Use Element states that Crystal River will promote and maintain the existing character of the community through consistent land use. The city shall preserve, protect and improve the character of the city through the implementation of compatibility standards and the consideration of innovative development standards that may include a transfer of development rights, planned unit developments, form-based regulations, conservation subdivisions, or other regulations that encourage mixed use and clustered development patterns.

HERNANDO/CITRUS MPO BIKEWAYS AND TRAILS MASTER PLAN

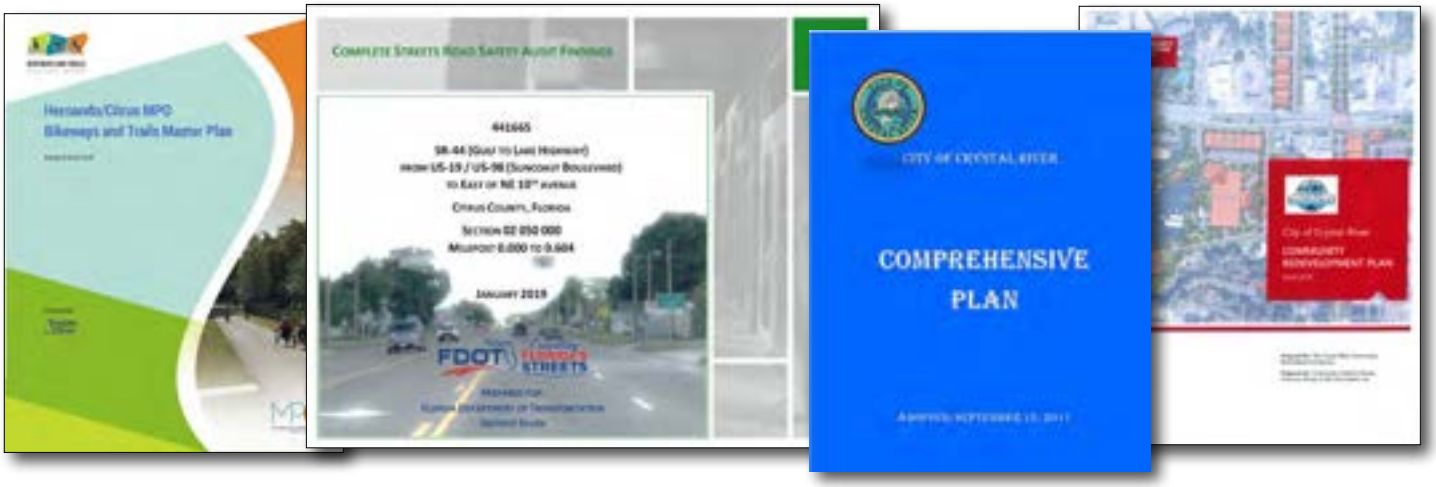
The Hernando/Citrus Metropolitan Planning Organization (MPO) Bikeways and Trails Master Plan represents a collaborative effort to create a vision that:

> *Hernando and Citrus counties become communities where people can safely and easily ride bicycles and walk daily. A connected network of trails and on-street facilities will benefit the economy, public health, and quality of life for all members of the community.*

The Bikeways and Trails Master Plan includes a commitment to safety with a Vision Zero approach, equity and choice in recognizing that car ownership is not accessible to all, the health benefits of walking and biking, and the economic boost resulting from trail promotion and tourism.

PARTIAL LIST OF PREVIOUS PLANS, STUDIES AND MORE:

- Crystal River Comprehensive Plan (2011)
- CRA Plan (1988)
- CRA Visioning Plan (2008)
- CRA Waterfront District Master Concept Plan & Strategies (2013)
- Bayside and Heritage Plans (2017)
- Land Development Code (2020)
- CRA Form Based Code overlay (2020)



CRYSTAL RIVER CONGESTION MANAGEMENT STUDY

This Hernando/Citrus MPO study addresses the need to redesign Highway 19 in downtown Crystal River, create new trail connections, and utilize Turkey Oak Drive as a truck route to reroute trucks away from downtown.

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) POLICIES

FDOT adopted a statewide Complete Streets policy in 2014 and a Context Classification Document in 2017. Implementing Complete Streets is an FDOT department-wide priority. The Complete Streets approach builds on flexibility and innovation in roadway planning and design to put the right street in the right place. Complete Streets serve the transportation needs of transportation system users of all ages and abilities, including pedestrians, bicyclists, transit riders, motorists, and freight handlers. A transportation system based on Complete Streets principles can help to promote safety, quality of life, and economic development.

Complete Streets are context sensitive and the approach provides transportation system design that considers local land development patterns. Roadways will be planned and designed to support the safety, comfort, and mobility of all users based on the unique context of each roadway. The FDOT context classification system broadly identifies the various built environments existing in Florida. The standards in the FDOT Design Manual are now based on this context sensitive approach. The context classification of a roadway will inform FDOT's planning, Project Development and Environment (PD&E), design, construction, and maintenance approaches to ensure that state roadways are supportive of safe and comfortable travel for their anticipated users. FDOT's Context Classification system is further discussed in The Civic Framework chapter.

CONTINUED FROM PREVIOUS PAGE:

- FDOT Context Classification Document (2017)
- Crystal River Congestion Management Study (2017)
- SR-44 Final RSA Report
- Final RRR Safety Report
- Final RSA Memo
- Hernando/Citrus MPO Bikeways and Trails Master Plan (2018)

Previous Plans & Studies

CRYSTAL RIVER AT A GLANCE

FOCUS AREAS

DOWNTOWN WATERFRONT / CRA

The downtown is characterized by the waterfront, main street shops, City Hall, traditional neighborhoods, and several civic spaces. Centered on the city's new Town Square at the intersection of Highway 19 (a high-intensity FDOT thoroughfare) and Citrus Avenue (the city's "main street"), the district extends outward nearly ½ mile in all directions. This area encompasses the CRA and City Council recently adopted a Form Based Code for the area that utilizes "building types" as its primary organizing principle.

COPELAND PARK NEIGHBORHOOD

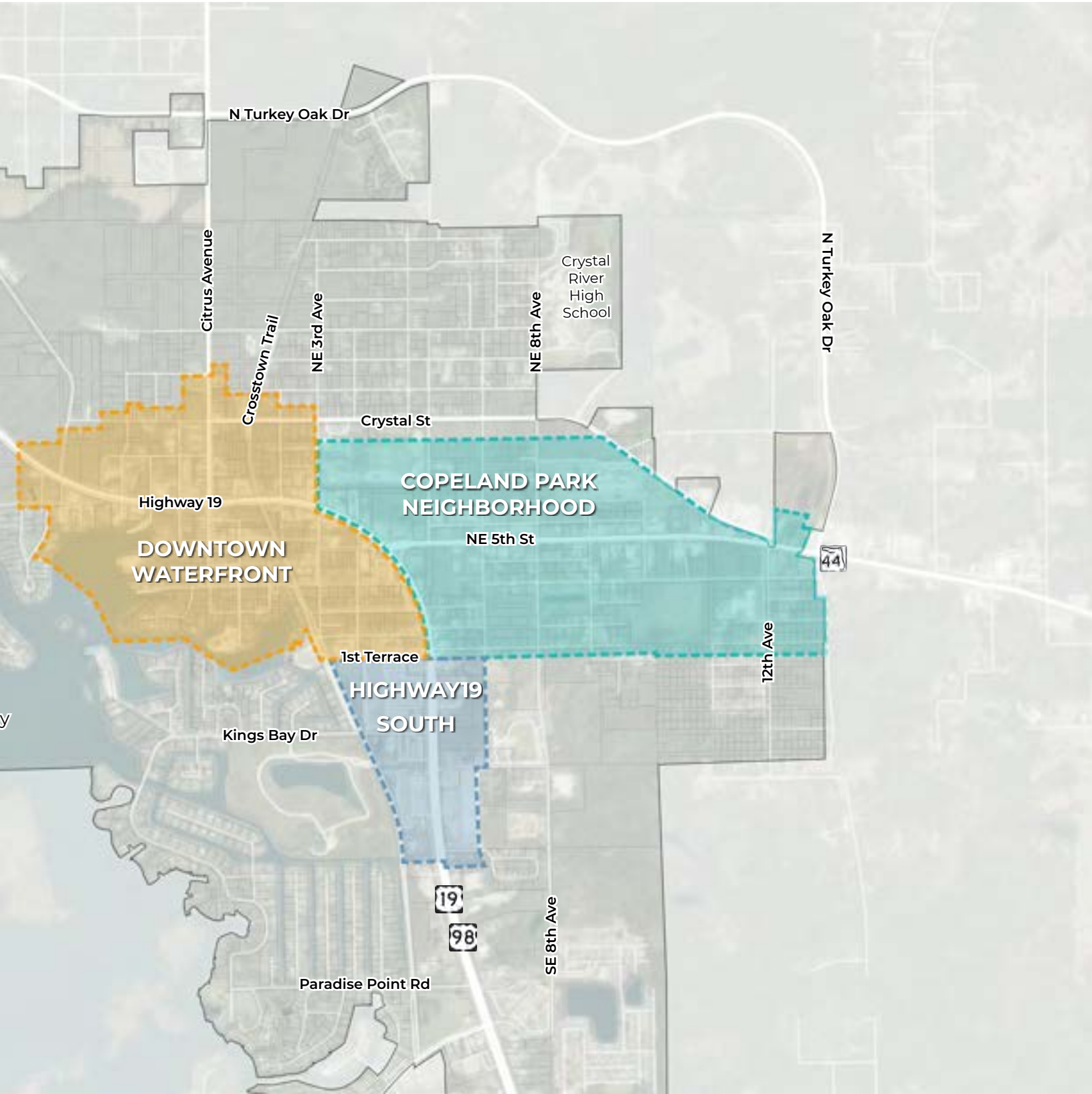
This area, which is characterized by residential neighborhoods, Crystal River Elementary School, and two well-used parks is centered on the intersection of Highway 44 (an intense commercial thoroughfare) and NE 8th Avenue (a neighborhood street), and extends for approximately ⅓ of a mile in each directions. Highway 44 bisects the neighborhood's otherwise traditional grid of streets, dividing the community in two and creating a rather significant barrier for pedestrians.

CRYSTAL RIVER MALL

Following national trends, the Crystal River Mall has seen a decline in retail demand and has begun a transformation to expand mall uses beyond retail and into experiences that cannot be had online, including many independent stores, a growing variety of entertainment options, and small offices. The Crystal River Mall is in a good location and has a large area of land, including surface parking lots and vacant out parcels. This location presents an opportunity to re-use previously developed land for new, more productive uses without having to expand into the city's natural lands.

HIGHWAY 19 SOUTH

A number of areas along Highway 19 are characterized by first generation, low intensity, auto-oriented, suburban retail centers at or near the end of their lifespan. Retail centers contain infrastructure and, in some cases, front existing neighborhoods, making them ideal for new "tax-positive", multi-modal, mixed-use infill development.


N Turkey Oak Dr
Citrus Avenue
Crosstown Trail
NE 3rd Ave
NE 8th Ave
Crystal River High School
N Turkey Oak Dr
Crystal St
COPELAND PARK NEIGHBORHOOD
Highway 19
DOWNTOWN WATERFRONT
NE 5th St
44
1st Terrace
HIGHWAY19 SOUTH
12th Ave
Kings Bay Dr
19
98
SE 8th Ave
Paradise Point Rd

SOCIO-ECONOMIC SNAPSHOT

This section examines the demographics of Crystal River. The information will help to form an understanding of Crystal River in terms of population, income, employment, or other data trends.

The following summary statistics show data from the US Census Bureau's 2015-2019 American Community Survey 5-Year Estimates, unless otherwise specified.

AVERAGE HOUSEHOLD SIZE

HOUSEHOLDS

1,465

MEDIAN HOUSEHOLD INCOME

POPULATION

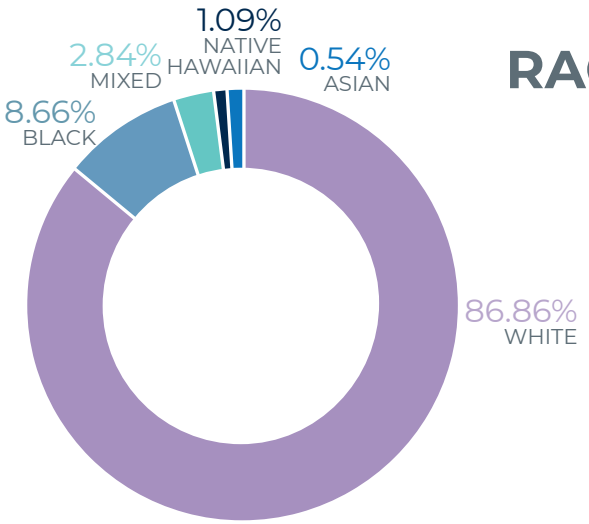
28.4%
Poverty Rate

17.3 min
Mean Travel Time to Work

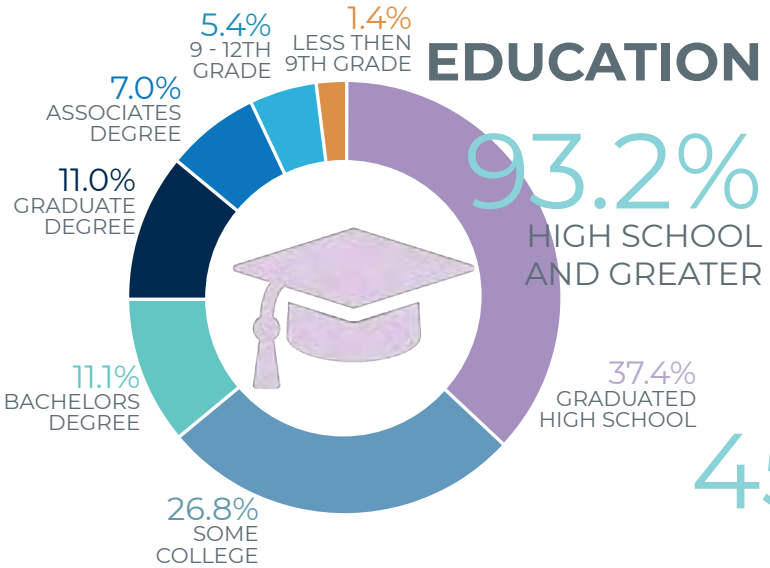
MEDIAN AGE

56.8

RACE

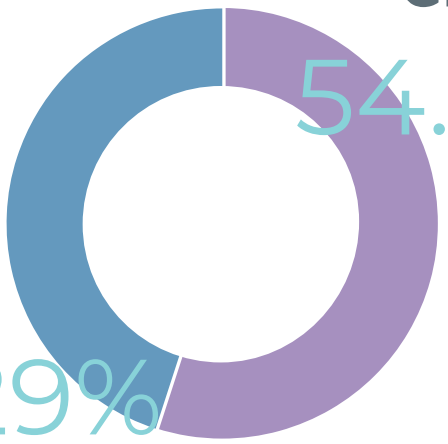


EDUCATION



93.2%
HIGH SCHOOL AND GREATER

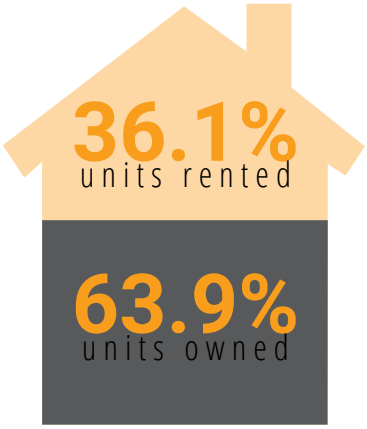
GENDER



54.71%
FEMALE

45.29%
MALE

HOUSING



Community Ownership Rates

2,200
Total Housing Units

$691
Median Rental Cost

$114,000
Median Housing Value

SOURCE- 2010 U.S. Census

FOCUS AREAS SNAPSHOTS

DOWNTOWN AND THE WATERFRONT

Downtown Crystal River has a small-town, walkable community character. Citrus Avenue is the community's main street where historic buildings are home to local shops, restaurants, and bars. Traces of "old Florida" architecture can still be seen in the remaining traditional structures.

As the city expanded in the 1980s, retail growth moved out of the downtown and into shopping centers along US 19. The downtown declined as residential and commercial activities shifted outwards. In response, the Crystal River Community Redevelopment Agency (CRA) was established. The CRA has implemented funding mechanisms and created strategies and programs to successfully breathe new life into the downtown, particularly along Citrus Avenue. There are also special development standards and a form based code for the CRA. The downtown focus area shares the same boundary as the CRA, as shown on the following page.

The Town Square at the intersection of Highway 19 and Citrus Avenue is one of the most recently completed projects. The Town Square, which opened in July 2020, is built on land that had been vacant for more than 50 years. The park now serves as a central gathering space for events and is becoming a public centerpiece with new amenities, including "an interactive splash pad, open air gathering spot for special activities, the recently restored "pump house" building, and plans for a future children's playground. All of these spaces have been built or are currently under construction as part of the next phase of Town Square.

Perhaps downtown's greatest amenity is the waterfront along Kings Bay. Fed by 70 natural springs, Crystal River and Kings Bay has consistent warm water, making them a destination for manatees in winter. Thousands of visitors from around the world are drawn to Crystal River each year to experience the springs and the manatees. Downtown's waterfront parks, including Hunter Springs Park and King's Bay Park, provide public access to the waterways and are heavily used for swimming and kayaking. Several waterfront restaurants and bars provide a "boat up" experience with views across Kings Bay from outdoor decks.

Citrus Avenue

Citrus Avenue and new Town Square in Downtown Crystal River

Existing Kings Bay Riverwalk

Highlights

1 Citrus Avenue

Citrus Avenue is Crystal River's main street and center of the downtown. Buildings are street-oriented with access from the sidewalk and parking provided on street, behind, or alongside the structure to create a walkable environment.

2 Kings Bay

The centerpiece of downtown is Kings Bay and the waterfront. The expanding Riverwalk will continue to increase public access to the water. Several vacant lots on the waterfront are key opportunity sites.

3 Crosstown Trail

The Crosstown Trail is a primary shared-use path running north-south through Crystal River following an old railroad right-of-way.

4 City Hall

Crystal River's City Hall is located on Highway 19 one block west of Citrus Avenue. The building occupies a large lot with several parks nearby and offers an opportunity for a more prominent and resilient complex.

Crystal River waterfront

However, public access to the bay is still limited and there are vacant sites in prime locations along the waterfront. The Kings Bay Riverwalk is significantly improving access to the water and creating additional opportunities for residents, visitors, and businesses to experience the waterfront. Phase one of the riverwalk has been completed with 3,800 feet of trails and boardwalks. The next phase will provide increased connections to waterfront destinations including local businesses and parks along the water.

THE COMMUNITY REDEVELOPMENT AGENCY (CRA)

The Community Redevelopment Agency was created in 1988 to enhance the economic development of downtown by improving blighted areas. The CRA encompasses approximately 606 acres of land which includes much of the downtown area and adjacent waterfront. The Downtown Waterfront boundary is congruent to the CRA boundary. The agency has made numerous improvements to the streetscape along Citrus Avenue and NW 3rd street. The NW 3rd street Pier and Kings Bay Park were also constructed by the agency. The current Comprehensive Plan encourages a diversity of uses within the CRA area. Mixed use development and residential uses can lead to a more sustainable, lively downtown.

NEIGHBORHOOD CENTERS

A number of areas along Highway 19 are characterized by suburban retail centers, many of which have high vacancy rates and are reaching the end of their design lifespan. Unlike the downtown and Copeland Park Neighborhood focus areas, these areas consist of large parcels of commercial land with just a single or few owners, are predominantly paved, have large buildings, and do not include any homes or public spaces.

These sites provide an opportunity for redevelopment into a wider range of uses that better connects with and supports surrounding neighborhoods. Neighborhood centers are places with a mix of buildings, uses, housing, and public spaces that serve the immediate neighborhood and the city as a whole. With the need for housing increasing and demand for retail space decreasing, transforming these sites into neighborhood centers allows for productive use of the land and the previous investments in infrastructure. Incorporating a mix of buildings and uses provides greater flexibility and economic resiliency to adapt to changing markets over time. There is also an opportunity to add new parks and public spaces and to connect to the crosstown trail. As the city's population grows, redeveloping in these areas can help limit development of natural land further from downtown.

BENEFITS OF NEIGHBORHOOD CENTERS

With the right standards in place, redevelopment of these sites into neighborhood centers can:

- Make efficient use of existing infrastructure and investments.
- Expand upon the walkable downtown.
- Reduce development pressure on natural lands and undeveloped areas.
- Increase the amount of green space and pervious surfaces.
- Connect to the Crosstown Trail.
- Add to the city's housing stock.
- Continue the productive use of land in Crystal River.

HIGHWAY 19 SOUTH OF DOWNTOWN

Highway 19 is the primary north-south corridor in Crystal River. The area along Highway 19 south of downtown is characterized by low intensity, auto-oriented, suburban retail centers with free standing buildings on large surface parking lots. These buildings are primarily occupied by discount retail outlets, local restaurants, and service industries with anchor tenants including a hardware store, Big Lots, and a marine supply store providing needed services and retail for the community.

However, some of the larger shopping centers have been losing tenants or are completely vacant. These sites are located close to downtown Crystal River and are connected by the Crosstown Trail. They are also within walking distance to Crystal River's springs and waterfront. These sites represent prime opportunities to accommodate housing in an area that is already urban and where biking and walking to key destinations in the city is possible.

View along Highway 19 south of downtown

Opportunity Sites

1. **Kings Bay Plaza**
2. **Crystal Center**
3. **Crystal Square**

Highway 19 south of downtown - existing development pattern

CRYSTAL RIVER MALL

Crystal River Mall is an enclosed shopping mall located approximately one mile north of downtown at the intersection with North Turkey Oak Drive and across from Crystal River Preserve State Park. The mall initially opened in 1990 and is the largest enclosed shopping destination in Citrus County. The mall has ample parking that is occasionally used as a remote parking location for large Crystal River Events. For the most part, the mall's out parcels remain undeveloped or are now vacant.

Crystal River Mall has more than 30 businesses including many unique local ones and a growing number of entertainment options. However, like regional malls across the country, it is suffering the loss of department store anchors and apparel tenants. Today the mall is nearly 50% vacant.

Yet the mall has had success at attracting new uses and there is tremendous opportunity to reimagine the mall site, its parking, and out parcels.

Crystal River Mall is home to many businesses, including local shops, offices, and entertainment destinations.

The Crystal River Mall has a 50% vacancy rate, following the trend for regional malls across the country.

Crystal River Mall existing development patterns

COPELAND PARK NEIGHBORHOOD

The Copeland Park neighborhood is a residential neighborhood along a linear commercial corridor and includes three schools, and two well-used parks. Highway 44 bisects the neighborhood's otherwise traditional grid of streets, dividing the community in two and creating a significant barrier between the two sides.

According to 2016 data from the American Community Survey, 14% of the surrounding households have no cars, more than double the 6.09% Citrus County average. The median household income is $18,772 north of Highway 44 and $27,803 south of Highway 44. In both cases, the median household income is lower than the Citrus County average of $37,297. The poverty level for the United States according to US Poverty Federal Guidelines is $25,750. There is a need for both affordable housing and additional means of transportation within the area.

Highway 44 Existing Conditions

Highway 44 (Gulf to Lake Highway) from US-19 / US-98 to East of NE 10th Avenue is an east/west 5-lane undivided urban principal arterial roadway with a posted speed of 45 miles per hour (mph). Based on 2017 FDOT data, the study corridor recorded 31,500 AADT along Highway 44. The FDOT context classification is currently C3C – Suburban Commercial. There is a two-way-left-turn lane along this segment of the road. Highway 44 serves three schools to the north including Crystal River Primary School, Crystal River Middle School, and Crystal River High School. There is a two-block school zone between NE 7th Avenue and NE 9th Avenue, serving Crystal River Primary School. The posted speed limit for the school zone is 20 MPH.

The land use is commercial. Currently, the City's High Intensity Commercial (CH) zoning district does not allow for residential uses. The City hopes to change this, but in the meantime the resulting businesses are a mix of both national chains and local stores; including CVS, WaWa, Big Dan's Car Wash, RaceTrac, Coney Island Hot Dogs, AutoZone, State Farm Insurance, Bryant's Barber Shop, Ace Hardware, and many more.

The corridor has four 12-foot travel lanes, a 4-foot paved shoulder that is marked as a bike lane, a 12-foot center two-way-left-turn lane, and a signalized intersection at US-19 / US-98 / Suncoast Boulevard . Although Highway 44 has sidewalks on both sides, the intersecting streets do not all have sidewalks.

Four-foot bike lanes are present on each side of Highway 44 east of NE 6th Avenue. An additional four-foot bike lane is located on the north side of US-19/ US-98 as well for connectivity. The current FDOT standard for newly constructed bike lanes is a seven-foot buffered bike lane. For resurfacing projects where it is not practical to move the existing curb, the width of the bicycle lane depends on the width of the available roadway pavement.

There is no fixed transit route along Highway 44 that could connect residents to other areas. A reservation-based service through Citrus County Transit exists during weekdays. Anyone can use this service, but reservations must be made two business days in advance. Those users who qualify for the Transportation Disadvantaged Program will receive a discounted fare.

Highway 44 is a commercial highway corridor dividing the Copeland Park neighborhood in half. Looking east on Highway 44 towards NE 10th Ave

Highlights

1. **Highway 44**
This commercial highway corridor is an important route through Crystal River, but divides the neighborhood in half and is primarily the location of suburban-style buildings.

2. **Crystal River Middle School and Primary School**
Crystal River's primary and middle schools are both located in this neighborhood on the north side of Highway 44.

3. **Eastern Gateway**
Highway 44 at North Turkey Oak Drive is the eastern gateway to Crystal River, however, it is not the welcoming experience residents desire it to be.

4. **Copeland Community Park**
One of Crystal River's inland parks is located in this neighborhood south of Highway 44. At the time of this plan, the city is working with the community to upgrade the park.

A grid of residential streets extends north and south of Highway 44 creating blocks with a mix of homes, businesses, parks, and vacant lots.

Copeland Community Park

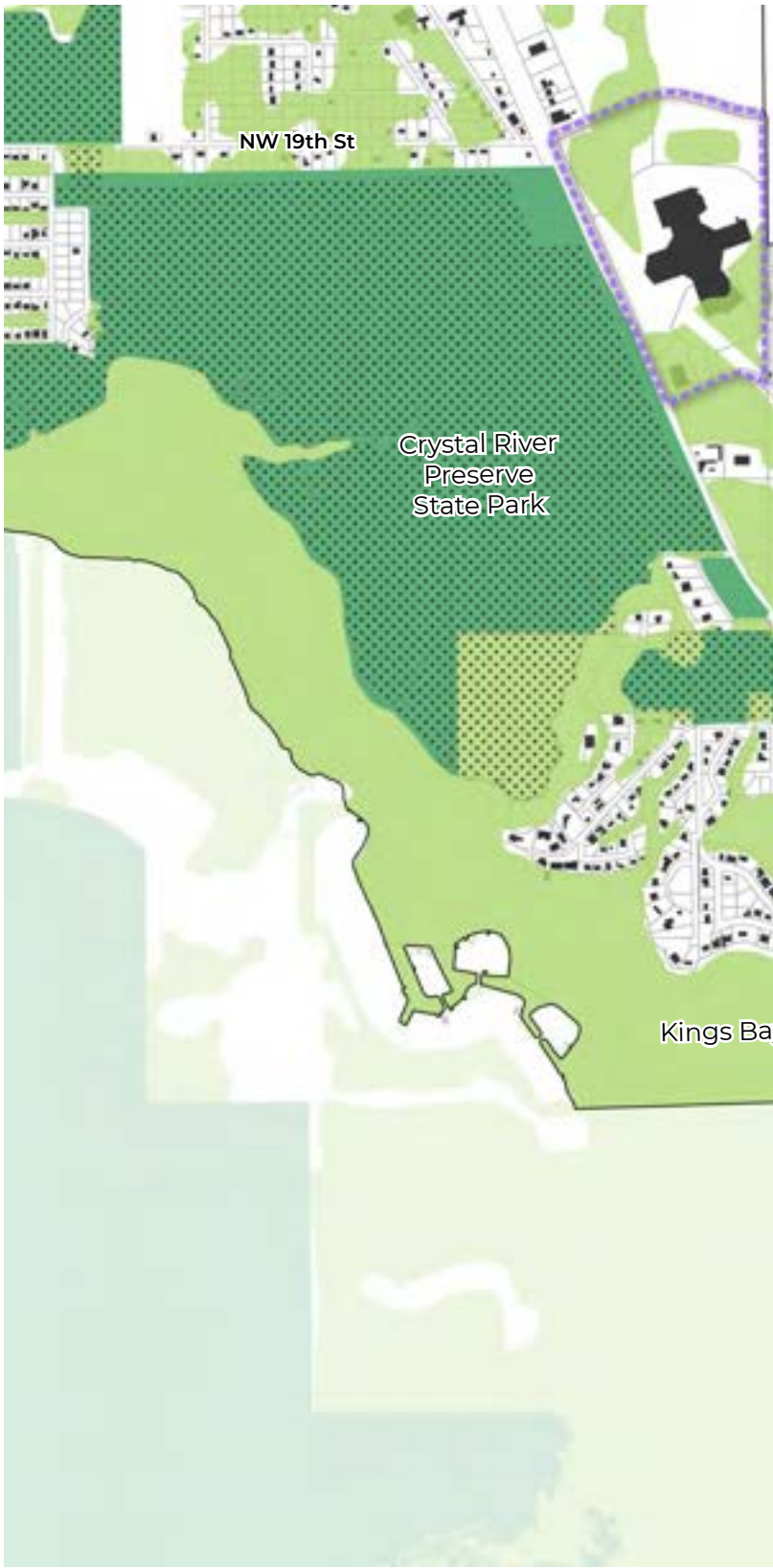
FOCUS AREA ANALYSIS

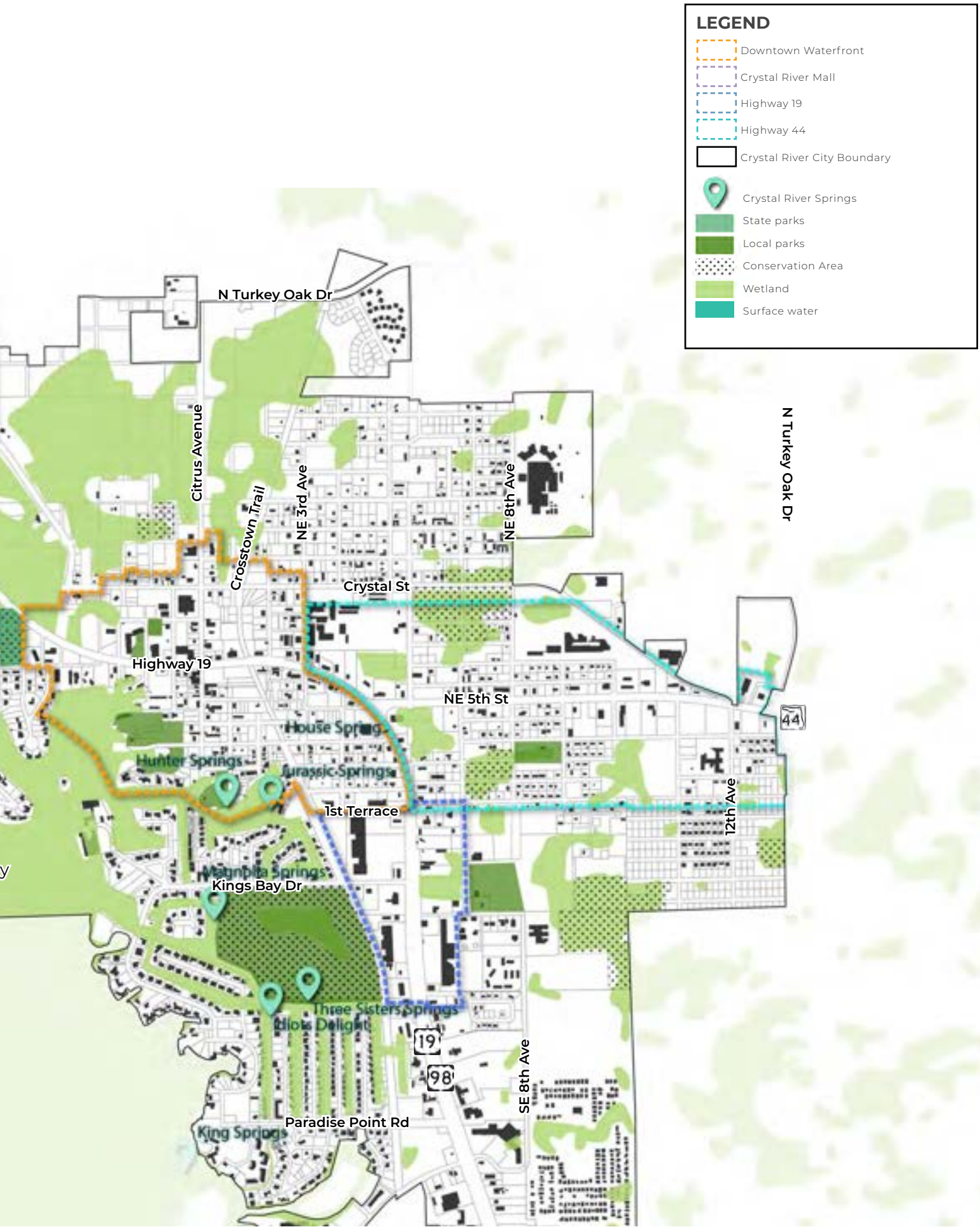
NATURAL AND CULTURAL RESOURCES

Crystal River has an abundance of wildlife, pristine forests, cypress swamps, and crystal-clear spring-fed rivers. Fortunately, many of the natural resources still remain intact. The abundant open spaces have made Crystal River a desirable destination to enjoy a day in the woods or on the water.

Crystal River is famous for being home to West Indian Manatees. Crystal River National Wildlife Refuge, Crystal River State Archaeological Park, and Three Sisters Springs all provide wonderful opportunities to commune with the unique natural landscape, history, and culture.

The Waterfronts Florida Partnership is a state initiated program that aims to maintain and enhance the natural environment for both ecotourism and fishing related businesses, as both industries are dependent upon a healthy climate and habitat. The city of Crystal River qualified for and received this designation in 2003. Development and land use around the waterfront should not only provide for these two uses, but also protect the integrity of the environment.




LEGEND
Downtown Waterfront
Crystal River Mall
Highway 19
Highway 44
Crystal River City Boundary
Crystal River Springs
State parks
Local parks
Conservation Area
Wetland
Surface water
N Turkey Oak Dr
Citrus Avenue
Crosstown Trail
NE 3rd Ave
NE 8th Ave
N Turkey Oak Dr
Crystal St
Highway 19
NE 5th St
House Spring
Hunter Springs
Jurassic Springs
1st Terrace
12th Ave
44
Magnolia Springs
Kings Bay Dr
Three Sisters Springs
Idiots Delight
19
98
SE 8th Ave
Paradise Point Rd
King Springs

FEMA FLOOD ZONES

There are four major FEMA Flood Zone categories in Crystal River, which are described in Table 1. The majority of Crystal River and the project focus areas are situated in the AE flood zone.

The Federal Emergency Management Agency (FEMA) prepares flood maps that identify a community's risk of flooding. This map includes floodplain boundaries for the 1% annual chance storm (or 100-year floodplain) and 0.2% annual chance storm (or 500-year floodplain), and the base flood elevation (BFE) for areas at risk of the 1% annual chance storm. The BFE is the surface elevation of the 100-year floodplain. For every foot that the finished first floor elevation (FFE) of a building is below the BFE, flood insurance premiums increase. In order to get a mortgage on a building in the 100-year floodplain, flood insurance is a requirement. Over the course of a 30-year mortgage, there is a 26% chance that the property will flood.

The Flood Insurance Rate Maps (FIRMs) were recently updated and adopted for Citrus County in January 2021. In Crystal River, the updated FIRMs caused a dramatic increase in the land classified as being in the AE Flood Zone because the BFEs increased from 8 feet to 11 or 12 feet, depending on the location within the City. Nearly all of the City limits are now located in the AE flood zone. Specific elevations and BFEs for the project focus areas are presented in Table 2.

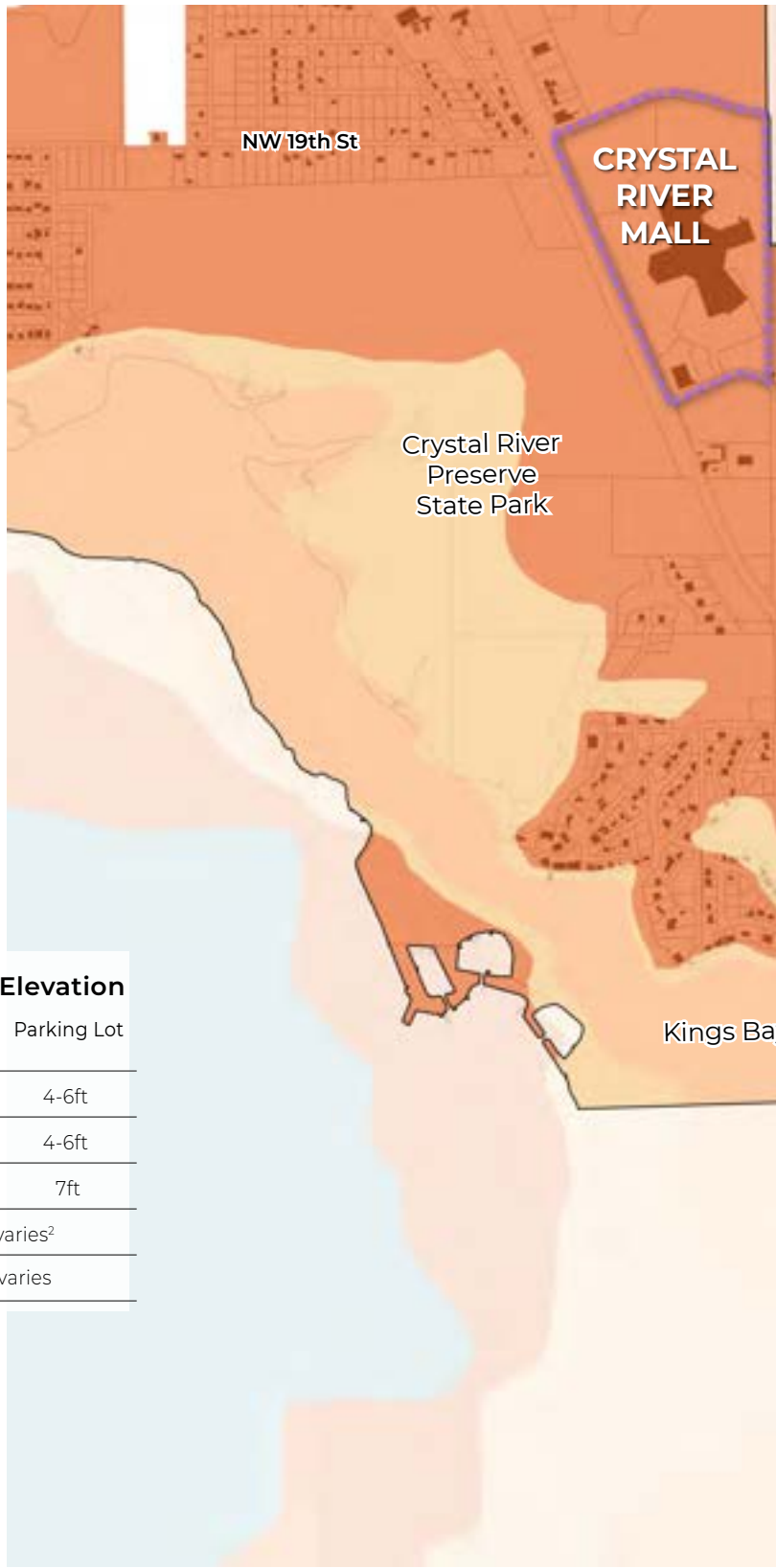


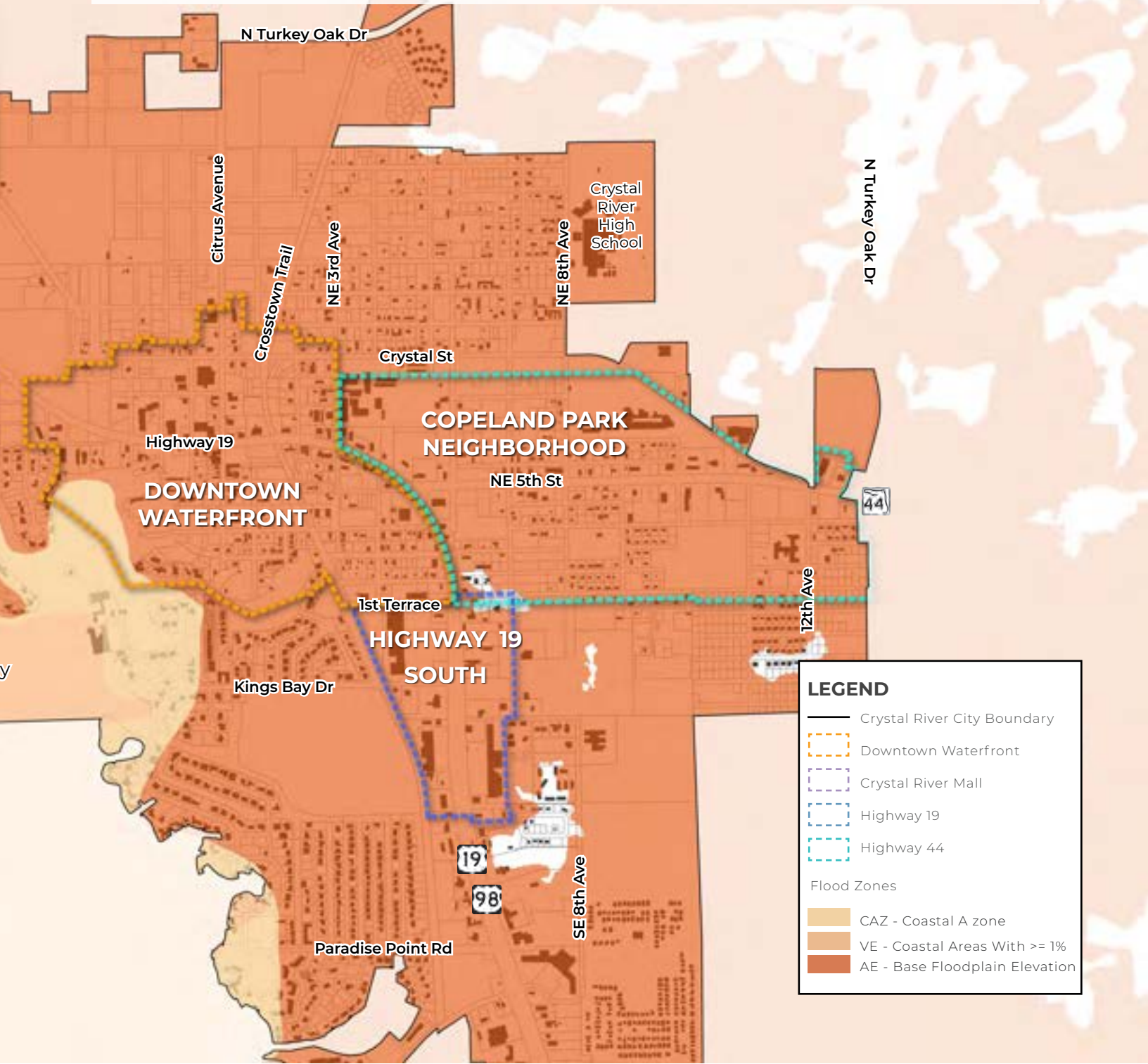
Table 2. Summary of Flood Zone and Elevations for Focus Areas.

Focus Area	Flood Zone [1]	Approximate Elevation	
		Building Footprint	Parking Lot
Kings Bay Plaza	AE-11 & AE-12	6 ft	4-6ft
Crystal Square	AE-12	7 ft	4-6ft
Crystal River Mall	AE-11 & AE-12	8 ft	7ft
CRA Downtown / Waterfront	AE-11 & AE-12	Numerous, varies[2]	
Copeland Park Neighborhood	AE-11	Numerous, varies	

1 The number following "AE" is the BFE.
2 Most of Citrus Avenue is at approximately 4 feet.

Table 1. FEMA Flood Zone Categories and Descriptions * 'E' indicates that a Base Flood Elevation has been identified.

Flood Zone	Flood Risk	Annual Percentage of Event	Flood Insurance Requirement for Mortgage	Other Notes
V or VE	High	1% (100-yr floodplain)	Yes	Velocity wave action; higher flood insurance than A/AE; specific building requirements below BFE.
A or AE	High	1% (100-yr floodplain)	Yes	Most of Crystal River and project focus areas are situated in this category.
X 0.2 Percent ("Shaded X")	Moderate	0.2% (500-yr floodplain)	No, recommended	
X	Low		No, recommended	

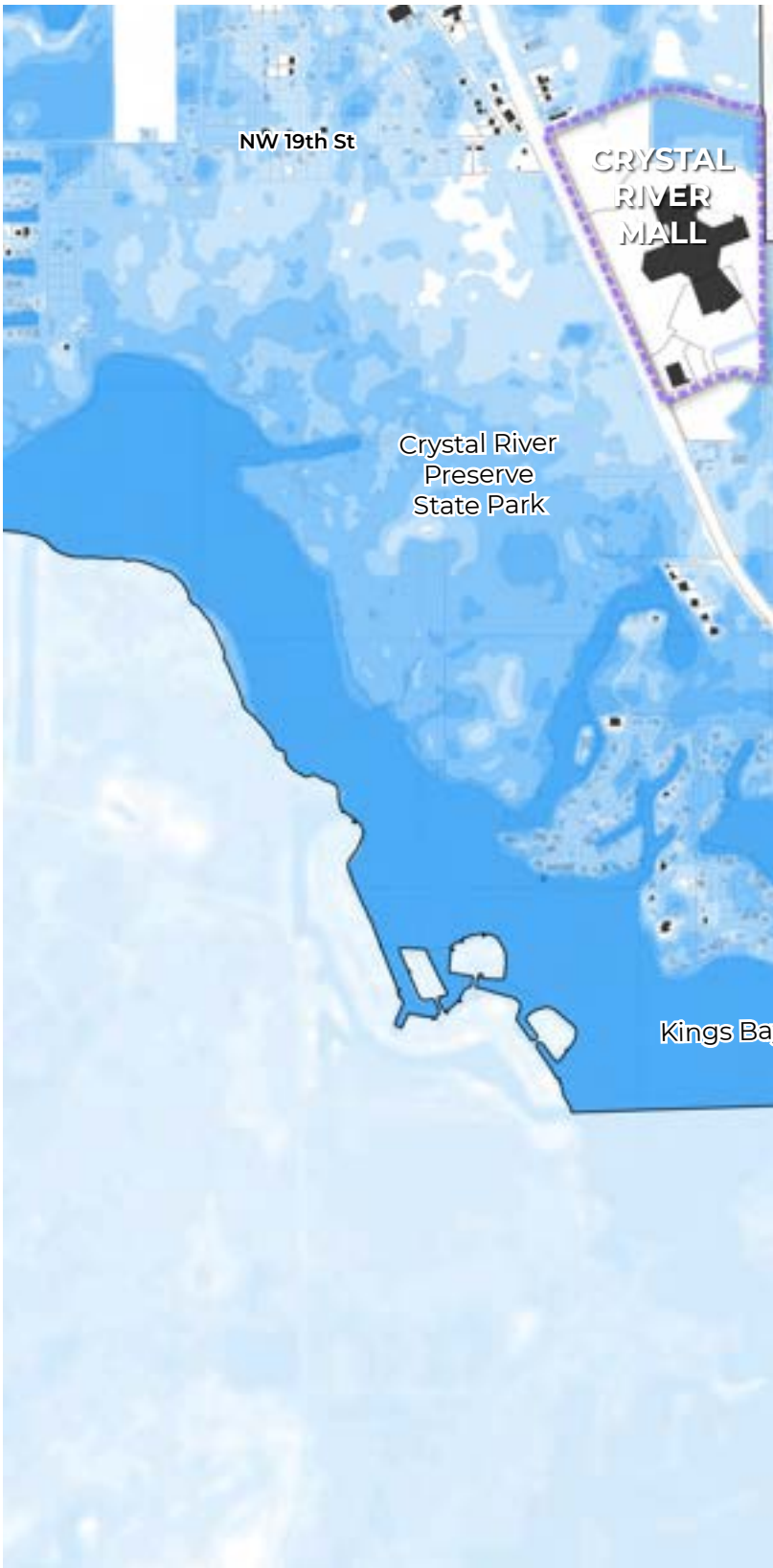


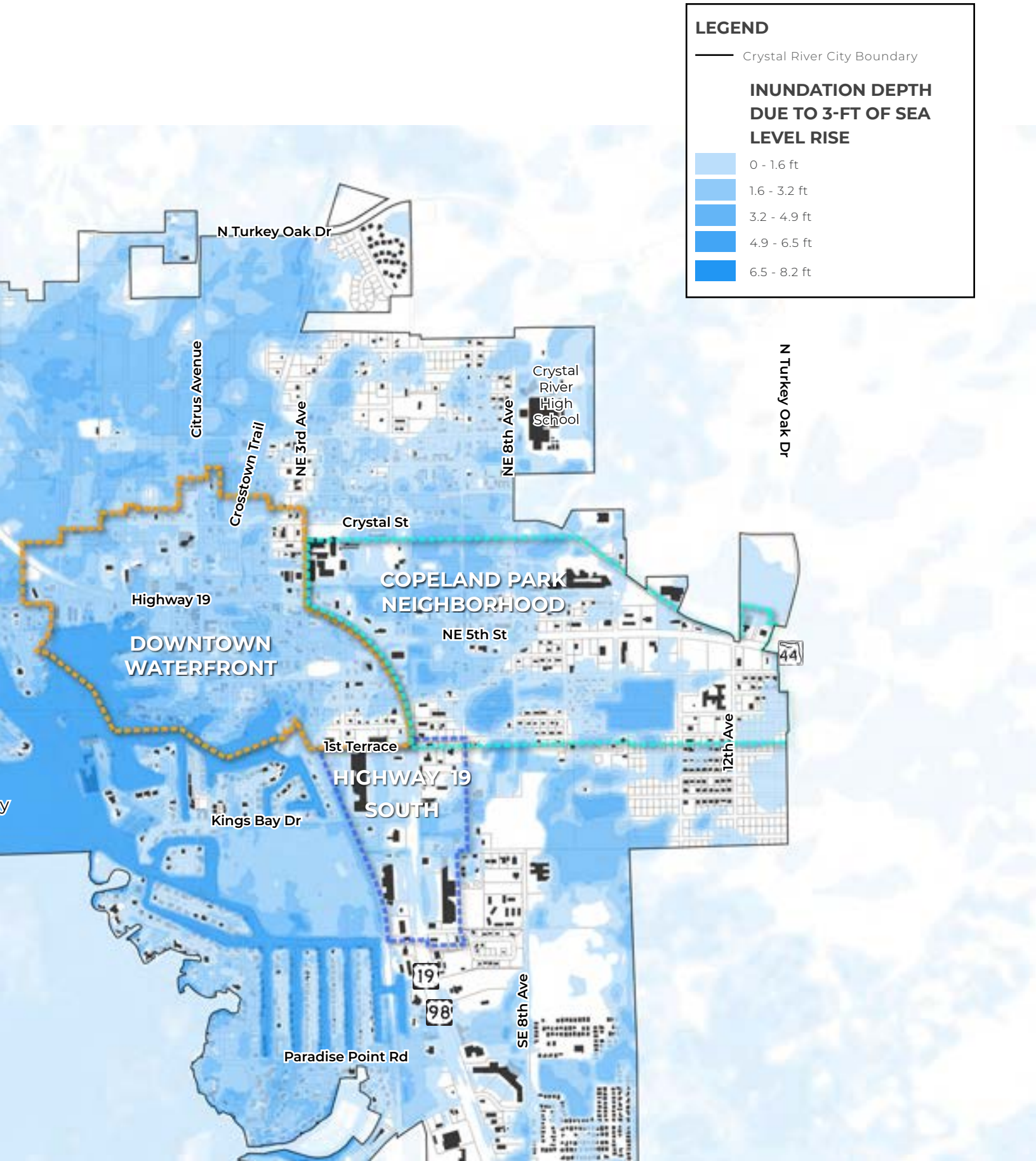
SEA LEVEL RISE

Climate change has been associated with sea level rise (SLR) and poses potential risks for flooding and structural damages. SLR has been a persistent trend observed globally for over a century. In the past 50 years, relative sea level has risen approximately 6 inches in Cedar Key, Florida, which is the closest long-term gauging station.

Experts refer to SLR as a slow-moving coastal hazard event. A primary concern with rising seas is that it will exacerbate coastal hazards such as increased erosion rates, greater amounts of storm surge, and more frequent flooding from rainfall. As a coastal community, Crystal River has adapted to these hazards; however, it is critical that the changes in these hazards be considered in future design to minimize costly economic, cultural, and ecological damages. Modeling sea-level rise and storm surge dynamics can better inform the placement and protection of critical infrastructure. Currently, there is a lack of detailed data or modeling around how rainwater, or stormwater, flooding will change with rising seas in Crystal River. We know that as seas rise, the ability to drain rainwater is decreasing and will continue to do so in the future, but how much and exactly where has not been quantified. This is an area where additional modeling and research could inform planning and design of future projects.

As this project transitions from conceptual planning toward implementation, decisions on specific sea level rise considerations will be made based on consultation with the City. One tool to understand how these hazards are likely to change with rising seas and the impact on Crystal River is the NOAA Sea-Level Rise Viewer (**https://coast.noaa.gov/slr/**). Due to the low-lying elevations of the City, the areas inundated with water from a future high tide under the 3-foot SLR scenario in the "CRA Downtown / Waterfront" focus area is substantial.




LEGEND
Crystal River City Boundary
INUNDATION DEPTH DUE TO 3-FT OF SEA LEVEL RISE
0 - 1.6 ft
1.6 - 3.2 ft
3.2 - 4.9 ft
4.9 - 6.5 ft
6.5 - 8.2 ft
N Turkey Oak Dr
Citrus Avenue
Crosstown Trail
NE 3rd Ave
NE 8th Ave
Crystal River High School
N Turkey Oak Dr
Crystal St
COPELAND PARK NEIGHBORHOOD
Highway 19
NE 5th St
DOWNTOWN WATERFRONT
44
1st Terrace
12th Ave
HIGHWAY 19 SOUTH
Kings Bay Dr
19
98
SE 8th Ave
Paradise Point Rd

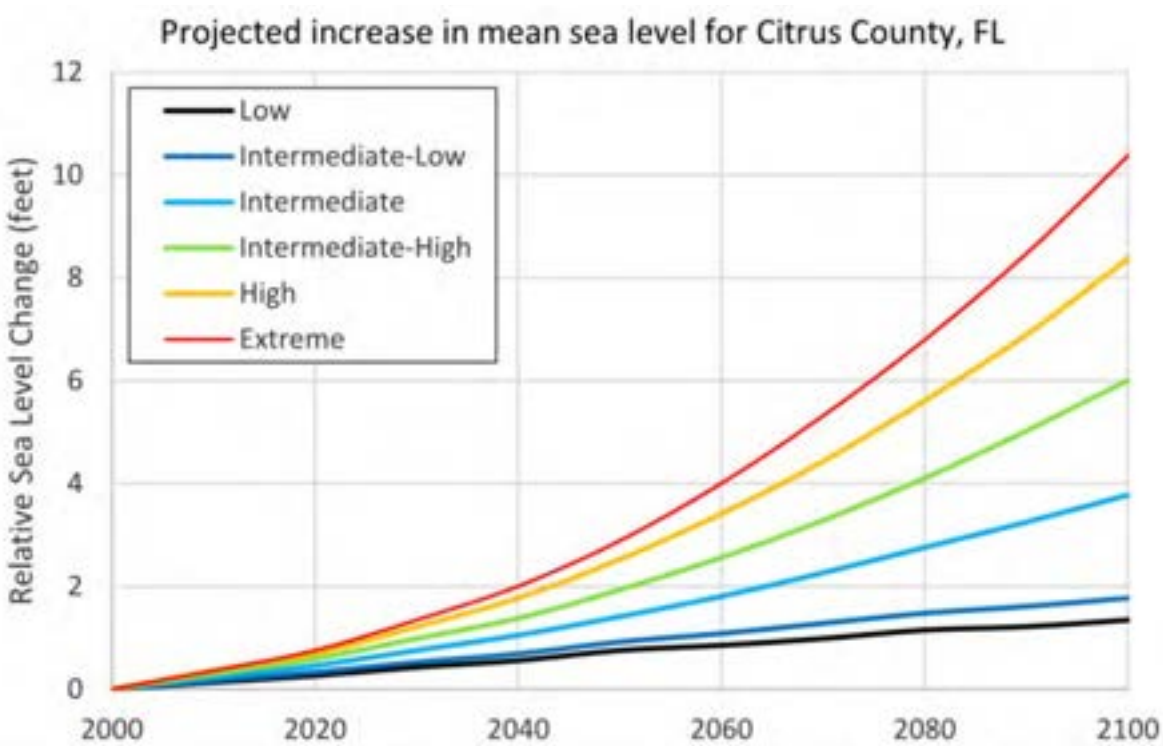
FUTURE PROJECTIONS

Sea level rise in Citrus County, Florida is expected to be 25% greater than the global average based on the NOAA (2017) report, "Global and Regional Sea Level Rise Scenarios for the United States." The projections and probabilities for six SLR scenarios are presented in Figures 3 and 4, respectively. The SLR scenario probabilities are based on three carbon emission scenarios, which are also referred to as Representative Concentration Pathways (RCPs). The "Low" and "Intermediate-Low" scenarios have a very high probability of occurrence due to these being based strongly on the historic linear trends. Recent data is showing more of an exponential growth, so "Intermediate" or "Intermediate-High" are more common scenarios recommended for long-term planning, with the larger one being targeted more towards critical facilities. Based on the "Intermediate" scenario, relative SLR is expected to be 1.8 feet by 2060 and 3.8 feet by 2100. With no change in carbon emissions, this has a 17% probability of occurrence.

These scenarios were presented at the Stormwater Stakeholder Meeting to get feedback on whether the Crystal River stakeholders felt additional provisions should be in place to account for future sea level rise. Based on seven responses, 71% were in favor, 14% were against it and 14% were not sure. We know seas are rising; however, the amount they will rise is still uncertain. As discussed, it is important that future Crystal River projects and development consider rising seas with the long-term planning of the Civic Master Plan.

Global Sea Level Rise Scenario	RCP2.6 dramatic reduction in carbon emissions	RCP4.5 modest reduction in carbon emissions	RCP8.5 no change in carbon emissions
Low	94%	98%	100%
Intermediate-low	49%	73%	96%
Intermediate	2%	3%	17%
Intermediate-high	0.4%	0.5%	1.3%
High	0.1%	0.1%	0.3%
Extreme	0.05%	0.05%	0.1%

Probability of Each SLR Scenario Under Various Carbon Emission Scenarios.



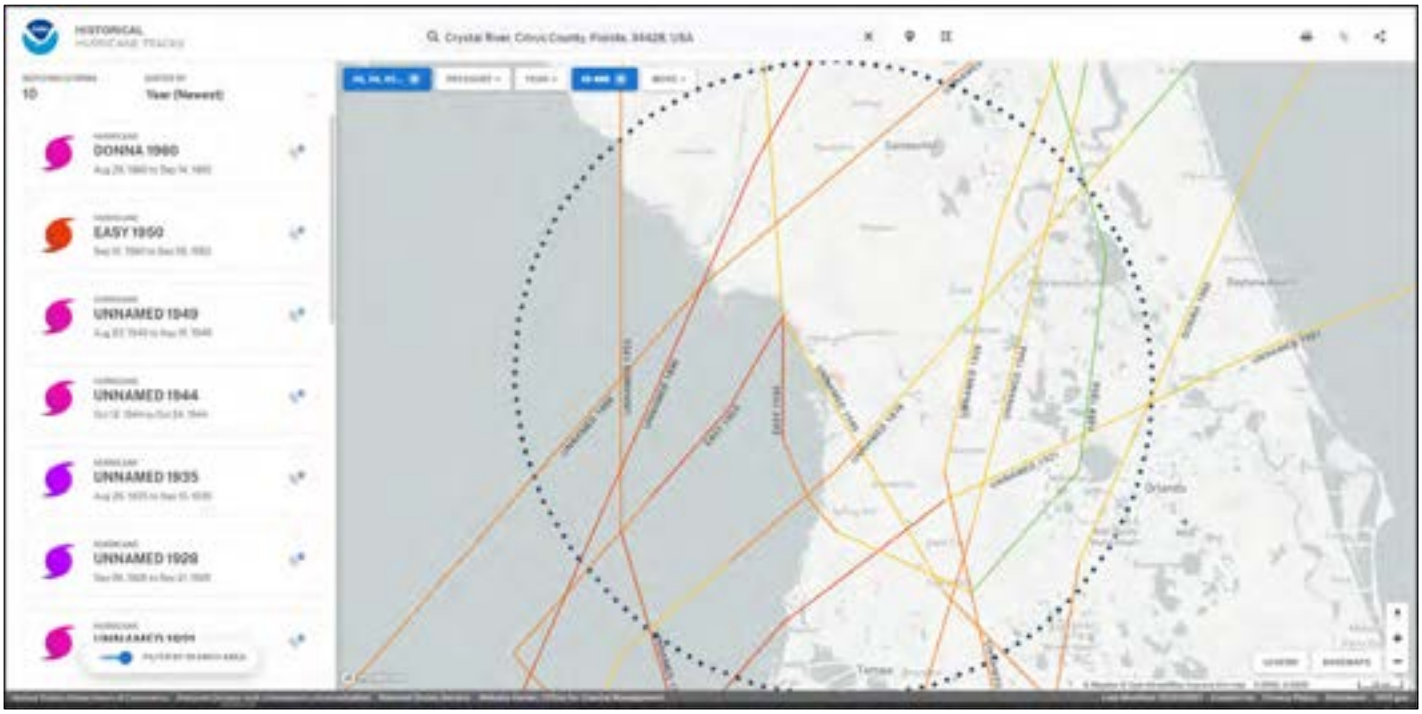
Relative Sea Level Rise Scenarios for Citrus County, FL
Data Source: NOAA (2017) Technical Report NOS CO-OPS 083; Site 1006152775

HISTORIC FLOODING

Based on the NOAA Historic Hurricane Tracking Database, there have only been 10 hurricanes greater than a Category 1 since 1842, where the center of the storm was within 60 nautical miles of Crystal River. All except two were prior to 1950 and before Hurricanes were named. There have been zero Category 4 or 5 storms that met this distance criteria. Hurricane Easy in September 1950 was the most powerful storm with the closest proximity to Crystal River as a Category 3 that tracked 10-miles west of the City.

Crystal River is prone to storm surge from unnamed storm events as well as hurricanes that impact the Gulf Coast. In more recent memory, the flood event that caused the greatest depth of floodwaters was a "No Name Storm" on March 13, 1993. A "High Water Mark Line" sign was erected near City Hall at Highway 19 and NW 2nd Avenue. This land is at an elevation of approximately 3 feet and the height of the line is about 3 feet above the ground, so this storm would have impacted an elevation of approximately 6 feet. With the new FIRMs, this area is currently listed in an AE-12 flood zone.

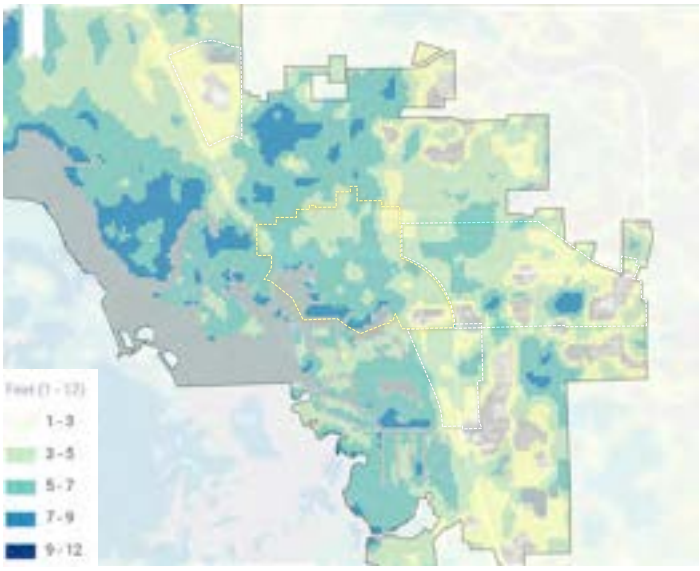
High Water Mark Line near City Hall from Storm Event on March 13, 1993.



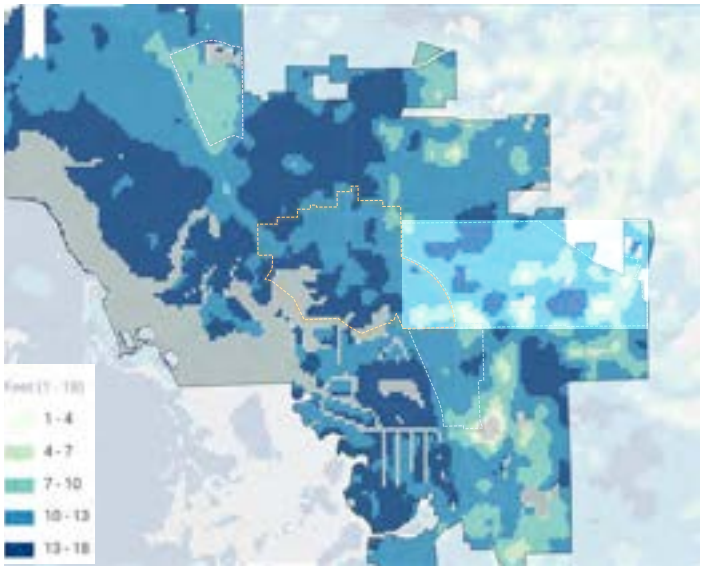
NOAA Historic Hurricane Track (conditions 60 nautical miles from Crystal River, and Category 2+ storms.

STORM SURGE

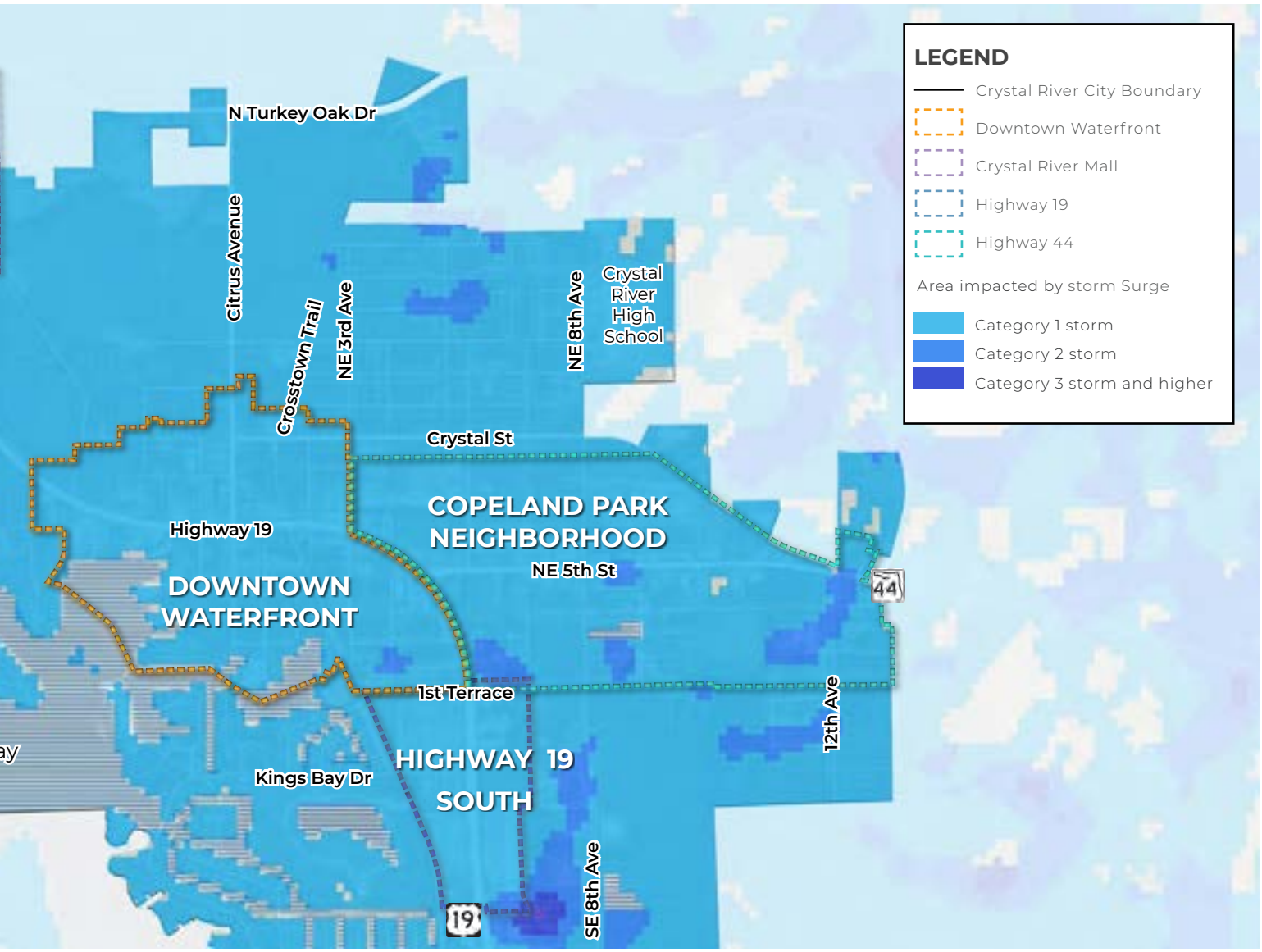
Almost all areas of land within the city of Crystal River will be impacted by higher than 1 feet storm surge even with a storm as weak as Category 1. Downtown waterfront areas are most severely impacted by storm surge. When the city suffers from a storm stronger than Category 3, downtown waterfront area can have a storm surge as high as 21 feet.

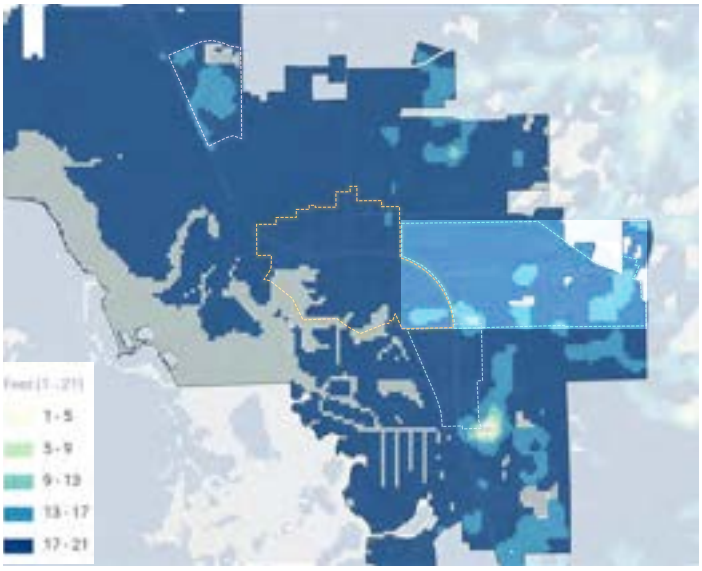


Storm surge height CAT 1

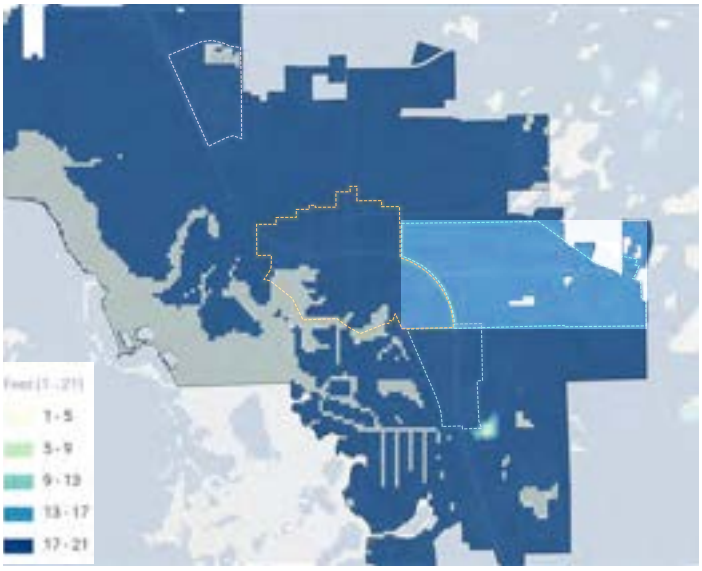


Storm surge height CAT 2





Storm surge height CAT 3



Storm surge height CAT 4 & 5

WHERE TO GROW - DEVELOPABLE LAND

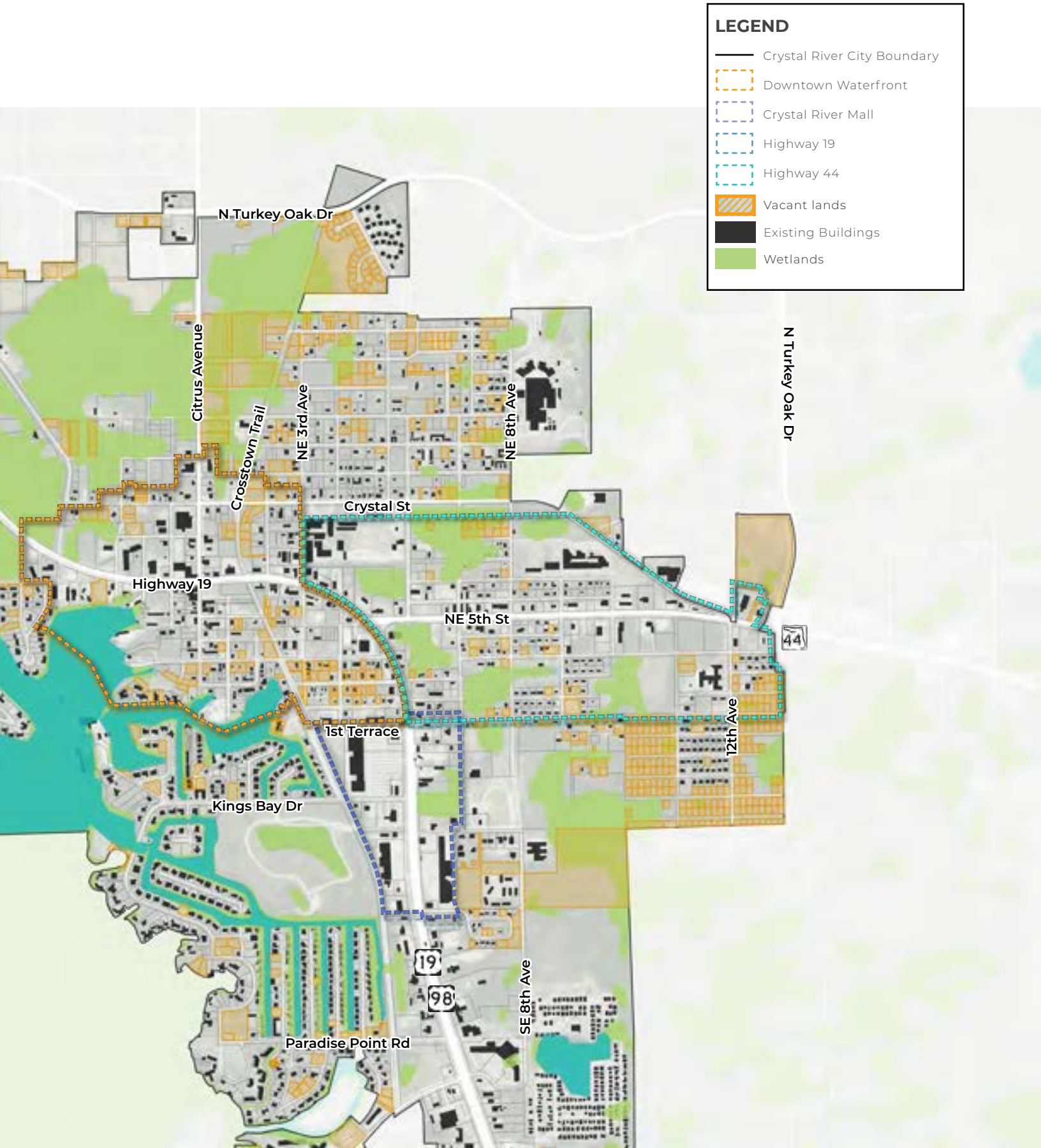
The city of Crystal River still has a lot of vacant land and potential for new development. However, existing conditions such as flooding and wetlands will limit new development.

The most potential for new development is seen to the east with large lots at the intersection of Highway 44 and Crystal Street, and new residential further south along NE 12th Ave. Large surface parking areas also present opportunities for redevelopment.

What is not conveyed by the existing buildings shown on the map is that developments are forced to occupy adjacent lots to manage their stormwater on-site with retention ponds. For instance the Dunkin Donuts at 8th Avenue prevents any corner lot development due to the location of its retention pond. The deep lots south of Highway 44 between NE 9th Avenue and NE 11th Avenue could provide a possible solution with shared stormwater management at the center of the block allowing buildings to remain close to the street.

In addition to the area being in a flood zone and prone to severe inundation during large storm events, the area is susceptible to sea level rise. In planning for the long term future of the neighborhood, care must be taken in where we build and how.

CONSOLIDATED STORM-WATER TREATMENT AT THE SCALE OF THE BLOCK (OR SEVERAL LOTS) IS VITAL TO THE CITY'S FUTURE


LEGEND
Crystal River City Boundary
Downtown Waterfront
Crystal River Mall
Highway 19
Highway 44
Vacant lands
Existing Buildings
Wetlands
N Turkey Oak Dr
Citrus Avenue
Crosstown Trail
NE 3rd Ave
NE 8th Ave
N Turkey Oak Dr
Crystal St
Highway 19
NE 5th St
44
1st Terrace
12th Ave
Kings Bay Dr
19
98
SE 8th Ave
Paradise Point Rd

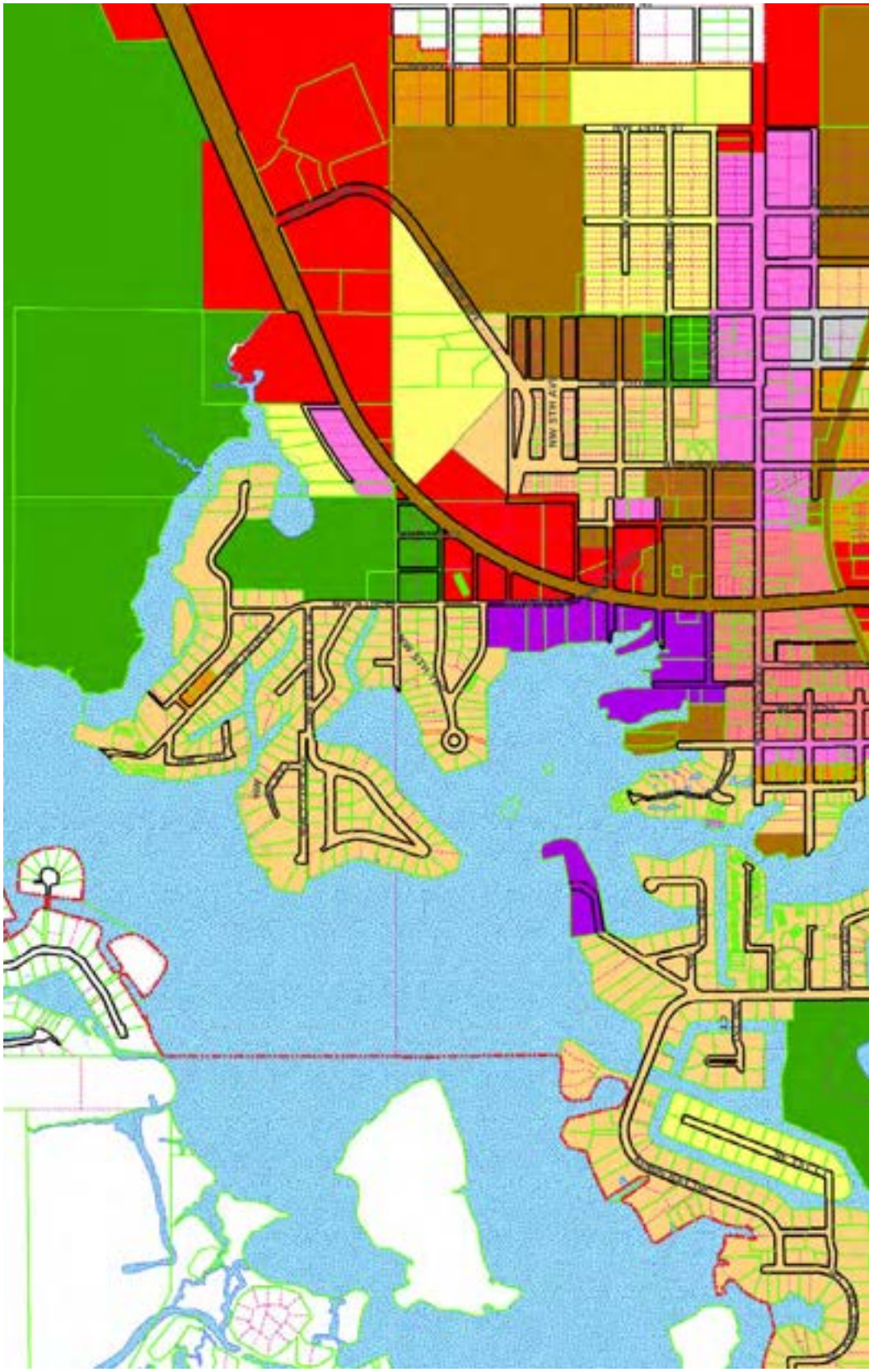
FUTURE LAND USE

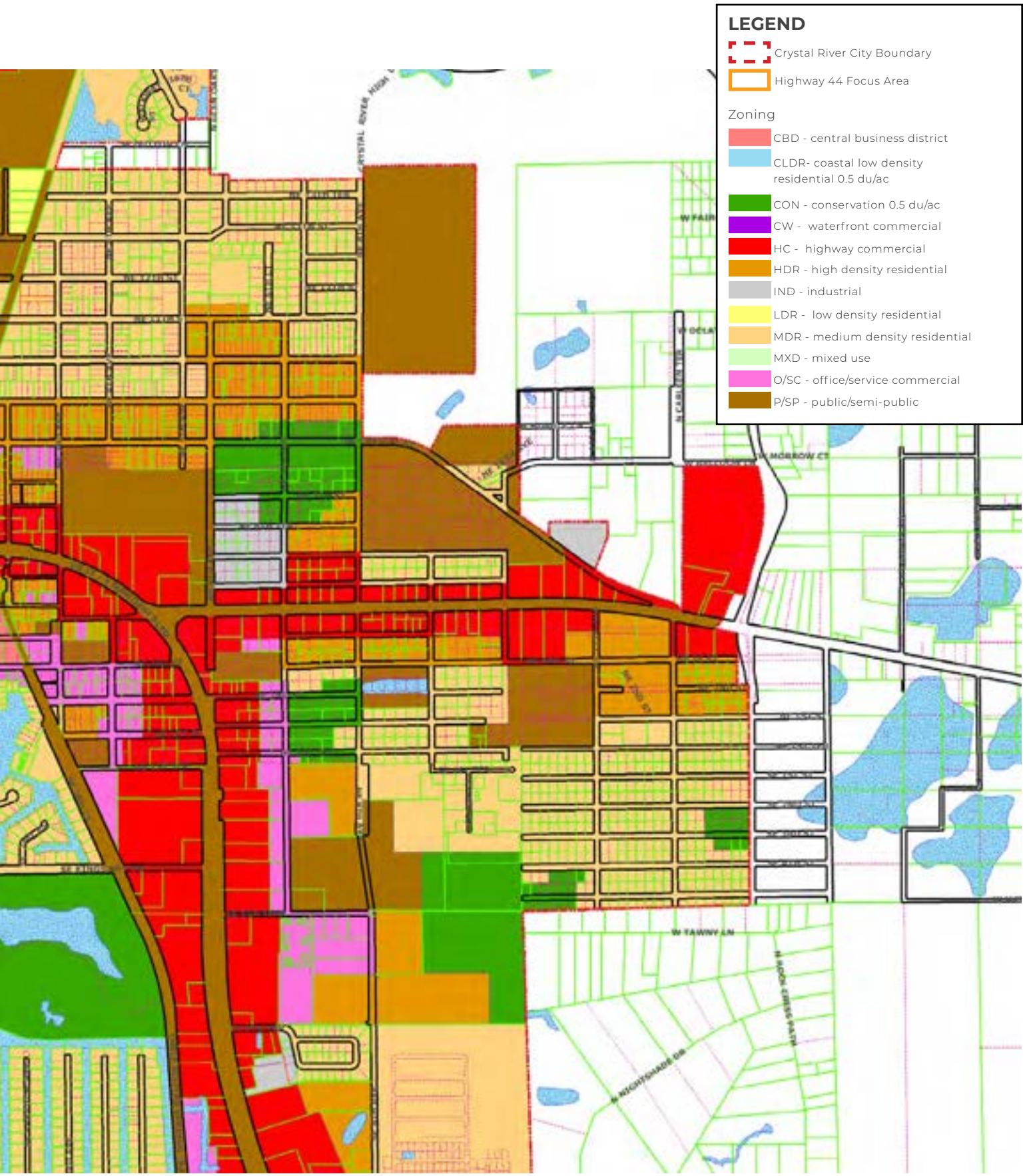
Though limited, the Future Land Use plan does contain some provisions that discourage urban sprawl. One example is the City's Community Redevelopment Area (CRA). The CRA is an overlay on the Future Land Use map. Citrus Avenue forms a spine that runs north / south through the 6 blocks of the historic center of Crystal River. Within the CRA the Avenue bisects the City and is designated as Central Business District (CBD) on the future land use map. North of the CBD area Citrus Avenue bisects an area that is designated Office/service Commercial on the Future Land Use map.

The waterfront area that is adjacent and southwest of the Central Business District is designated as Waterfront Commercial and Public/ Semi-public on the Future Land Use Map. Low Density Residential uses apply to most waterfront areas that are located outside of downtown.

The neighborhoods that line Highway 44 and Highway 19 are characterized by commercial uses along the two thoroughfares with low-density single-family housing extending back from there. One block deep on both sides of the two thoroughfares the Future Land Use designation is Highway Commercial (HC). This drops down to Medium Density Residential and quickly to Low Density Residential.

The zoning that fronts these two thoroughfares is High Intensity Commercial (CH). The CH district is established for large-scale businesses, commercial, light assembly, institutional uses, associated accessory structures, and essential public services.



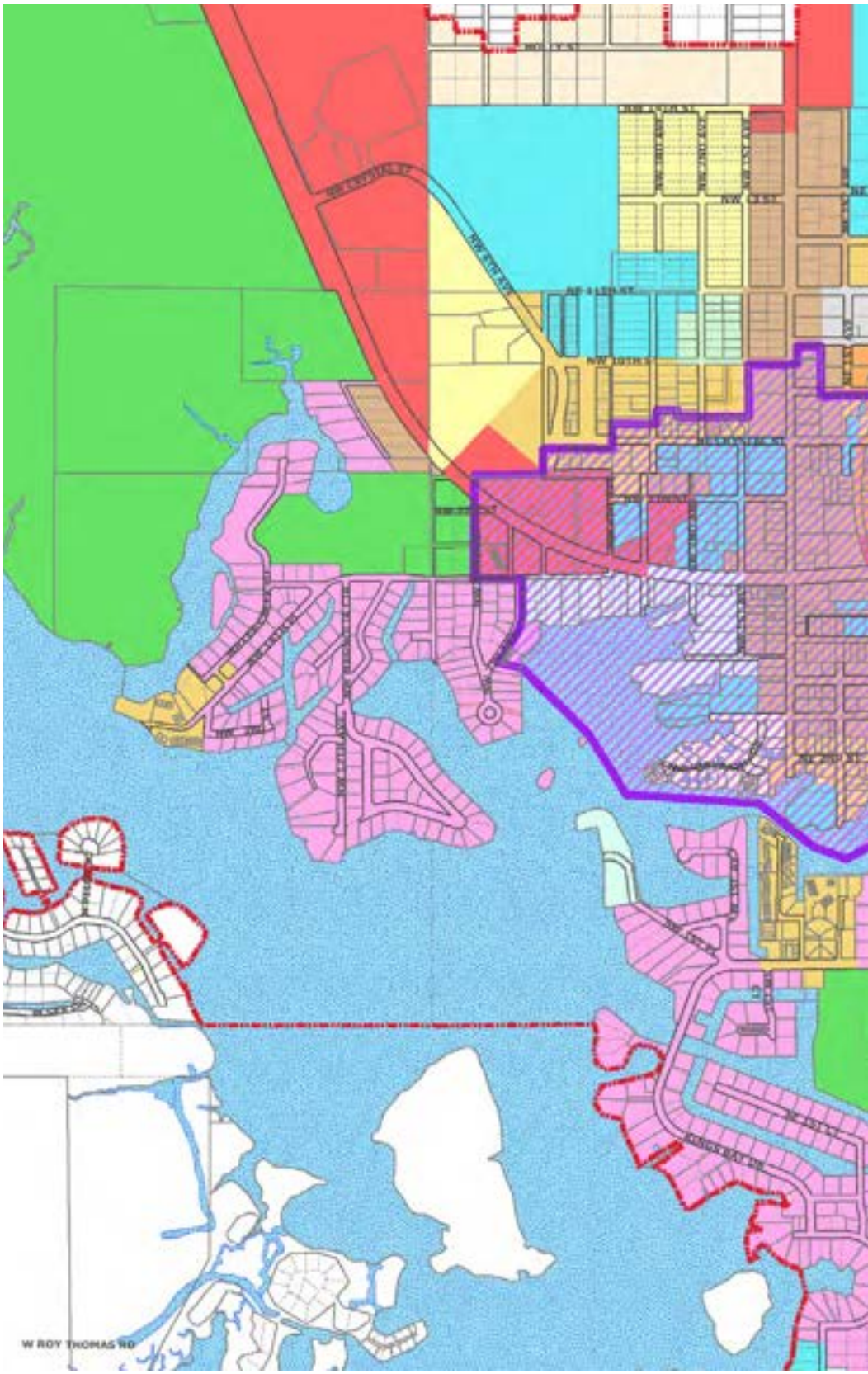

LEGEND
Crystal River City Boundary
Highway 44 Focus Area
Zoning
CBD - central business district
CLDR- coastal low density residential 0.5 du/ac
CON - conservation 0.5 du/ac
CW - waterfront commercial
HC - highway commercial
HDR - high density residential
IND - industrial
LDR - low density residential
MDR - medium density residential
MXD - mixed use
O/SC - office/service commercial
P/SP - public/semi-public

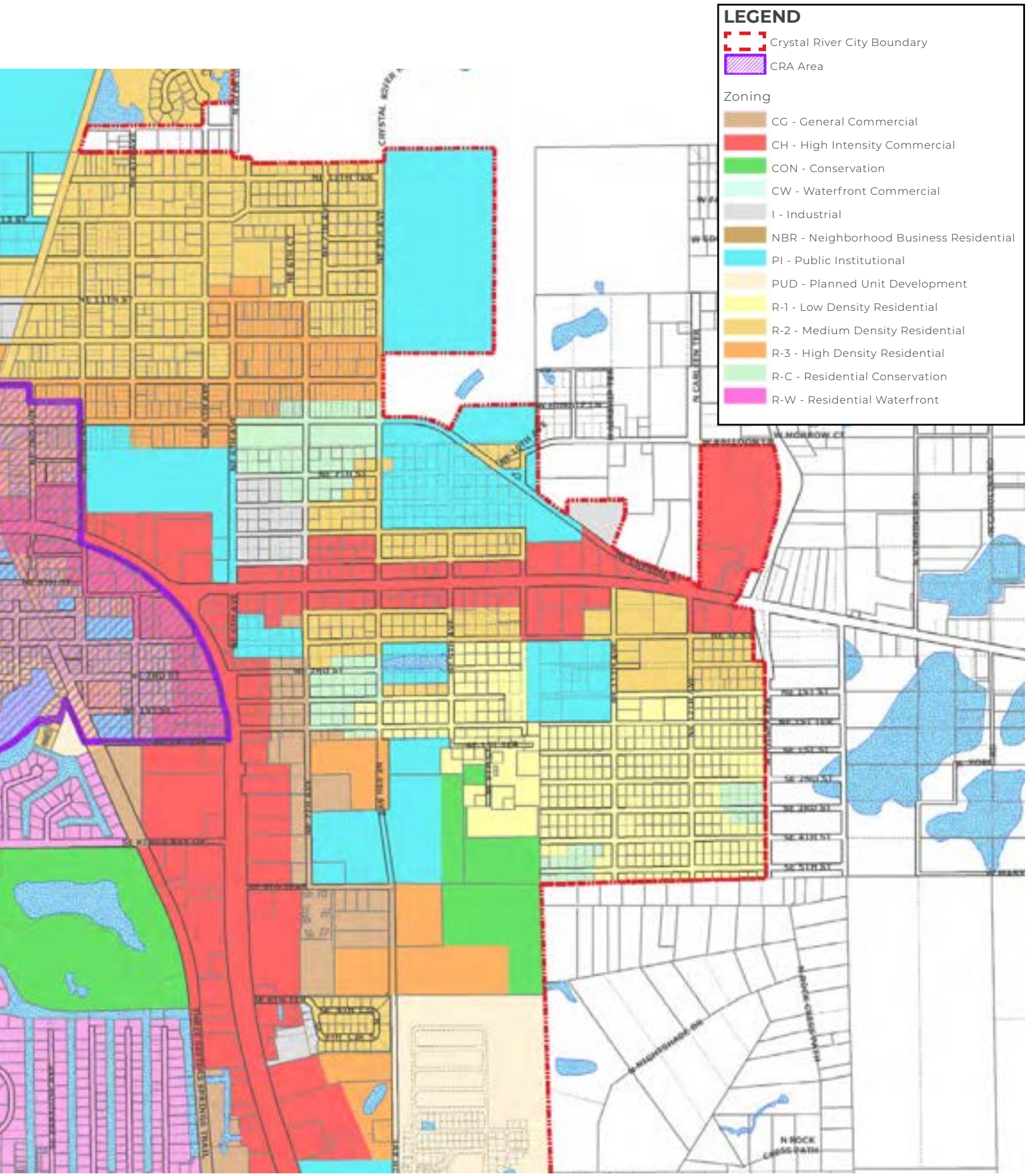
ZONING

The zoning districts are created in coordination with the future land use map. The downtown core of Crystal River adjacent to Citrus Avenue is zoned as General Commercial (CG). The downtown waterfront has Waterfront Commercial zoning that supports water-related business and commercial uses, and resort housing units. Highway 19 and Highway 44 are lined with High Intensity Commercial (CH) zoning. This zoning is commercial only and does not allow any residential uses. With a floor area ratio (FAR) of 0.7 and 25-foot front setback, this results in the type of development seen recently along the corridor, with single-story buildings set behind parking lots.

The current zoning transitions from High Intensity Commercial to Medium Density Residential on both the north and south sides of Highway 44. As one heads south, the same High Intensity Commercial zoning district is found on both sides of Highway 19. Further south, along the eastern side of Highway 19 the zoning steps back to Neighborhood Business Residential and then High Density Residential. This allows for a horizontal mix of uses for residents within a short walking distance to commercial uses along both of the highway corridors. Unfortunately, the commercial development along Highway 44 and Highway 19 is primarily automobile-oriented rather than neighborhood service which reduces the likelihood of walk-up customers.

The CRA district is an overlay zoning district established to promote mixed-use, walkable, and connected new investment and revitalization throughout the traditional downtown, waterfront, and surrounding neighborhoods.




LEGEND
Crystal River City Boundary
CRA Area
Zoning
CG - General Commercial
CH - High Intensity Commercial
CON - Conservation
CW - Waterfront Commercial
I - Industrial
NBR - Neighborhood Business Residential
PI - Public Institutional
PUD - Planned Unit Development
R-1 - Low Density Residential
R-2 - Medium Density Residential
R-3 - High Density Residential
R-C - Residential Conservation
R-W - Residential Waterfront

EXIT

2. Planning and Public Process

This chapter outlines the planning process for phases one and two, which included a three-day virtual design charrette as well as a five-day in-person charrette. Phase one focused on Highway 44 while phase two focused on the entire city. The results of the public engagement and community input, as well as the preliminary site analysis found in Chapter 1, are summarized into the key findings at the end of this chapter.

PROJECT TIMELINE

ONLINE PUBLIC ENGAGEMENT SUMMARY

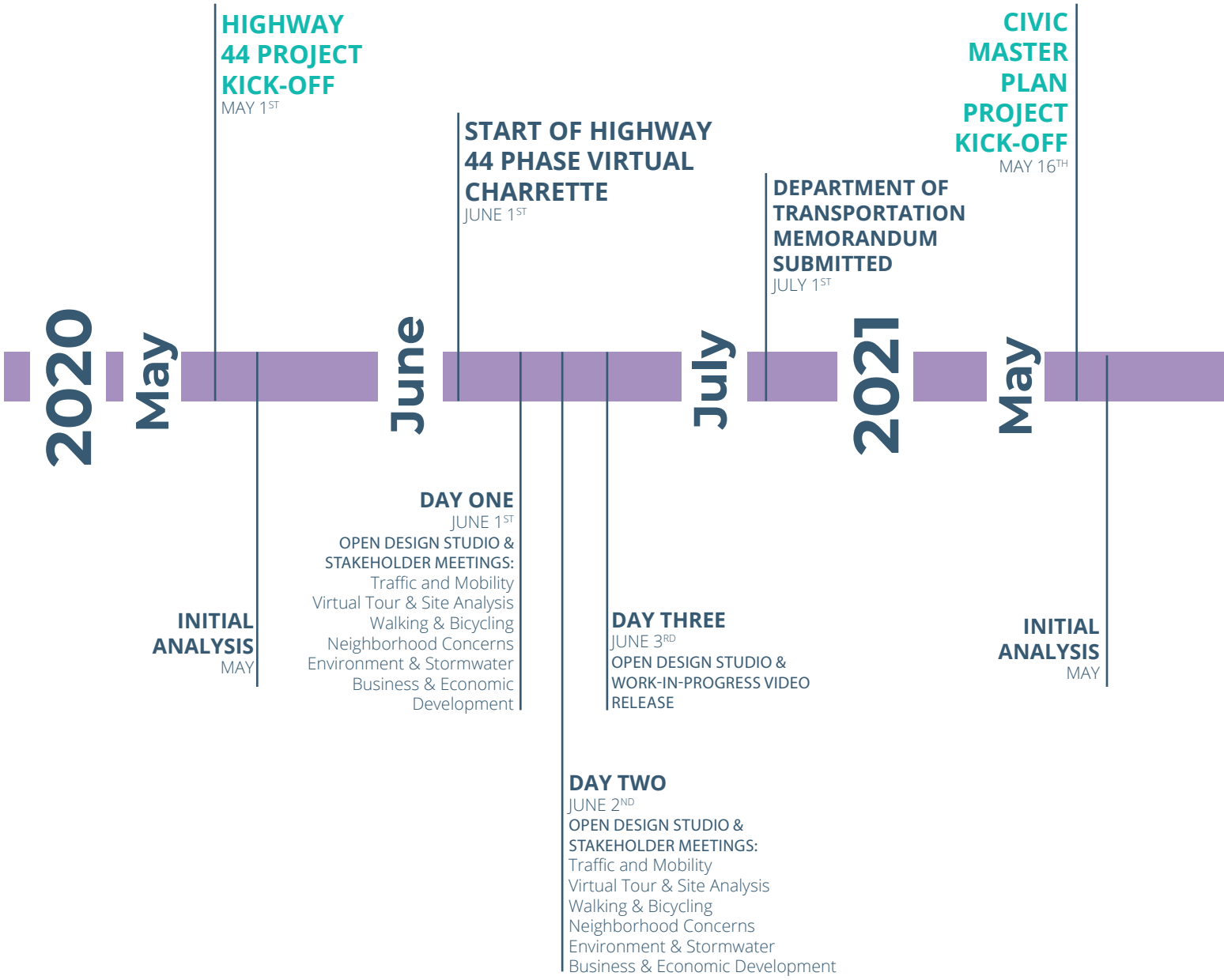
PLANNING PROCESS - PHASE 1

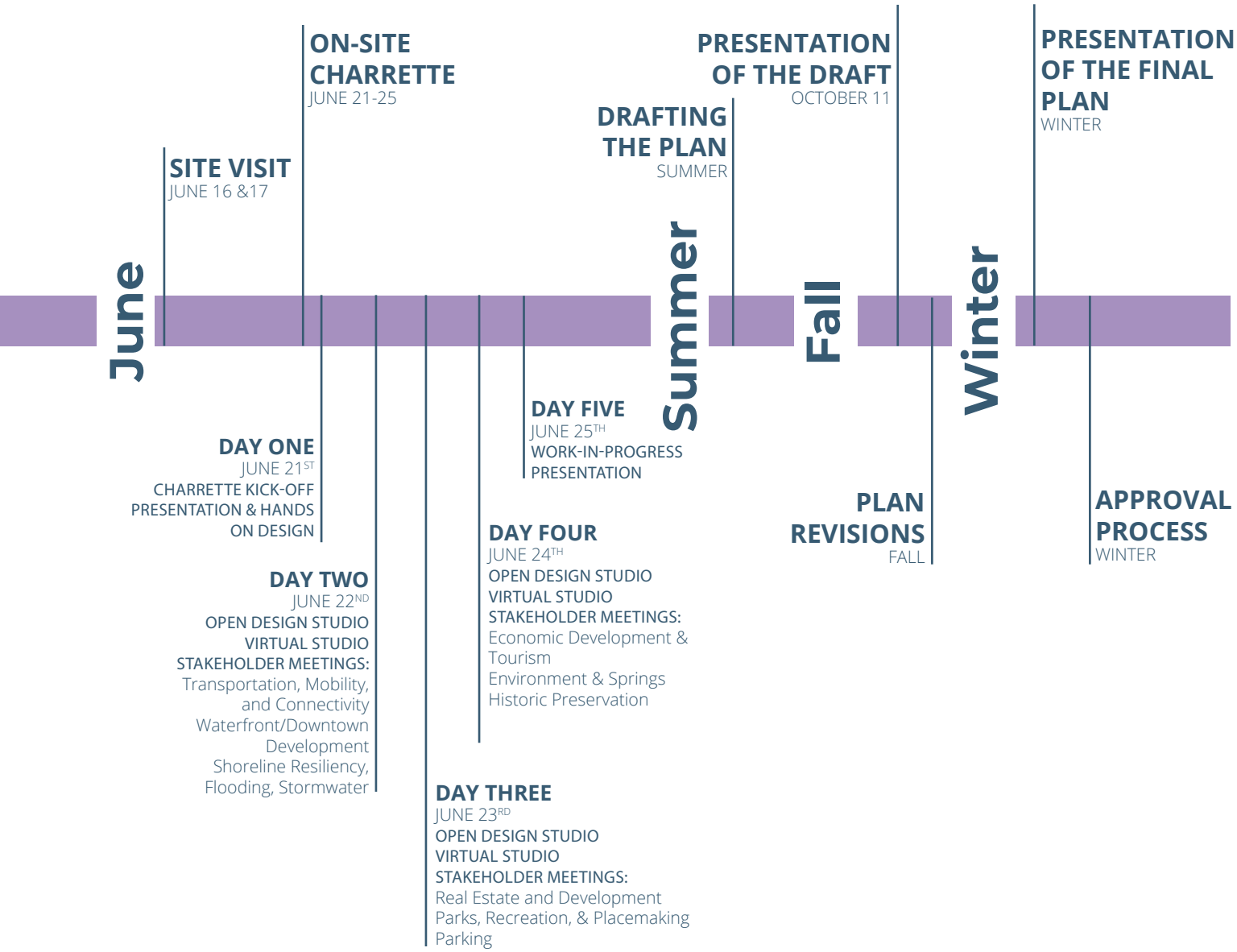
PLANNING PROCESS - PHASE 2

KEY FINDINGS

PROJECT TIMELINE

Dover, Kohl & Partners' work in Crystal River was completed in two phases. Phase one was focused on Highway 44; the Florida Department of Transportation (FDOT) was moving forward with a resurfacing project and the City wanted to get the public's opinion on the changes before implementation. The Highway 44 phase was a virtual charrette that was completed in June 2020. After the work on Highway 44 in 2020, the team continued their work on the Civic Master Plan with phase two beginning in June 2021. The Civic Master Plan phase two was an on-site five day charrette that incorporated virtual components. Phase two encompasses all of Crystal River with specific focus on the downtown, Highway 19 plazas and the Crystal River Mall. Throughout the planning process DK&P worked closely with the Steering Committee and the planning team, consisting of Hall Planning & Engineering (HPE) and Goodwin Mills Cawood (GMC).




June
SITE VISIT
JUNE 16 &17
ON-SITE CHARRETTE
JUNE 21-25
DAY ONE
JUNE 21ST
CHARRETTE KICK-OFF
PRESENTATION & HANDS ON DESIGN
DAY TWO
JUNE 22ND
OPEN DESIGN STUDIO
VIRTUAL STUDIO
STAKEHOLDER MEETINGS:
Transportation, Mobility, and Connectivity
Waterfront/Downtown Development
Shoreline Resiliency, Flooding, Stormwater
DAY THREE
JUNE 23RD
OPEN DESIGN STUDIO
VIRTUAL STUDIO
STAKEHOLDER MEETINGS:
Real Estate and Development
Parks, Recreation, & Placemaking
Parking
DAY FOUR
JUNE 24TH
OPEN DESIGN STUDIO
VIRTUAL STUDIO
STAKEHOLDER MEETINGS:
Economic Development & Tourism
Environment & Springs
Historic Preservation
DAY FIVE
JUNE 25TH
WORK-IN-PROGRESS PRESENTATION
Summer
DRAFTING THE PLAN
SUMMER
PRESENTATION OF THE DRAFT
OCTOBER 11
Fall
PLAN REVISIONS
FALL
Winter
PRESENTATION OF THE FINAL PLAN
WINTER
APPROVAL PROCESS
WINTER

ONLINE PUBLIC ENGAGEMENT

Mobile device view

The engagement portion of the planning process throughout phases 1 and 2 included an online component allowing community members to participate in the planning process at their convenience and from the comfort of home.

The Crystal River Civic Master Plan website provides project updates, information about past and upcoming meetings, recordings of presentations, and multiple opportunities for community members to stay involved in the planning process. The engagement section of the website includes surveys, quick polls, and a citizen mapping tool.

307+
Virtual Attendees

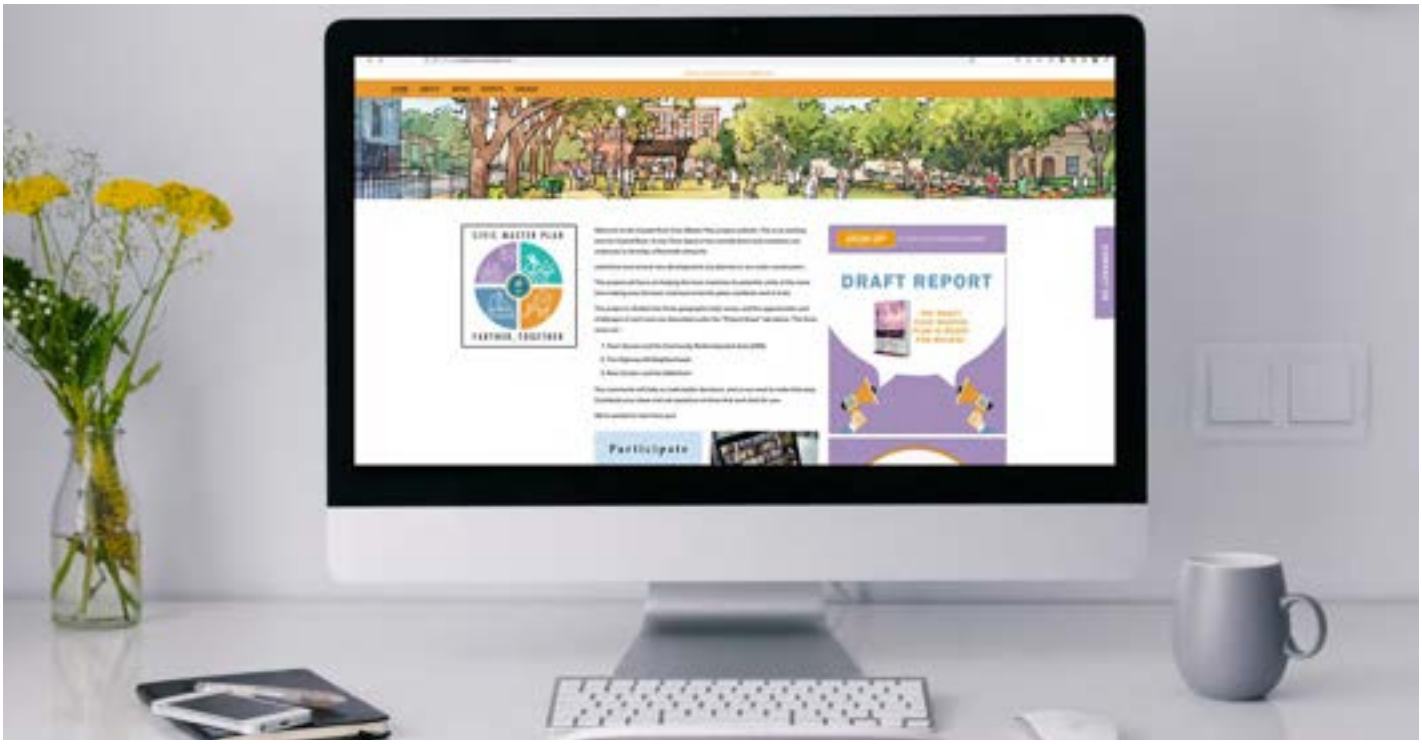
500+
Film Views

3,232+
Website Visits

10
Films

3,200+
Trackable Media Impressions

5,000+ TOTAL
"Involved" as of 09/27/2021



A view of the project website: www.crystalrivercivicmasterplan.com

PHASE ONE: HIGHWAY 44 PLANNING PROCESS

Phase one included the Highway 44 area. This process began with Highway 44 because the FDOT was moving ahead on a resurfacing project. The City of Crystal River wanted community input on how Highway 44 should look. The consultant team took a "Designing in Public" approach to the planning process which yields a hands-on, immersive and visual experience — and a better plan.

HIGHWAY 44 VIRTUAL CHARRETTE

TAKING PUBLIC ENGAGEMENT ONLINE

It was decided early on that the in-person public engagement part of the planning process would need to transition to a hybrid online format to accommodate full public participation while maintaining the necessary social distancing and other precautions due to the COVID-19 pandemic. The Public Virtual Design Charrette took place June 1st through June 3rd. In order to ensure equal access to those unable to participate online, a one-night in-person workshop was hosted by City staff on Tuesday, June 2, 2020.

VIRTUAL DESIGN CHARRETTE

From Monday, June 1 to Wednesday, June 3, 2020, a series of meetings were held to openly engage the community in a public design charrette. The planning team was led by Dover, Kohl & Partners and included Hall Planning & Engineering. During this time, the team presented initial findings in short films, gathered feedback through online forms, led stakeholder meetings, and worked on potential design and policy solutions for the Highway 44 Neighborhood area. The goal during this time was to identify key priorities and to build consensus on a vision and direction for the future of the Highway 44 Neighborhood area.

City staff took the consulting team on a virtual tour of the site via Google Earth to point out key challenges and opportunities. The Dover-Kohl team worked on potential solutions to the themes and concerns that emerged after their preliminary analysis. To begin, each member of the planning team studied specific areas along Highway 44 to illustrate how the City might resolve community concerns and improve the overall quality of life. Key topics studied included street design, bicycle infrastructure, traffic and parking, and place-making, including the idea of creating a "gateway" to the city.

The planning team held virtual stakeholder meetings and Open Virtual Studio times to learn how current efforts, concerns, and future goals might be included as a part of the civic master plan. Stakeholder meetings were designed around topics of concern, but the conversation with residents, staff and the consultant team was open to all concerns and suggestions.

Throughout the virtual design charrette, designers, planners, and engineers from the consultant team worked on draft illustrations, maps, diagrams, and policy recommendations for Highway 44 and its surrounding neighborhood. The public was invited to join the Open Virtual Studios to check-in on the team's progress and ask questions. The consultants shared their screens with participants, and had an open video chat to answer questions.

ONLINE STAKEHOLDER ENGAGEMENT

In addition to Stakeholder Meetings and Open Design Studio times when people were able to meet and discuss their concerns and aspirations for the area, the project website operated as a hub for communication and stakeholder engagement. Numerous online tools including surveys, polls, and mapping exercises were used to communicate community preferences for the area. The results from this engagement and each of the exercises is described in more detail throughout this chapter.

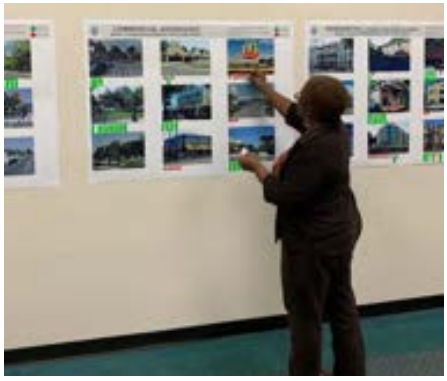
OPEN HOUSE

On the second day of the charrette, to broaden engagement and reach those who were not able to access or not comfortable using online platforms, the same engagement exercises that were available online were printed and set up in an Open House format at City Hall. Hand Sanitizer and space for social distancing was provided as people came to offer additional input. City staff were on hand to answer any questions and engage with participants as they came through the Open House.

HIGHWAY 44 WORK-IN-PROGRESS PRESENTATION

The virtual design charrette culminated in a series of “Work-in-Progress” films that premiered on Wednesday, June 3, 2020 to summarize the events, engagement results, preliminary designs, and confirm the path for the master plan. The films showed initial design concepts for the public to review and discussed how these ideas were incorporated into the draft plan. The team then held one last virtual meeting to summarize the virtual charrette's events and allow the public to ask questions about the ideas presented in the films.

A view of the in-person workshop entry.



Participants at the in-person workshop completing the street design and community image surveys.

PROJECT FILMS

1 PUBLIC INVOLVEMENT FOR THE VIRTUAL CHARRETTE

In Part One of the film series Jason King, the Project Director for the consultant team, discusses in detail the information and ideas the team received as part of the Crystal River Virtual Charrette. Over 150 people attended the project's meetings during a three-day period and the website received over a thousand responses to surveys, polls, and mapping exercises.

2 HIGHWAY 44 AND CRANDON BOULEVARD

This film compares Highway 44 with Crandon Boulevard in Key Biscayne, another state road on the east coast of Florida that is attractive and multi-modal. Highway 44 is a critical facility when it comes to cross-state travel. There are constraints when it comes to "civilizing" the street and adding safety and beauty. However, the film asks the question: What elements do you see on other state roads that you would like to see on Highway 44 in Crystal River?

3 IN-DEPTH LOOK AT THE 9TH AVE & HWY 44 INTERSECTION

Focusing on the intersection of Highway 44 and 9th Avenue, Aly Burkhalter, an urban designer on the planning team, discusses existing, short-, and long-term options for Highway 44 as well as looking at what new development could occur with an improved streetscape.

4 IN-DEPTH LOOK AT HWY 44 BETWEEN 7TH & 8TH AVENUES

In this film by Robert Piatkowski of the planning team, the block of Highway 44 between 7th and 8th Avenues is seen transforming into a welcoming entrance to the City and connecting the two sides of the neighborhood back together.

5 IN-DEPTH LOOK AT HWY 44 BETWEEN HWY 19 & 7TH AVE

This film walks through the design of Highway 44 from Highway 19 to 7th Avenue. Xu Zhang, designer on the planning team, discusses the new intersection design with Highway 19, a green stormwater management facility, and public space improvement.

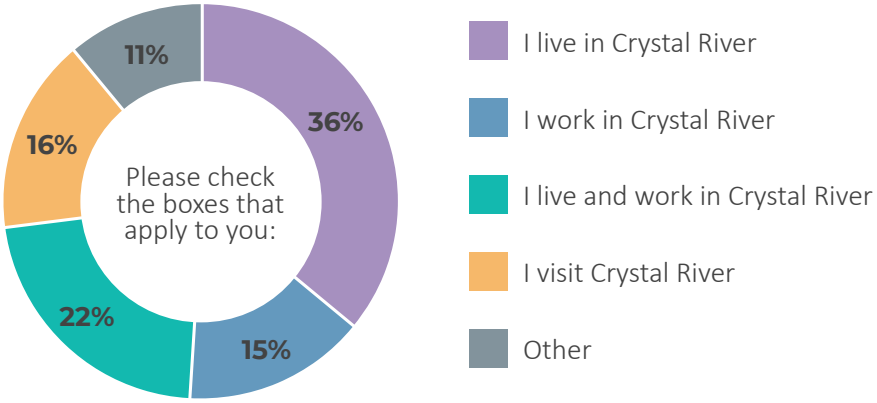
6 FDOT CONTEXT CLASSIFICATION FOR HIGHWAY 44

This film by Rick Hall of Hall Planning and Engineering provides an in depth discussion on traffic mobility and FDOT context classification for Highway 44.

Members of the DK&P team presenting ideas in the Work-in-Progress films (from top to bottom): Jason King, Aly Burkhalter, Rob Piatkowski, Xu Zhang, and Rick Hall.

ENGAGEMENT RESULTS

WHO PARTICIPATED:



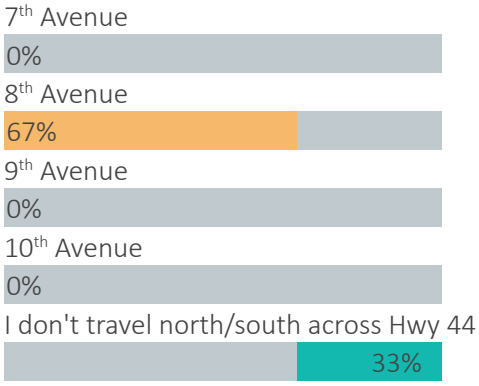
QUICK POLLS

Do you think the beautification of Highway 44 is worth local investment?

Beautification could involve investments like the planting of trees and shrubs or the addition of a welcome sign and banners.

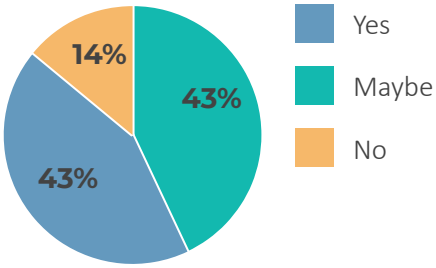
The FDOT resurfacing plan closes every north/south connection at 7th, 8th, 9th, and 10th in the interest of decreasing crashes.

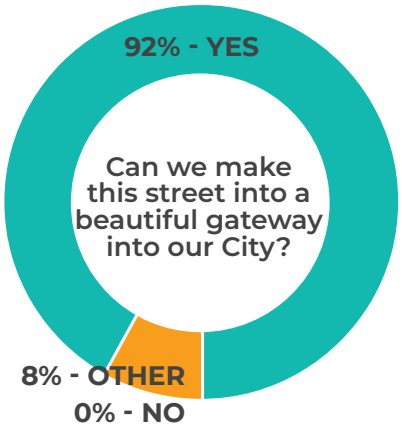
If you are traveling north/south and crossing Highway 44 which road are you most likely to take?



This response identifies a preference to keep 8th Avenue open to through traffic, with other intersections as less of a priority.

Would you be willing to pay more in taxes and fees in order to see Highway 44 elevated to be more resilient in the future as seas rise and street flooding becomes more prevalent?





SURVEYS

How would you rank the following possible enhancements to Hwy 44?

Respondents ranked possible enhancements in order of importance with #1 being the most important enhancement to #10 being the least important enhancement.

1. Trees along the side planting strips (shading the sidewalks)
2. Trees in the center median
3. Wider sidewalk
4. Wider bike lane
5. Center medians for pedestrians to “take refuge” as they cross the road
6. More crosswalks
7. Repave the roadway surface
8. Gateway signage
9. Adding barriers to the center turning area in order to restrict turns and decrease accidents
10. Repave the sidewalk surface

How would you rank this list of potential improvements to Hwy 44?

Respondents ranked potential improvements in order of importance with #1 being the most important improvement to #10 being the least important improvement.

1. New pedestrian-scale lighting
2. Placing utility poles underground to improve aesthetics and resilience in storms
3. Stormwater treatment like rain gardens to hold water and feed side landscaping
4. New site furnishings including benches and trash receptacles
5. Safer traffic speeds (30 mph instead of 45)
6. On street parking for local businesses
7. A roundabout at the intersection of Highway 44 and Highway 98
8. ADA crossings to help the visually-impaired
9. More signage to clarify rules for drivers
10. Bus shelters

SHORT ANSWER QUESTIONS

The elementary school is frequently ranked high, yet the surrounding neighborhood does not seem to have the type of demand that one might expect.

Why do you think this is? Would the area benefit from a greater mix of uses? Perhaps a more robust mix of housing types? What do you think?

Driving through the neighborhood, some of the houses and buildings seem to be rundown. Some of the sidewalks need to be restored. Perhaps a minimum architectural standard needs to be explored creating a unified image of the city as a coastal Florida destination.

A greater mix of housing that is affordable to young families is needed, along with affordable after-school daycare.

More housing and child friendly amenities

Affordable housing is an issue throughout the Citrus County area, especially near the schools. It would be beneficial to develop some attractive apartments, duplexes, and small single family homes within the area to allow families to take advantage of what we hope will be a walkable downtown area.

COMMUNITY IMAGE SURVEY

"The Community Image Survey" asks about what someone would like to see (or not see) and also about the "look" of new additions to the area. During the In-Person Workshop red dots were used on images they DID NOT want to see and green dots were used for things they DID want. The Virtual Charrette website asked if community members would like to see "more of this" or "not so much".

STREETS

MORE OF THIS

SPLIT INPUT

NOT SO MUCH

OPEN SPACES

MORE OF THIS

SPLIT INPUT

The current speed limit and street design is not conducive for the current bike lanes, especially without greater separation. We have a large number of cyclists in the area. Nicer bike lanes may help to attract them to the corridor as well. I do not foresee casual cyclists using the bike lane unless it is very well protected or separated. They will likely use the neighborhood streets.

I believe the bike lanes should be inboard next to sidewalk with a grass buffer as most people that casually bike are afraid to be near traffic no matter the speed.

Use it to connect both sides of town. There are not safe transitions for foot or bike traffic from the east to west sides of town.

I would not ride a bike on 44 unless the speed was 35. The speed is too high now for traffic going in and coming out of places of business. I probably would only ride my bike on the sidewalk.

FDOT has proposed 5 foot bicycle lanes on the thoroughfare with speed limits of 35 and 40 mph.

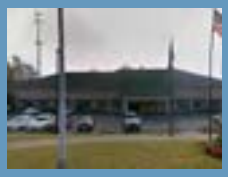
What do you think? What about street trees? There are almost none on the corridor, yet the neighborhoods have them...Thoughts?

CIVIC BUILDINGS

MORE OF THIS

SPLIT INPUT

NOT SO MUCH



COMMERCIAL

MORE OF THIS

SPLIT INPUT

NOT SO MUCH

Copeland Park is the primary civic space in the neighborhood. There seems to be a lack of small and mid-size civic spaces in the neighborhood.

What do you think about this? Do you see room for improvement? Is it worth the investment?

They should put something for the kids like a splash pad and park equipment. There is nothing for families on the east side.

Definitely worth the investment. At present, it is not very welcoming. Copeland Park could be a very beautiful space but it would benefit from a more pleasing design with better landscaping. I understand the need for the fence around the drainage area, but it is UGLY. Connect Copeland Park with LeGrone Park with a nice walking path.

I agree. I would like to see the City create a plan that calls for simultaneous changes to local density and open space. Currently, there is no vision for this area. We need one.

Many responses indicated a positive feeling towards improving Copeland Park and noted a scarcity of funds and wanting to prioritize improvements based on demand and usage.

RESIDENTIAL

SINGLE FAMILY

MORE OF THIS | SPLIT INPUT | NOT SO MUCH

RESIDENTIAL

OTHER THAN SINGLE FAMILY

MORE OF THIS | SPLIT INPUT | NOT SO MUCH

SIGNS

MORE OF THIS | SPLIT INPUT | NOT SO MUCH

Parking needs to be available and more of a downtown feel.

Tree lined streets and paved walkways

Given everything that we have mentioned, what improvements would you most like to see in order for you to be willing to walk along this thoroughfare for a few blocks to shop and dine?

Pedestrian-friendly streets, gateway signage, landscaping in the road.

I would like a cohesive type of architecture, green space, trees and ordinances in place to promote our town.

Crosswalks should be illuminated when people are in them. Sidewalks wider if possible.

NEW USES SURVEY

"The New Uses Survey" asks about new residential, professional, or commercial uses that you would like to see in the Highway 44 Neighborhood area. During the In-Person Workshop, red dots were used on images they DID NOT want to see and green dots were used for things they DID want. The Virtual Charrette website asked if they would like to see "more of this" or "not so much".

MORE OF THIS

Multi-Use Path

Commercial Center

Neighborhood Coffee Shop

Courtyard Bungalows

Duplex

Bed & Breakfast

Accessory Dwelling Unit

Neighborhood Square

Passive Park

Nature Trail

Separated Mobility Lane

NOT SO MUCH

Townhomes

Senior Center

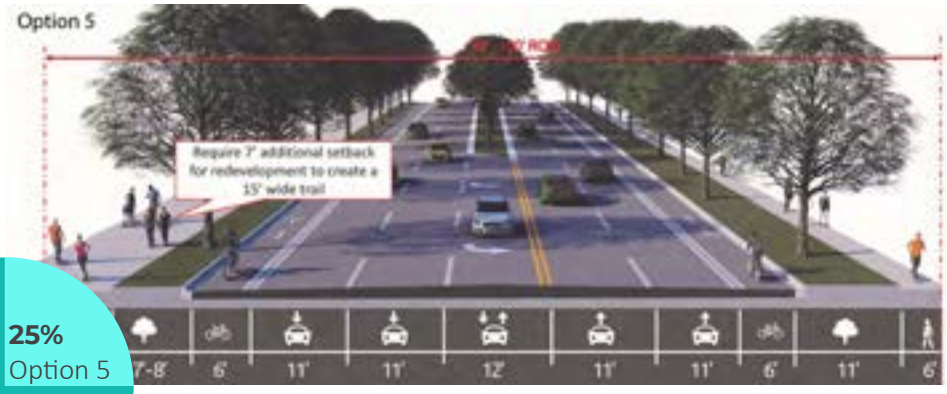
Strip Commercial Center

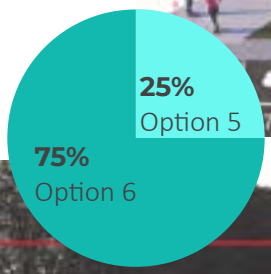
Office Park

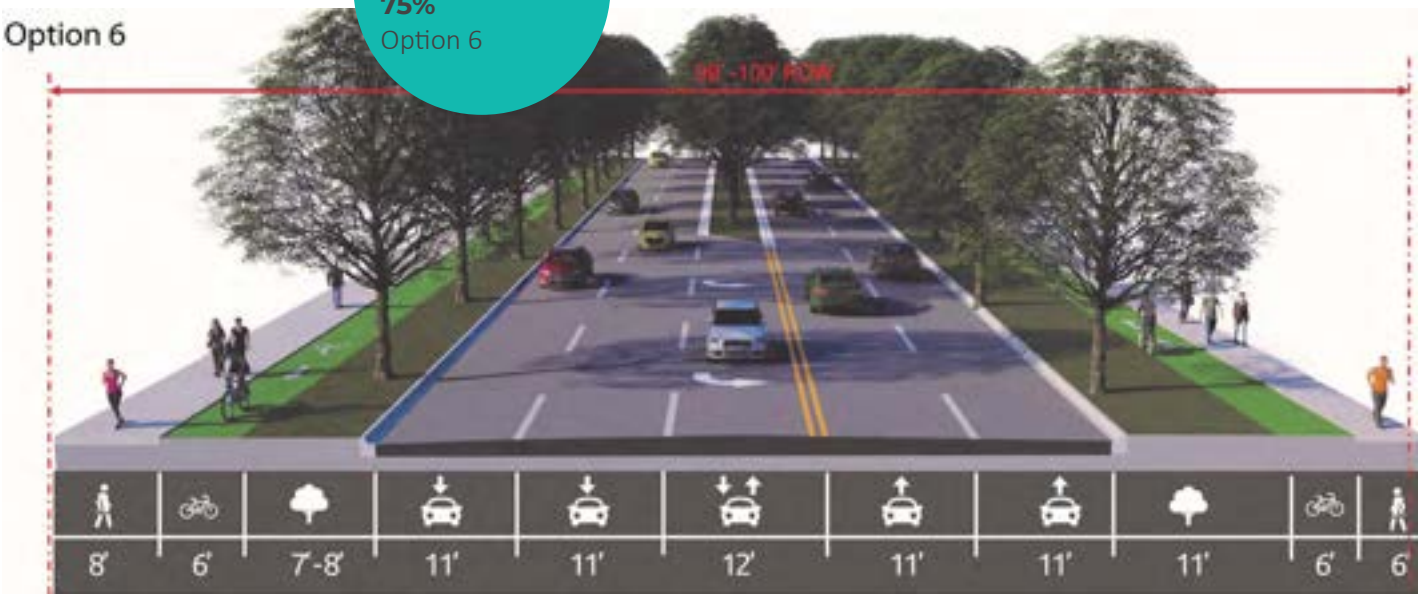
HIGHWAY 44 STREET DESIGN SURVEY

Pick your favorite street design.

Of eight options, participants only selected two favorites.

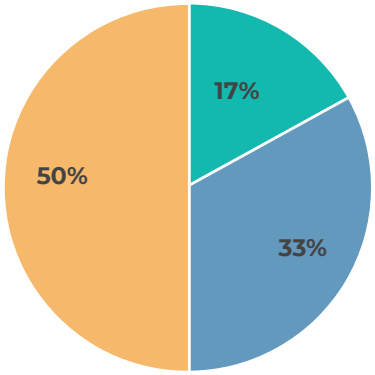






HIGHWAY 44 NEIGHBORHOOD PUBLIC INPUT MAP

WORK-IN-PROGRESS SURVEY



Were you able to attend any of the live meetings or events?

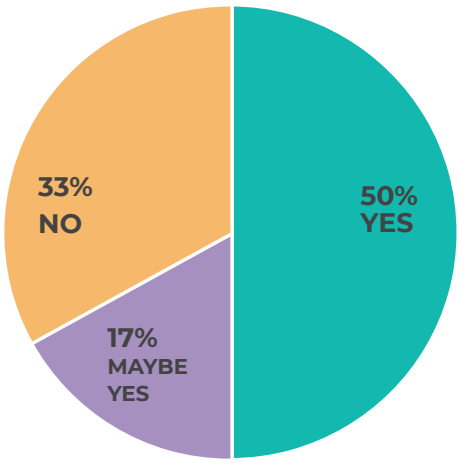
- Yes- Stakeholder Meetings
- No- But I have been following online
- No

0% Yes- Open Virtual Studio

0% Yes- In Person Workshop

Of the many ideas for Highway 44 and its surrounding neighborhood, do you feel that the plan is on the right track?

- Yes
- Maybe Yes
- No
- I need more information



Do you like this idea for the Highway 44 gateway entrance to Crystal River?

50% - Yes

17% - Maybe Yes

33% - No

Do you like this idea for the intersection of Highway 44 and Highway 19?

33% - Yes

67% - No

Do you like this idea for the intersection of Highway 44 and 9th Street?

33% - Yes

33% - Maybe Yes

17% - No

17% - Other

PHASE TWO: CIVIC MASTER PLAN PLANNING PROCESS

CIVIC MASTER PLAN CHARRETTE

From Monday June 21 through Friday June 25, 2021, the Dover-Kohl team hosted an in-person public design charrette in Crystal River to engage the community and gather input to create a shared vision for the future of Crystal River. During the week, the team presented initial findings, gathered feedback, and worked on potential design and policy solutions for Crystal River. The goal during this time was to identify key priorities and to build consensus on a vision and direction for the future of the city. The charrette incorporated online open design studio sessions to allow participation in the planning process for those unable to attend in-person events. Presentations were posted online along with engagement opportunities including surveys and polls.

Throughout the week the team spoke to over 440 participants who provided input for the plan. Participants included business owners, residents, employees and community members.

KICK-OFF PRESENTATION AND HANDS-ON DESIGN SESSION

The in-person charrette began with a kick-off presentation by Dover, Kohl & Partners at Crystal River High School, attended by over 100 people. As people arrived, a community image survey got participants thinking about key issues. Jason King and Rob Piatkowski began the presentation with a recap of initial findings and applicable best practices. Initial findings were based on the existing conditions the team noticed during their prior experience in the area, research and site visit. The initial findings included issues such as traffic patterns, water management, infrastructure and urban design. Live polling questions were asked to get a better understanding of who was represented and what their priorities might be.

At the end of the presentation the audience was given questions about what Crystal River needs, and what they would like to see happen in the city. These questions were discussion starters for the small groups. The audience broke into ten tables. At the tables participants were able to speak with facilitators, draw on maps and describe their big ideas for Crystal River. By summarizing three

The design team touring Crystal River

Participants at the kick-off presentation and hands-on design session

440+ Total Participants

big ideas each table could describe what was most important to them. This exercise allowed for residents to interact with other residents and professional planners. All the maps that were drawn on were used to create a synthesis map. After the small group exercise a group leader got up to share their groups big ideas and what they discussed. Each table's maps were displayed to show where the big ideas would be located in Crystal River.

OPEN DESIGN STUDIOS

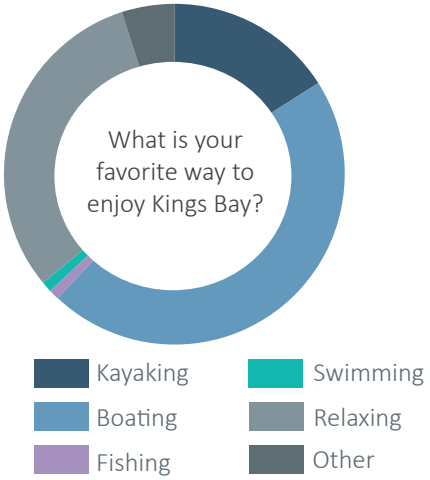
From Tuesday, June 22 through Thursday, June 24, 2021, open design studios were held for community members to see the work as it was being produced, engage in discussions about the potential solutions, and bring suggestions. Residents could stop in at any point and meet with members of the planning team to discuss issues they were interested in. These sessions provided the planning team with feedback from the public to refine the plan and concepts as they were being created.

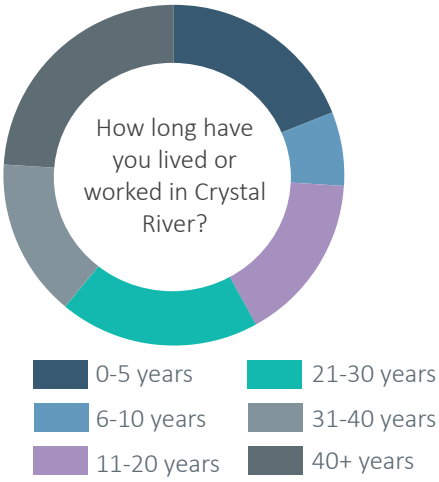
Hands-on design session small groups

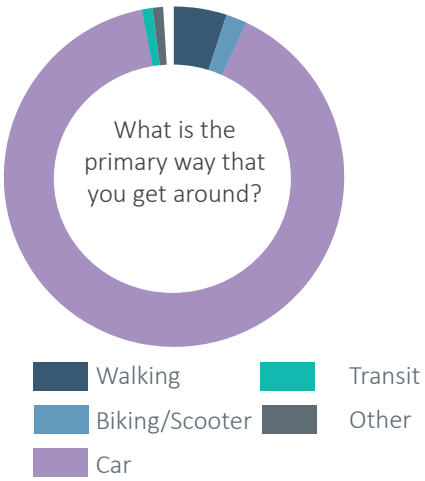
Selection of responses from the Project Kick-off presentation Survey:

Do people have what they need in the area? What else could be needed?

Kick-Off Presentation Live Polling Results:







Throughout the week, each member of the planning team studied specific areas in Crystal River to illustrate how the plan could best address community concerns. During the open studio the planning team worked on creating renderings and illustrative plans for the different focus areas. While team members were working, the public could look over their shoulders and check in on their progress. The maps from the hands-on design session were displayed on the studio walls and additional maps were available for residents to view and draw on. Surveys were also provided for additional feedback about the plan.

Andre Jackson and a resident at the open design studio

STAKEHOLDER TECHNICAL MEETINGS

Throughout the week there were multiple technical meetings on topics such as the environment, traffic, parking, the springs, development and more. These meetings focused on specific issues relating to Crystal River and included key stakeholders in the discussion. Having key stakeholders provide insight helped focus and refine the plan. Each stakeholder had specific ideas for the area that aligned with their needs or goals. The planning team is incorporating this input into the plan to reflect the needs of community members.

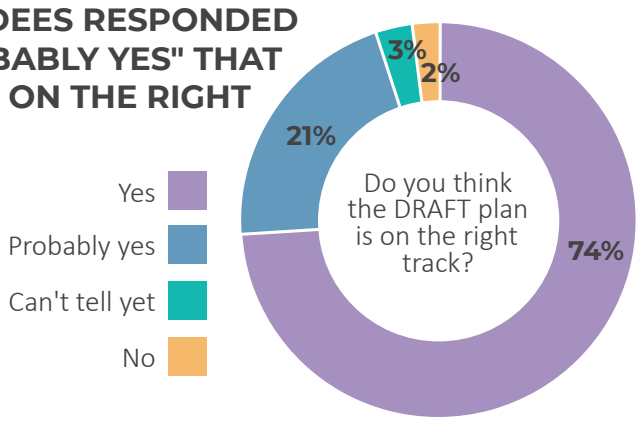
Brian and a local resident at the open design studio

WORK-IN-PROGRESS PRESENTATION

At the end of the week long engagement process there was a presentation that included the team's findings and designs. Over 80 people attended the presentation at the old Crystal River train station. Ken Frink, the City Manager, started off the presentation by introducing the team. Jason King began by sharing the results of the polls and feedback gathered from over 440 participants. Renderings for key locations were presented giving a vision of what Crystal River could become, including: potential waterfront development following FEMA standards; suggestions for historic preservation districts; design ideas for City Hall; and mixed-use redevelopment of the 579 plaza. The designs were focused around the five big ideas for Crystal River which were created after receiving input from the community during the week. At the end of the presentation participants were asked how they felt about each of the design ideas and if the team understood their vision for the city.

A presentation at a technical meeting

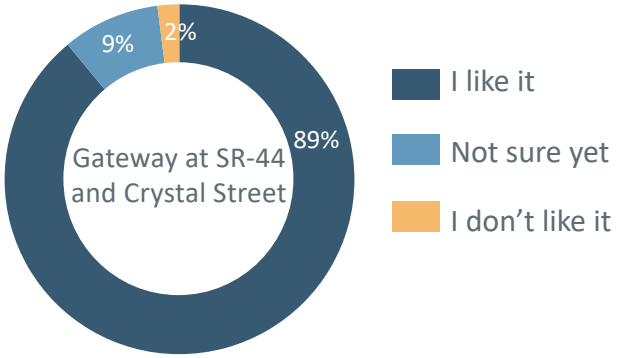
95% OF ATTENDEES RESPONDED "YES" OR "PROBABLY YES" THAT THE PLAN WAS ON THE RIGHT TRACK.

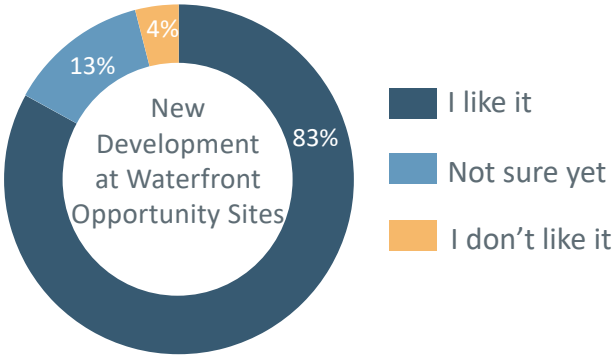


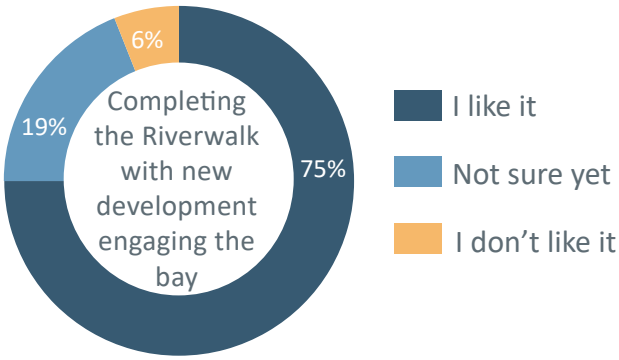
Jason King presenting ideas at the Work-in-Progress presentation

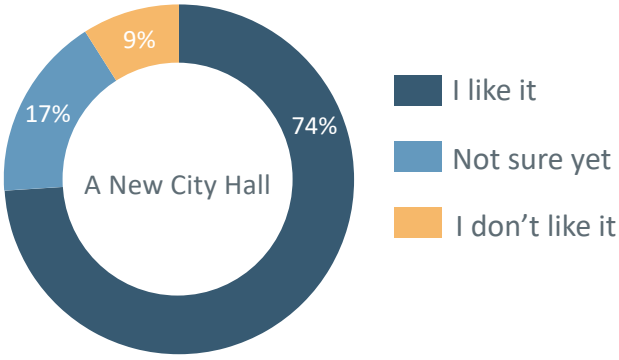
WORK-IN-PROGRESS PRESENTATION POLLING RESULTS

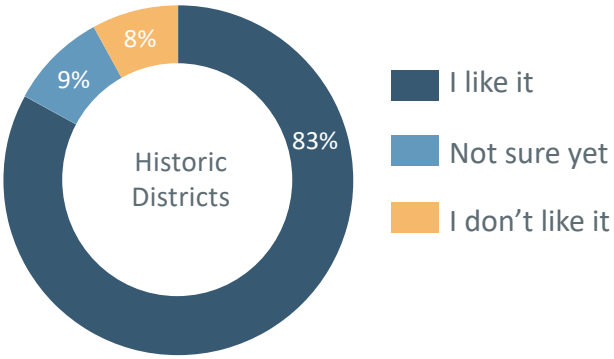
What do you think of this idea?

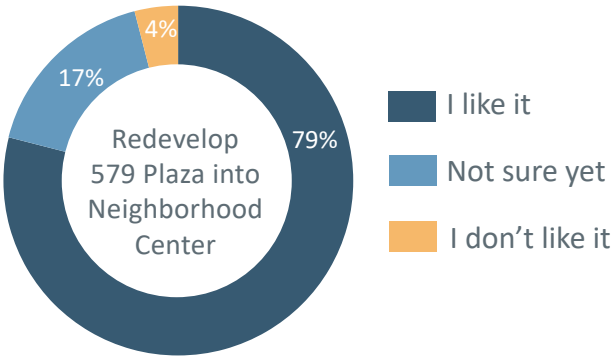


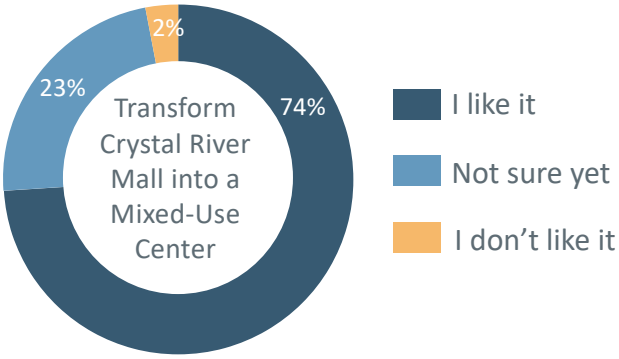




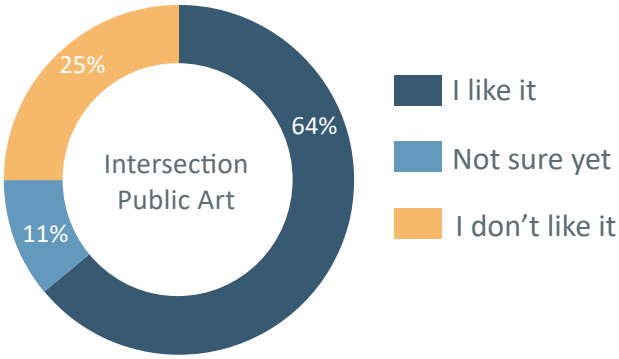



Historic Districts
83%
9%
8%
I like it
Not sure yet
I don't like it


Redevelop 579 Plaza into Neighborhood Center
79%
17%
4%
I like it
Not sure yet
I don't like it


Transform Crystal River Mall into a Mixed-Use Center
74%
23%
2%
I like it
Not sure yet
I don't like it

FLORIDA
Crystal River


Intersection Public Art
64%
11%
25%
I like it
Not sure yet
I don't like it

SHORT ANSWER QUESTIONS

What design features (connected sidewalks, landscaping and street trees, new public spaces, etc.) would you like to see as part of future development? What types of uses would best serve Crystal River?

Sidewalks, landscaping and trees, public areas, small shops and restaurants to meet the demands of the residents and visitors. More locally owned businesses.

Front porch communities, live/work housing or buildings, bike paths, walking trails.

Substantial landscaping along the entire US 19 corridor as that is the area that most people see when traveling through Crystal River.

Palm trees, long public fishing piers where people can fish from without having to own a boat, eco-friendly bike paths and trails around town with bike-parking options, outdoor retail and dining mall that is non-residential, evening entertainment potential, drive-in theater.

COMMUNITY IMAGE SURVEY

"The Community Image Survey" asks about what someone would like to see (or not see) and also about the "look" of new additions to the area. During the In-Person Workshop red dots were used on images they DID NOT want to see and green dots were used for things they DID want. The Virtual Charrette website asked if community members would like to see "more of this" or "not so much".

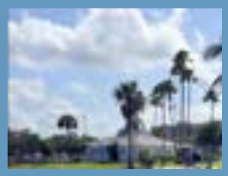
STREETS

MORE OF THIS

NOT SO MUCH

OPEN SPACES

MORE OF THIS



SPLIT INPUT

Tree-lined streets are the most aesthetically pleasing, although not always possible. Sidewalk cafes have their place but should be limited to specific areas. Sidewalk congestion by servers, patrons, etc, makes it hard to navigate as a pedestrian. Broad streets with sidewalks and no shade are ugly & don't make much sense in Florida. It's too hot to be exposed to the sun completely. Use the natural shade elements to keep us covered and to make things look nice.

More access for disabled and elderly Ramps, etc. Sound activated cross walks and texture.

Big outdoor shopping centers such as in Ocala and Brooksville do not fit our small town feel.

Bicycle paths should be separated from traffic, streets and highways, for the safety of everyone. Paths along the side of streets and highways cause unnecessary risks to the riders and pedestrians. Bicycles should not be ridden on sidewalks or crosswalks.

Which streets & trails types would serve you the best? What about for people of different ages and abilities? Which options are we missing altogether? Are any not well suited for the area?

CIVIC BUILDINGS

MORE OF THIS

SPLIT INPUT

NOT SO MUCH

COMMERCIAL

MORE OF THIS

NOT SO MUCH

What would best improve mobility in Crystal River? Are any additional mobility and transportation options missing from this discussion? Are any of these not appropriate for Crystal River?

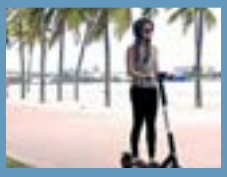
I love scooters and mopeds, golf carts and of course, bicycles! Bicycles should be everywhere so you can use them anytime.

Limited trails through preserves using recycled tires for bike paths, resting places along the way for picture taking and interacting with nature. Scooter rentals or e-bike rentals CAN detract from our natural charm if they are deployed in a way that encourages sidewalks over outdoor exploration.

Full-size buses are not needed. Smaller, trolley-sized buses, maybe. Bikes, carts, mopeds, scooters, are the preferred methods as you are in the elements. This is what people come here for.

MOBILITY

MORE OF THIS



NOT SO MUCH

RESIDENTIAL

MORE OF THIS

SPLIT INPUT

NOT SO MUCH

WHICH HOUSING TYPES WOULD SERVE CRYSTAL RIVER THE BEST? ARE ANY TYPES OF HOUSING MISSING FROM THIS DISCUSSION? ARE ANY OF THESE NOT APPROPRIATE FOR CRYSTAL RIVER?

More affordable housing in Crystal River, but issues with flooding are always a problem.

Single Family housing.

Spacing between homes, well kept lawns, sidewalks, preserve the older homes that are able to be saved.

Don't destroy the city's strength- its small town character without the ugly and heavy development in south Florida.

Bungalows and cottage-type town houses would be lovely.

WHICH PUBLIC SPACE TYPES WOULD SERVE CRYSTAL RIVER THE BEST?

Parks, sitting areas for visiting, pet walk areas

A stage or bandshell for outdoor musical performances.

We need family friendly parks and access to the water without damaging our waterways.

More event and gathering type spaces for daily use as well as special events and festivals.

ONE WORD CARDS

During the kick-off presentation and hands-on design session participants were asked to write down one word to describe Crystal River as it is now and a different word to describe how it could be in the future. The words that are used more often become bigger while the rarely used words are smaller.

Now

In the future

Key Findings:

The knowledge gained from both the site analysis in Chapter 1 and the public input in Chapter 2 are summarized here as the key findings for the Civic Master Plan that serve as the foundation for the Vision chapter.

WALKING & CYCLING SAFETY:

Pedestrian and cyclist safety needs improvement especially along Highway 19 and Highway 44. This includes better crossings at intersections and the Crosstown Trail.

PLACEMAKING:

Create a sense of arrival to Crystal River and the Nature Coast. Improve the look of existing commercial and industrial areas in order to make the area more attractive for new families and housing. Keep a Florida coastal aesthetic in terms of architecture standards and street tree species. Continue to make downtown an attractive area by adding new amenities including art galleries, museums, maker spaces and more. Maintain a cohesive aesthetic look. The Copeland Park neighborhood, "is really one neighborhood"...that has been divided by the highway and will be further divided by closing all intersections.

TOURISM:

Balance tourist and resident needs, keeping the area attractive to residents while still maintaining a high level of tourism. Build eco-tourism to help maintain the local economy. More activities for tourists would help keep visitors in the area for longer vacations.

HISTORIC PRESERVATION:

Throughout Crystal River are historic homes that add to the character of the area. These homes need to be protected to maintain the history and character of the city.

ENVIRONMENT & STORMWATER:

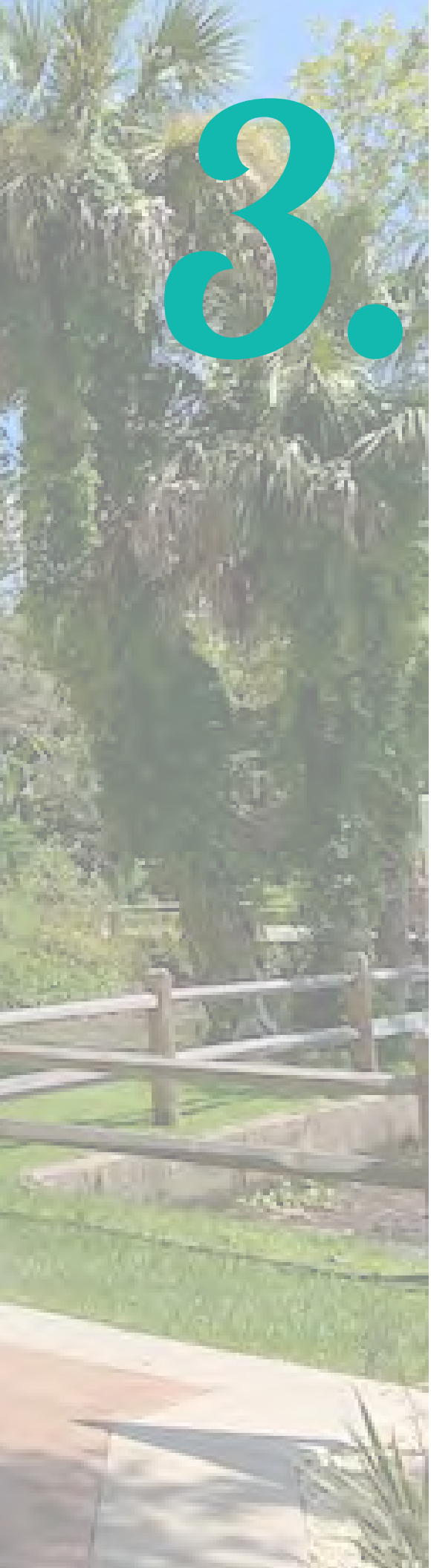
Develop a stormwater management strategy in response to increased flooding and to facilitate new development. FEMA has new regulations requiring buildings to be higher in elevation; a strategy for design is needed.

MOBILITY:

Prioritizing other modes of transportation will reduce the demand for parking. Improvements to the trail system could include safer crossings, extending the trails and adding amenities along them. The number of driveways on Highway 44 increases the potential for both auto and pedestrian collisions.

LOCAL BUSINESS & ECONOMIC DEVELOPMENT:

There needs to be affordable housing for young families close to the schools. A public parking strategy is needed for downtown and along Highway 44.



3. Big Ideas & Civic Framework

This chapter introduces the Five "Big Ideas" forming the key recommendations of this Plan along with a civic framework of citywide concepts for the plan implementation. This chapter sets the stage for the plan vision outlined in the next chapter.

THE 5 BIG IDEAS

BIG IDEA 1: CONTINUE TO MAKE DOWNTOWN A VIBRANT DESTINATION

Civic Toolkit: Urban Design & Placemaking
Civic Toolkit: Parking

BIG IDEA 2: REVITALIZE AGING RETAIL CENTERS AND INVEST IN NEIGHBORHOODS

Civic Toolkit: Housing and Infill Development

BIG IDEA 3: BUILD SAFE, COMFORTABLE & INTERESTING STREETS

Civic Toolkit: Street Design
Civic Toolkit: Planning for Bicyclists

BIG IDEA 4: PROTECT & RESTORE HISTORIC PLACES

Civic Toolkit: Historic Preservation
Civic Toolkit: Property Maintenance Codes

BIG IDEA 5: INCREASE ACCESS TO NATURE & BUILD RESILIENCE

Civic Toolkit: Building Adaptation to Flooding
Civic Toolkit: Stormwater and Sustainability
Civic Toolkit: Parks, Squares, and Open Space

The 5 Big Ideas:

CONTINUE TO MAKE **DOWNTOWN A VIBRANT DESTINATION**

REVITALIZE AGING RETAIL CENTERS **& INVEST** IN **NEIGHBORHOODS**

BUILD **SAFE, COMFORTABLE, & INTERESTING STREETS**

PROTECT & RESTORE HISTORIC PLACES

INCREASE ACCESS TO **NATURE & BUILD RESILIENCE**

Five "Big Ideas" form the key recommendations of this Plan. The five ideas came from conversations held with residents, businesses, and stakeholders. Although specific details may change as the plan is implemented, the "Big Ideas" should remain intact.

Add art galleries, residences, maker spaces, and museums as well as attractive entry points. Create places locals want to go while staying artistic, chic, authentic, and affordable. Extend the CRA boundary. Increase concerts and programming of Town Square and other downtown parks. Add short-term rentals in select places Downtown. Add more art including paint and asphalt art with CDBG monies. Update and refine architectural and landscaping standards. Place overhead wires underground or in mid-block locations.

Utilize adaptive reuse and redevelopment when possible, especially throughout the Downtown. Design and invest in Copeland Park. Connect east and west sides of town by reinventing aging corridors. Allow lots to densify by up-zoning and by implementing ADU's, as currently allowed by ordinance. Add assisted living centers and allow cottage courts (pocket neighborhoods) to house people affordably. New development of compact, walkable, mixed-use centers of activity should be encouraged. Allow industrial and residential at the mall site. Encourage economic development and build the town's tax base. Beautification.

Enable pedestrians and cyclists to use the ROW safely and comfortably. Make Highway 19 safer to cross with four-way zebra crosswalk crossings. Provide bike infrastructure (especially for those who cannot afford to drive) and bike routes for recreation. More bike stations and shared bikes. Promote bike parking structures as art installations. Promote wheelchair paths and ADA accessibility throughout the downtown. Establish golf cart connections across arterials. Three Sisters Street should become a beautiful landscaped entry with lights in the trees.

Protect historic structures that are not within local historic districts. Do not tear-down historic structures to build surface parking. Fix and repurpose existing buildings. Empower code enforcement. Investigate an anti-blight ordinance. Use both local historic districts and national historic districts.

Protect the environment, particularly the bay and river water quality. Enact a stormwater master plan that promotes storm sewers in new development areas and includes district-wide stormwater systems. Clean ditches to allow stormwater to flow. Add swales to new streets. Create a cohesive trail system. Use permeable pavement. Install edible gardens along the Kings Bay Riverwalk. Electric vehicles: establish municipal fleet goals, transit provider goals, and charging station goals (both public and private). Invest in Yeoman's Park. Economic resilience: focus on aviation businesses and education at Crystal River airport. Add tech space. Increase the quality of tourism. Stock Kings Bay with bass and fish.

Big Idea 1

CONTINUE TO MAKE DOWNTOWN A VIBRANT DESTINATION

Crystal River is an international destination for people seeking experiences of nature and wildlife, but the City is also working to become a destination for shopping, dining, working, and living. At the same time, Crystal River residents seek to grow in a way that protects and enhances the high quality of life they currently enjoy.

"Downtown" is centered on Citrus Avenue at the new Town Square and includes the growing Riverwalk. Importantly, these amenities are as much for locals as for visitors. New additions to the Downtown should continue to focus on local needs and recreation and involve a balanced mix of uses, including large and small homes, retail spaces, workplaces, civic buildings, and amenities. Economic development builds the tax base which supports Crystal River's high quality of life.

Crystal River has begun investing in itself and it has proven that people can expect big returns from public investment. There is a new town square in Crystal River on Citrus Avenue, the city's main street. The town square is home to a fountain, statuary, manicured green grass, and public bathrooms. The square's sidewalks are shaded by newly planted oaks and is fronted by historic buildings and murals. A splash pad and wetland trail are located on the square's southern edge. Public spaces like this are almost never created today: It is centrally located as if it was planned from the city's founding. It is well defined by buildings on two edges and forest on another. And it is versatile enough to host any of the town's numerous Downtown events.

Aerial view of the waterfront vision

KEY PRIORITIES AS ILLUSTRATED BELOW:

1. Complete the Kings Bay Riverwalk
2. Add new waterfront developments that engage the Riverwalk and complement existing waterfront uses
3. Increase opportunities for boater-friendly destinations, such as restaurants.
4. Reimagine city hall as a civic building anchoring Downtown and incorporating a resilient design in response to flooding and sea level rise.
5. Transform Highway 19 into a safer, more beautiful street that is easier to cross.
6. Provide enough parking on-street and in mid-block locations to not disrupt the walkability and character of the Downtown.

PROPOSED IMPROVEMENTS & POLICIES

PROMOTE A MIX OF USES

The Downtown should seek to add additional uses and build an active street life. The key to active street life is to create a place of diverse activity including living, working, schooling, shopping, recreating, and socializing. The Downtown is off to a great start but residents that participated in the Charrette noted several uses that may be lacking including waterfront restaurants and drinking establishments, variety stores, gourmet coffeehouses, pubs, juice shops, offices, light industrial, and artisan shops. Multiple opportunity sites were identified and conceptually designed as part of the Illustrative Master Plan. The Plan shows these uses located within street-oriented buildings like corner stores, "Main Street" shops, and multi-story mixed-use buildings in accordance with the City's form-based code.

People also wanted more programmed activities and beautification that would bring people Downtown more regularly. Examples include: concerts, art, entry features that announce one's arrival into the City, safe and complete streets, and additions to neighborhood parks in communities that are adjacent to the Downtown.

CREATE DOWNTOWN LIVING OPTIONS

Downtowns offer a lifestyle with living, dining, and recreation only a short walk away from one's home. Residential units also provide a built-in customer base for businesses. Homeownership and long-term renters bring both economic and social stability. Residents participate in public meetings and look after the places they live. Local residents add less traffic to strained transportation systems because they are more likely to walk or bike than to drive for short trips.

CHERISH THE WATERFRONT

Crystal River's waterfront has been going through exciting changes and improvements. ***Vacant properties around the bay provide opportunities for new mixed-use developments and boater-friendly destinations that cater to both locals and visitors.***

Due to the hard work and dedication of local community groups, including Save Crystal River, the water quality in Kings Bay has improved over recent years. ***Investments in Downtown infrastructure, streets and buildings should reduce the amount of untreated stormwater entering the bay and contribute towards improving the bay's health.***

Complete the Riverwalk and Integrate it with Surrounding Uses

Phase I of the Kings Bay Riverwalk is complete and future phases will create a comprehensive and connected pedestrian network along the waterfront. The riverwalk provides public access to Kings Bay, allowing all an opportunity to enjoy this wonderful natural amenity. In its current state, the Riverwalk is already a way to access multiple parks, restaurants, live music, parking areas, natural areas, fishing opportunities, charter boat rentals, and scenic overlooks for stunning sunsets across the bay. Properties and buildings along the Riverwalk should directly connect and engage with this amenity.

CONTINUE TO BUILD CITRUS AVENUE AND NORTHEAST 5TH STREET AS LOCAL MAIN STREETS

Downtowns need more than just one "postcard worthy" street like Citrus Avenue. ***As development continues in the Downtown, it should be constructed in a way that adds to the walkable fabric of the historic center.*** Contemporary development can complement historic development by obeying the rules of the City's form-based code. Build-to-lines and attention to the fronts-and-backs of buildings are essential.

MAKE DOWNTOWN A COMPLETE, COMPACT, AND CONNECTED NEIGHBORHOOD:

Complete: Possessing the greatest variety of uses possible.

Compact: Host a population density that is high enough to support the desired uses.

Connected: Connected internally with streets and pedestrian pathways, and connected to surrounding neighborhoods by streets, bicycle infrastructure, parkway and trail connections, and transit.

STRIVE TO "BUILD UP" AND "NOT OUT"

Many of the businesses in Downtown are popular and have a loyal client base, yet many buildings remain underutilized. ***Some underutilized properties in Downtown that are vacant or have only parking could have buildings appropriate to the Downtown added.*** A variety of building types should be added to the Downtown mix, including rowhouses, live-work units, and mixed-use buildings with shopfronts on the ground floor.

STUDY AND ADOPT PARKING STRATEGIES TO MANAGE AND MAXIMIZE PARKING

While parking may seem like a simple issue, its impacts have far reaching effects on the ability of Downtown to become the vibrant center envisioned. Ensuring there is an adequate supply of parking throughout the Downtown was a key takeaway from the Charrette. This includes parking for local businesses, events, and trailer parking. However, an over abundance of concentrated parking can degrade the walkability and charm of Downtown, creating gaps in the street wall that make it less likely that people will walk. Parking lots also take away space from beneficial and tax paying uses, such as businesses and homes. ***A series of parking strategies should be implemented, beginning with reducing the need for parking, followed by careful parking placement, shared-parking, and utilizing sites outside of Downtown to provide parking for larger events.***

A NEW CITY HALL

Crystal River's City Hall, located at the corner of Highway 19 (North Suncoast Blvd) and NW 2nd Avenue, houses a broad range of municipal facilities of crucial importance to the community. ***The aging building complex is, however, in need of refurbishment and resilience upgrades to lift it out of the floodplain.***

Upgrading City Hall could have additional benefits including a configuration that creates a greater civic architectural presence along with improvements to Little Springs Park and the Creative Playground.

CONTINUE TO SUPPORT THE CRA

The Community Redevelopment Agency (CRA) funds important activities including local festivals and events. The CRA administers a grant program to improve commercial and residential facades. It helps pay for attractive signage, landscaping, sidewalks, and crosswalk improvements. The CRA commissions pole banners and street amenities. ***The continuation and expansion of these programs relies on additional funding in the form of new investment within the Downtown and CRA boundaries.***

The CRA District Vernacular Design Guidelines help to promote the desired character of downtown. The regulations should focus on those features most important to the continued success of the CRA and should be reviewed to determine their effectiveness in achieving the desired goals and refined as needed. ***For example, the Color Charts should be simplified or removed to maintain focus on more critical elements related to building form and the downtown environment.***

EXPAND JOB OPPORTUNITIES

The community identified the Downtown as a location for new workplaces. Offices, light manufacturing, and artisan uses should be considered. Offices located above stores, live/work buildings, and shopfront buildings should all be designed to fit the Downtown context. ***Temporary uses should be encouraged as a way to incubate new businesses that may not be able to afford commercial rents but could still help the City add enough uses to become a regional destination.***

ENCOURAGE LOCAL OWNERSHIP

People want to visit and live in authentic places. People will choose independently owned establishments like breweries, barbers, bistros, and bike shops because of a connection felt with the business owner or operator. People want to express their appreciation, get a glimpse of an expert doing what they are good at, hear their story, be part of it, and support their vision.

A locally-owned business is more likely to express a unique vision and less likely to adopt a uniform aesthetic that is currently in vogue. Unlike corporate chains, small businesses retain control.

Beyond authenticity, micro-chain and family-operated businesses are key to the resilience of the local economy. While chain and corporate establishments are the first to leave when economies slow, local businesses struggle through the economic ups and downs.

Local owners are also more likely to get involved and help solve urban problems at their doorstep. Organizations like the Crystal River Main Street reinforce local businesses commitment to the City and to each other.

Civic Toolkit:

URBAN DESIGN & PLACEMAKING

Urban design guidelines should be applied across the Downtown, Crystal River's neighborhood centers, and any place where a walkable environment is desired. These guidelines can help ensure that such places become shaped, comfortable, connected, safe, and memorable. These urban design guidelines inform the way streets, buildings, and public spaces are designed in relation to each other. When combined with the policies and strategies included in this Plan related to transportation, resilience, historic preservation, and parks, among other topics, the scenes envisioned by the community during the Charrette start to come to life.

BUILD-TO LINES

The best streets take on a defined spatial form, sometimes compared to a public "room"; the buildings form the walls. When the proportion of building height to street width is sufficient to create a sensation of spatial enclosure, a stronger sense of place will result. When the proportion of building height to street width is too low it is difficult to achieve a sense of place. ***It is essential that the front walls (or planes) of storefronts be aligned. A build-to line tells a designer exactly where the front plane of each building should be located to form a coordinated street wall. Build-to lines should be enforced along Downtown streets as Citrus Avenue's vitality extends.***

SHAPING THE SPACE

Streets, plazas and squares should function as outdoor rooms, surrounding occupants in a space that is welcoming and usable. These outdoor rooms are shaped by the space between buildings from building face to building face. How the space is shaped effects the experience had in it. A 1:3 ratio for building height to width is often cited as a minimum section for a sense of enclosure. Creating this sense of enclosure involves more than just a narrow street width or tall buildings. Streets, plazas and squares must be sized properly for their use and should be defined with appropriate building sizes. Trees and features such as lighting also play a critical role in defining the space.

STREET DESIGN

Streets should be designed as public spaces and thoroughfares for mobility. ***Street lighting and trees are vertical elements that help to define the public realm while also making the pedestrian feel safer and more comfortable.*** Trees add a sculptural quality and interest to the streetscape.

APPROPRIATE BUILDING HEIGHTS

Many factors must be carefully weighed when considering appropriate building heights for a community: the relative location in the City, the envisioned future, the surrounding existing context, housing needs, opportunities for employment, transportation infrastructure, and financial feasibility, to name but a few.

Today, buildings in Crystal River are typically one to two stories. ***New buildings and those substantially renovated will have to meet the latest FEMA flood regulations, requiring a base floor elevation of 11 to 13 feet above sea level. With an average ground level of four feet, the typical resulting first floor needs to be elevated or flood-proofed seven to nine feet above the ground.***

Mixed-use development in the Downtown and new neighborhood centers along Highway 19 are recommended to have a range from two to three stories in addition to the elevated first floor. With taller buildings comes an increased importance on their design, along with the design and use of the public spaces that they help to shape.

BUILDING ORIENTATION

Building orientation is the first step in making great streets and public spaces that define great neighborhoods. Buildings have fronts, sides, and backs; the appropriate and most carefully designed faces of buildings should front streets and public spaces. Building rears or sides, which often incorporate a building's service functions and typically have less doors and windows, should not face the public realm but should face alleys, mid-block parking, or the backs of other buildings.

Establishing the relationship between the fronts and backs of buildings to ensure that public spaces have natural surveillance is another best practice for good neighborhood design. Fronts of buildings ideally face the fronts of other buildings, and sometimes face the sides of buildings. However, the front of a building should never face the back of another.

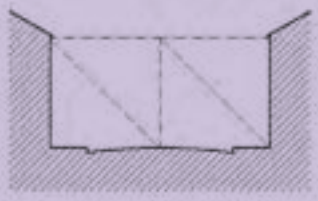
SCALE SPACES COMFORTABLY FOR USERS

(Excerpted from: *The Lexicon of New Urbanism*)

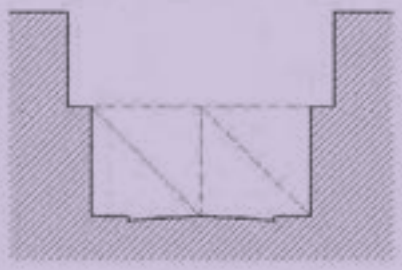
Enclosure is a physical attribute of thoroughfares and open spaces, contributing to a sense of place. The height-to-width ratio of buildings to the space between them is the proportion of spatial enclosure and is related to how the human eye perceives space. If the width of space is such that the eyes' cone of vision encompasses less street wall than open sky, the degree of spatial enclosure is slight.

As a general rule, the tighter the ratio, the stronger the sense of place. The ratio of 1:6 is the perceivable maximum. The ratio of 1:3 is best for public squares. The ratio of 1:1 creates more intimate pedestrian spaces. Note that the ratio is based on the entire distance between buildings, from building face to building face. In the absence of spatial definition by building facades, disciplined tree planting is an alternative. Trees aligned for spatial enclosure are necessary on wider thoroughfares or those with substantial front yards.

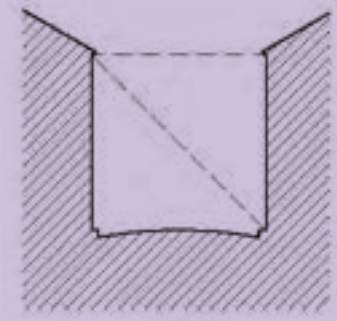
Spatial enclosure by tree canopy



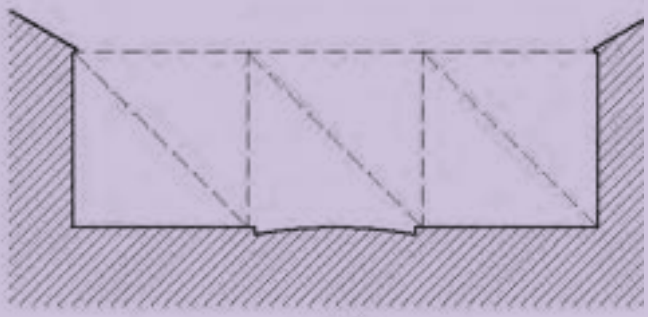
Spatial enclosure by building height



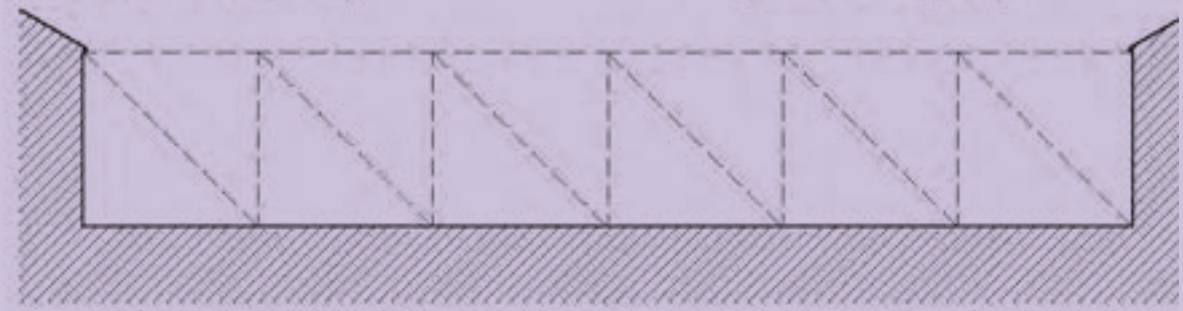
Spatial enclosure by recess line



1:1
(The best for thoroughfares)



1:3
(The best for squares)



1:6
(The perceivable maximum)

STREET-ORIENTED ARCHITECTURE

Frontages

Frontage is the privately-owned layer between the façade of a building and the property line. The combination of the private frontage, the public streetscape and the nature of the street (or public space) creates the character of the public realm.

The frontage of a building is a primary contributor to pedestrian activity. ***Buildings should have functional doorway entries and exits at an average of 75 feet or less along nonresidential or mixed-use buildings or blocks.*** Functional entries at short intervals allow activity at many street segments and helps to keep spaces safer.

Shopfronts

There is an economic advantage to creating unique one-of-a-kind environments such as main streets. With mixed-use environments, great care should be given to the architectural components that make for a good building-to-street relationship that encourages pedestrians and improves sales per square foot. For mixed-use buildings, an expression line (just above the ground floor) such as a cornice or eyebrow that forms a base, should be incorporated into the building design to separate the private upper floors from the public street and commercial space below. The Anatomy of a Shopfront diagrams on the following page illustrate the elements that create an interesting shopfront and active sidewalk.

Shopfronts should line Citrus Avenue and 5th Street in Downtown as well as new streets in neighborhood centers across the City. Shopfronts should also line the Kings Bay Riverwalk when possible.

Examples of well designed shopfronts and mixed-use buildings

PARKING LOCATIONS

The design of Downtowns and neighborhood centers should prioritize the experience of the people living in, visiting, working at, or otherwise just enjoying the place. This generally means public spaces shaped by buildings with comfortable proportions and lined with street-oriented architecture. However, parking is still necessary and must be accommodated within the design of the area.

On-street parking should be maximized for public use to support local merchants. Other parking should be located behind or to the sides of buildings.

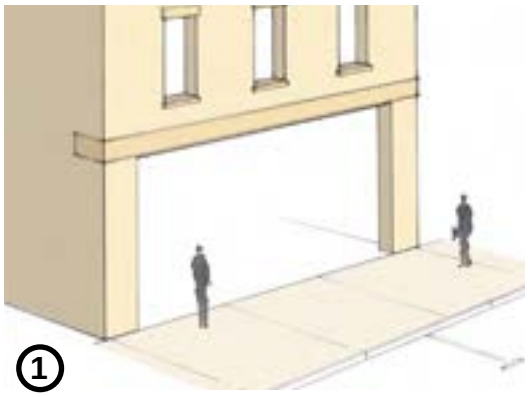
Meeting the latest FEMA flood zone standards will require the first floor of buildings to be elevated or floodproofed to, in many cases, seven to nine feet above the ground, depending on the ground elevation. ***There is an opportunity to use the uninhabitable space under the buildings for parking. However, these ground spaces should be screened from the street and public spaces to not take away from the public realm.***

VACANT PARCELS

Vacant lots can be a challenge and an opportunity. ***When private lots remain undeveloped, they can decrease property values, safety, and health while placing a strain on a municipality's finances.*** Vacant parcels and buildings often fall into disrepair, it is usually left to the city to undertake the maintenance of the property. This could mean demolishing the building or maintaining the land to avoid hazards to public health. These services draw on the municipality's financial resources for parcels that are not providing any revenue.

Building within these lots is also a more efficient way for Crystal River to provide services. Roads and infrastructure are already in place, and filling in vacant lots can help neighborhoods become more complete and walkable, while also reducing pressure for development at the edges of the City and making it easier to preserve the natural areas around Crystal River for people to enjoy.

THE ANATOMY OF A SHOPFRONT



The basic building mass - placed close to the street. Generous shopfront with vertically-oriented windows above.

Columns sub-divide the shopfront opening and transoms help achieve well-proportioned shopfront windows.

Cased windows sit atop knee-height bulkheads.

Pedestrian-oriented entrance, signage, and lighting.

Awnings provide shade and rain protection.

A gallery provides a second-floor terrace.

Civic Toolkit: PARKING

Historic buildings Downtown were constructed at a time when parking requirements did not exist, and so, property owners were able to build structures on the majority of their site. With the introduction of parking requirements, it became difficult to build a marketable building and accommodate the required parking on the small lots in Downtown. The continued success of Downtown and the future success of new neighborhood centers depends on increased access to these hubs of community life and economic activity. The thoughtful accommodation of parking is an important piece of the equation.

PARKING MANAGEMENT

Parking management is a set of programs and regulations that affect the supply, demand, location and price of parking. ***When properly managed, the parking system can support economic vitality and make neighborhoods and business districts more livable.***

RECOMMENDED PARKING STRATEGIES

Reduce the Demand for Parking

The first step to reducing excessive, inefficient, and unattractive surface parking in prime downtown locations is to address the root cause: reducing the need for and amount of un-managed surface parking. This can be done by re-balancing the city's mode split, or percentage of people walking versus biking and driving. Several strategies to improve walkability and bikeability are described across this plan, and are necessary steps towards an attractive and vibrant town.

Many in the planning and urban design communities are switching precisely to this approach of looking first at land use patterns and complete streets practices, before studying vehicular traffic improvements. While maximizing the way people are able to move in and around Downtown Crystal River is a critical first step towards controlling current and future parking demand, there are several other strategies that can be used to better manage parking behavior and supply.

Manage the Parking Supply

The second step is to address the supply of parking in downtown and at neighborhood centers. The following strategies can be applied to manage the supply and demand for parking as Crystal River evolves over time. As the City updates its zoning codes, ordinances and parking policies, these modern mitigation and management concepts can be evaluated to further reduce the reliance on the personal automobile in downtown and in the surrounding communities.

1. **Review Parking Regulations**

   Review and modify, if needed, existing parking regulations to support the town center vision as described in this plan and to permit the recommended parking strategies.

2. **Create "Park Once" Environments**

   The goal of creating vibrant mixed-use centers supports the creation of "park once" environments. In such places, many trips require only one parking space.

3. **Maximize On-Street Parking**

   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 lots. 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.

4. **Allow Shared Parking**

   Various land uses have different peak periods of parking demand. Allowing complementary land uses to share spaces, rather than requiring separate spaces for each separate use, can more efficiently allocate space for parking.

5. **Establish a Fee-in-Lieu Program**

   Private development can pay into a fee-in-lieu program to utilize and support the centralized parking and reduce the number of surface spaces required on each lot.

6 **Provide Centralized Shared Parking**

In place of on-site parking, centralized parking should be provided in mid-block locations on publicly-owned parcels to serve multiple buildings and leverage shared parking to reduce the number of spaces needed and limit unused spaces. Mid-block parking can help to preserve downtown's pleasant walking environment and character by shielding the parking with buildings.

7 **Improve Parking and Mobility Wayfinding**

Consistent and clear signage and wayfinding consistent with Downtown's branding can help direct visitors to areas where parking is available and to the important destinations within Downtown. This simple strategy can help make more efficient use of existing parking facilities. Clear signage should also be placed to differentiate public parking from private parking to avoid a potential source of confusion and conflict as to where one can park.

8 **Establish Employee Parking Locations**

Parking spaces nearest Downtown destinations can more likely benefit businesses when they are available to visitors and patrons. Employees of these businesses also need a place to park while at work, but by occupying the most proximate spaces, turnover rates are low during the day and spaces are not as available for customers. Policies and programs to provide designated parking for employees can ensure that there is adequate parking for both patrons and employees.

Certain off-site public parking lots could have designated permit spaces for employees to park in during normal business hours. Business and property owners can enter into covenants with the City whereby it is agreed that employees would not park in the on-street spaces in Downtown.

9 **Implement Parking Time Limits**

Implementing a parking time limit of 2 hours along with increased enforcement can promote higher turnover on key blocks in downtown in an effort to maintain one to two open parking spaces per block.

10 **Implement Metered Parking**

On-street paid parking can be an effective tool to address high parking demands and low turnover in Downtown. Implementing paid parking should only occur after the enhanced enforcement and modified time limits have been applied first and still are not producing the desired results.

11 **Reduce or Eliminate Parking Requirements**

Downtown Crystal River and the proposed neighborhood centers are different from the rest of the City and should have correspondingly different parking requirements.

12 **Utilize the Space Underneath Buildings**

Nearly all new buildings in Crystal River will need to be elevated to meet flood regulations. Some of the resulting space could be used for on-site parking. These areas could serve as ADA accessible parking or resident parking.

13 **Remote Parking**

During peak season or large events, shared parking facilities located further from Downtown could help meet temporarily high demand for parking. These locations should also function as mobility hubs, served with multiple options for traveling to Downtown, such as bikeshare or perhaps a trolley.

14 **Parking for Other Vehicles and Bikes**

Ensuring ample secure and convenient bicycle parking is a critical step for encouraging bike use. Similarly, space should be provided for golf cart parking. Golf carts are a popular mode of transportation in Crystal River and take up less space to park than a car or truck. Parking also needs to be available for boat trailers. Ideally, centralized trailer parking could be provided outside of the downtown core.

Big Idea 2

REVITALIZE AGING RETAIL CENTERS AND INVEST IN NEIGHBORHOODS

Crystal River seeks to reinvent aging properties along its commercial corridors with new compact, walkable, mixed-use centers of activity. Growth that redevelops sites where public infrastructure funding and private development have already been made will have the greatest economic, environmental, and social benefit. New development which requires new infrastructure and is located in environmentally sensitive areas degrades the ecosystem and costs the taxpayer.

THE COPELAND PARK NEIGHBORHOOD

The historic Copeland Park neighborhood is the first part of Crystal River one reaches when arriving from the east. While Highway 44 brings visitors and travelers to and through Crystal River, the road cuts the Copeland Park neighborhood in half. ***Correcting past mistakes begins with transforming Highway 44 into a street that helps to bring together instead of further dividing this neighborhood.*** Investment in the neighborhood should add to businesses and uses needed by the community, a range of housing types, and improvements to parks, sidewalks, and trails.

HIGHWAY 19

Along Highway 19, Kings Bay Plaza and Crystal Center are doing well economically and host valued local businesses but could be optimized with a greater addition of uses. Crystal Square is currently vacant. ***In time the corridor could become a good candidate for mixed-use development.***

CRYSTAL RIVER MALL

The Crystal River Mall is in need of reinvestment. The Mall is home to the kind of stores one usually finds on local main streets like an independent bookstore and antique shop. However, the Mall is also home to hallways with dozens of closed shops. At the time of the Charrette, Crystal River Mall's 435,000 square feet was only at 50% capacity. This area can be reenvisioned as a new neighborhood and job center.

Aerial view of Crystal River with Highway 19 and its surrounding development clearly visible

KEY PRIORITIES AS ILLUSTRATED BELOW:

1. Reconnect and invest in the Copeland Park Neighborhood
2. Reimagine the Crystal River Mall as a new regional center utilizing the existing large buildings.
3. Diversify centers with a balanced mix of housing, work space, shopping, and recreation.
4. Create a new center for the surrounding neighborhood with walkable mixed-use, street-oriented urbanism.
5. Repurpose smaller shopping centers to fit within their context and support today's uses and activities
6. Redevelop when possible to limit the development of greenfields and forested areas.

PROPOSED IMPROVEMENTS & POLICIES

BUILD UPON THE EXISTING FRAMEWORK OF THE CITY

A connected network of streets and regular blocks form the framework of Crystal River's historic neighborhoods. These mostly residential neighborhoods are separated from one another by large retail shopping centers and state highways, breaking up the street network and isolating neighborhoods from one another. The Downtown and surrounding neighborhoods also have a high number of vacant lots.

The City should utilize this existing framework for great, walkable neighborhoods to accommodate the growing population and visitors while limiting development further from the Downtown.

CREATE NEW CENTERS FOR CRYSTAL RIVER'S NEIGHBORHOODS

Crystal River, following national trends, has existing demand for walkable neighborhoods and neighborhood centers, destinations that can define a community and offer a variety of uses, activities, and housing in one location. ***There is value in the convenience and proximity to services and amenities offered by neighborhood centers, as demonstrated in the Downtown along Citrus Avenue.***

In addition to supporting the Downtown, new neighborhood centers should be created in coordination with the surrounding communities. Neighborhood centers come in a variety of shapes and sizes. They can range from a single neighborhood store to several blocks. ***Crystal River should create centers of a variety of sizes, from larger regional centers to small four corner intersections, or neighborhood crossroads.***

KEY CHARACTERISTICS OF NEIGHBORHOOD CENTERS

- **Include a balanced mix of housing, work space, shopping, and recreation.**
- **Defined with street-oriented urbanism**

Redevelop Vacant Shopping Centers

Traveling south on Highway 19 from Downtown, large retail shopping centers dominate the scene. These shopping centers generally consist of large single story buildings set far back from the street with fields of parking. Some of these shopping centers are home to valued local businesses and important stores for daily needs. Others are completely vacant.

Large, vacant shopping centers provide an opportunity for creating new mixed-use neighborhood centers with housing, businesses, open space, parking and other desirable amenities. A network of blocks and streets can integrate the neighborhood center into the surrounding community and provide more options for accessing the site and its destinations.

The current shopping centers are almost completely covered by pervious surfaces, either asphalt or buildings. New designs can increase the amount of pervious surfaces and green space, creating neighborhood amenities while also reducing the impact of stormwater runoff.

Add New uses to Existing Shopping Centers

Other shopping centers are still actively used and serving the community. ***However, the large size of these properties affords an opportunity to add new uses and create a center on what is currently underutilized parking or vacant buildings. Diversifying the uses by adding residential, office, or other community services makes for a more resilient investment and can attract more customers looking for an experience unique to Crystal River.***

Repurpose Small Retail Centers

Smaller shopping centers are located along the entire length of Highway 19 and Highway 44 in Crystal River. Many are home to local businesses that reflect Crystal River. ***Small retail centers can be enhanced with new landscaping and upgraded facades that help create more street-oriented design.*** Small interventions can move an area towards street-oriented design without requiring completely rebuilding.

Create New Crossroads Centers

Small crossroads centers with commercial uses catering to local residents' daily needs are vital elements of walkable, sustainable neighborhoods. They may simply consist of several mixed-use, street-oriented buildings at an intersection. A prime opportunity for such a center is at Highway 44 and 8th Avenue where a crossroads center can introduce a walkable destination and in-town character to the otherwise suburban strip.

REIMAGINE CRYSTAL RIVER MALL AS A NEW REGIONAL CENTER

The Crystal River Mall is located at the intersection of North Turkey Oak Drive and Highway 19 and consists of a large existing investment in infrastructure and buildings. ***Like regional malls nationwide, decreasing retail demand has left nearly half of the mall empty, creating an opportunity to reimagine the site. Possibilities range from utilizing the existing large buildings to starting over from scratch, although a scenario in the middle is much more likely.*** The Mall provides potential space for new large anchors like an Amazon fulfillment center, a call center, or a satellite campus for a local university. At the same time, the soundest strategy for the vast mall property would be to convert it to a diversity of uses including residential uses, assisted living centers, or hotel uses.

RECONNECT AND INVEST IN THE COPELAND PARK NEIGHBORHOOD

The historic Copeland Park neighborhood extends eastward from Downtown towards the city's boundary. Over the past decades, the neighborhood has been divided in half by Highway 44 widenings and dis-invested in. ***Reconnecting the neighborhood entails redesigning Highway 44 into a safer street that is easier to cross.***

Investment in the neighborhood includes helping homeowners and businesses renovate their properties, creating new homes on vacant lots, upgrading parks, providing sidewalks, and encouraging walkable centers with community-serving businesses and organizations. Zoning and development regulations should be revised to support and restore this neighborhood.

PRIORITIZE MIXED-USE DEVELOPMENT

Mixed-use development is a type of urban development that blends residential, commercial, cultural, institutional, or entertainment uses into one place. Ideally, those functions are to some degree physically and functionally integrated, and provide pedestrian connections and open spaces.

Mixed-use, multi-story buildings can also adapt better to a changing market than large, single-story, single-use buildings because of the wider range of potential tenants and the ability to include multiple tenants who provide a mix of goods and services.

IMPROVE GATEWAYS & MAIN CORRIDORS

Crystal River is served by several main thoroughfares that provide access to and through the city. These corridors serve as gateways to the city, providing the first impressions of Crystal River. In particular, Highway 44 and Highway 19 are currently not as welcoming as residents desire and do not reflect the city's image. ***The city should reimagine the Highway 44 gateway as a mixed-use center, hinting at the historic downtown ahead while also providing needed amenities for the surrounding neighborhood.***

CONTROL SIZE AND SCALE ALONG HIGHWAY 19 AND HIGHWAY 44

Commercial, office and residential development should not be consumed in single, massive complexes, they should be developed at numerous multiple mixed-use centers. Development must be encouraged along major intersections first, to create walkable centers where each new reinvestment will encourage the next. Any intersection that achieves redevelopment on all four sides will have the feel of a complete place and become a magnet for new investment. ***It is essential that new development respects the existing neighborhood and appropriately transition from larger mixed-use buildings to residentially-scaled development closer to the community's homes. This can be achieved by expanding the city's form-based regulations which employ metrics that respect the community's vision for the corridor.***

Civic Toolkit:

HOUSING & INFILL DEVELOPMENT

As Crystal River attracts new residents, it is important that housing affordability is maintained and that new housing contributes to the character and quality of life of the City.

INFILL HOUSING

The Crystal River Civic Master Plan proposes a variety of housing types that can be added to infill locations throughout the city in order to capitalize on existing infrastructure, reduce suburban sprawl, and offer smaller, less costly home options.

Infill reinforces the value of existing assets as well as the sense of community. New infill will raise valuations and over time allow financing for renovation and additional new units. Filling in the gaps in existing neighborhoods increases safety, as there will be more eyes on the street and more people who are likely to be engaged with the appearance, quality, and security of the community. It will also generate more tax revenue per acre for the city.

TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND)

TND is a type of development that creates a complete neighborhood using traditional town planning principles centered on walkability, vibrant public spaces and mixed-use developments. TND provides a variety of housing types allowing people with different ages and incomes to live in the same neighborhood.

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.

PLANNING FOR AFFORDABILITY

Maintaining affordability in Crystal River will require a combination of market-friendly tools as well as additional programs and strategies:

- ☑ Streamlined development review
- ☑ Promote "Missing Middle" Housing types
- ☑ Reduced Minimum Parcel Size
- ☑ Require large project to include a mix of building and unit types
- ☑ Encourage multi-family and apartments in new TND centers along Highway 19
- ☑ Promote Accessory Dwelling Units (ADUs). Strategies may include an expedited approval process, reduced fees, and offering several pre-approved building plans.
- ☑ Establish a Community Land Trust

KEY CONSIDERATIONS FOR HOUSING

1. **Opportunity Sites**

   Actively encourage the redevelopment of large opportunity sites on Highway 19

2. **Zoning and Land-Use**

   Revise zoning and land-use regulations to allow for mixed-use developments of enough intensity and predictability to get realistic developments built

3. **Infill Development**

   Encourage infill development in the downtown and Copeland Park neighborhoods

4. **Missing Middle Housing**

   Ensure that residential density controls are calibrated to allow for missing middle housing types (discussed in more detail on the next page) including townhouses, duplexes, fourplexes, cottage courts, accessory dwelling units, and small apartment buildings

"MISSING MIDDLE" HOUSING

Illustration © 2015 Opticos Design, Inc.

There is a growing demand for alternative housing types and walkable neighborhoods throughout the United States. The term "Missing Middle" was conceived by Daniel Parolek of Opticos Design, Inc. to define a range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living, often lacking in conventional suburban subdivisions.

MISSING MIDDLE HOUSING CHARACTERISTICS

(Excerpted from missingmiddlehousing.com)

1. **Walkable Context:** Missing Middle housing types are best located in a walkable context. Buyers and renters of these housing types are often trading square footage for proximity to services and amenities.

2. **Small-Footprint Buildings:** These housing types typically have small- to medium-sized footprints, similar to nearby single-family homes. This allows a range of Missing Middle types with varying densities to blend into a neighborhood.

3. **Lower Perceived Density:** Due to the small footprint of the building types and the fact that they are usually mixed with a variety of building types within the neighborhood, the perceived density of these types is usually quite low. But, the actual measured densities can meet established thresholds for supporting transit and neighborhood-serving main streets.

4. **Fewer Off-street Parking Spaces:** A balance must be sought between providing necessary car storage, and the expense and impact on community design of too much parking. Since they are built in walkable neighborhoods with proximity to transportation options and commercial amenities, Missing Middle housing types typically do not provide more than one parking space per unit.

5. **Smaller, Well-Designed Units:** Most Missing Middle housing types have smaller unit sizes, which can help developers keep their costs down and attract a different market of buyers and renters, who do not have such options in many communities.

6. **Simple Construction:** Missing Middle housing types can be simply constructed, which makes them an attractive alternative for developers to achieve good densities without the added financing challenges and risk of more complex construction types. This aspect can also increase affordability when units are sold or rented.

7. **Creates Community:** Missing Middle housing creates community through the integration of shared community spaces within the building type (for example, bungalow courts), or simply from being located within a vibrant neighborhood with places to eat and socialize.

8. **Marketable:** Because of the increasing demand from baby boomers and millennials, as well as shifting household demographics, the market is demanding more vibrant, sustainable, walkable places to live. Missing Middle housing types respond directly to this demand.

Big Idea 3

BUILD SAFE, COMFORTABLE AND INTERESTING STREETS

Complete Streets are streets for everyone. They are designed and operated to prioritize safety, comfort, and access to destinations for all people who use the street, including older adults, people living with disabilities, and people who cannot afford or do not have access to a car. Complete Streets make it easy to cross the street, walk to shops, jobs, and schools, bicycle to work, and move actively with assistive devices.

Features of Complete Streets policies include inclusive roadway design, lane striping, bicycle lanes, paved shoulders suitable for bicyclists, pedestrian safety signs, crosswalks, pedestrian control signals, bus pull-outs, curb cuts, raised crosswalks, ramps, and traffic calming measures.

Creating Complete Streets means transportation agencies like the Florida Department of Transportation must change their approach to community roads.

By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to prioritize safer slower speeds for all people who use the road, over high speeds for motor vehicles. This means that every transportation project will make the street network better and safer for people walking, biking, driving, and riding transit.

Highway 44 reimagined as a Complete Street at the intersection with NE 9th Ave

KEY PRIORITIES AS ILLUSTRATED BELOW:

1. Implement context sensitive street design principles to create streets that support the surrounding community.
2. Provide safe locations for bicycling, such as separated bike lanes, where possible.
3. Include sidewalks that are wide enough for people to pass one another and that are separated from the pavement by a planting strip.
4. Pay attention to the design of intersections. Utilize high visibility crosswalks
5. Plant street trees to help shape the space of the street, bring nature into the city, provide shade for pedestrians, and buffer pedestrians from passing cars.
6. Line main streets with a variety of buildings and uses located next to the sidewalk.

PROPOSED IMPROVEMENTS & POLICIES

IMPROVE THE HIGHWAY 19 CORRIDOR

The Highway 19 corridor lacks diversity of design as it passes through a range of place types, from the rural countryside to downtowns like Crystal River's, creating conditions that are sometimes not compatible or supportive of what is happening alongside the street on the adjacent properties.

A more vibrant, walkable Highway 19 Corridor would require tailored street designs to support the urban context. ***When passing through Crystal River's Downtown the right-of-way for Highway 19 must be redesigned to provide a true balance of transportation modes, supporting pedestrian, bicycle, and transit networks, as well as automobiles.***

As Highway 19 passes through walkable centers, the street should adapt to an urban context. The street must be safe to cross and provide a welcoming arrival at key intersections. The travel lanes should be narrow, there should be on-street parking, and wide sidewalks should extend between street-fronting buildings and the parallel parking spaces. Street trees should be closely-spaced and regularly planted along the sidewalk in tree grates.

TRANSFORM HIGHWAY 44 INTO A COMPLETE STREET & RECONNECT THE NEIGHBORHOOD

Similar to Highway 19, Highway 44 is a regional facility with five lanes of fast moving traffic. The highway splits the historic Copeland Park neighborhood in half and offers no safe way to cross. Transforming Highway 44 into a more vibrant, walkable complete street through Crystal River will help to achieve many of the neighborhood's goals including reconnecting the neighborhood with Highway 44 as a seam instead of a barrier, offering a more beautiful and welcoming experience along the street, providing a more inviting place to walk, and supporting a neighborhood center with mixed-use development.

DESIGN CITRUS AVENUE AS A UNIFIED WHOLE

Citrus Avenue is the City's "Main Street" and in its current form it works for both residents and visitors. Upgrades are possible however. An essential distinction of vibrant, pedestrian-oriented streets is that the public space which businesses front is designed as a whole concept, including auto elements (such as travel lanes, parking and curbs), public components (such as trees, sidewalks and lighting) and private elements (shopfronts and buildings). These elements should be coordinated to create a unified outdoor location, just as a room is designed to achieve a unified, comfortable space.

Pedestrian safety could be increased by providing parallel parking along the sidewalk wherever it doesn't exist, creating a physical buffer between pedestrians and moving vehicles. Outdoor dining and casual strolling become safer behind the on-street, vehicular buffer.

Pedestrian comfort is enhanced with wide sidewalks for walking and outdoor dining, as well as a canopy of street trees and awnings on buildings to provide shelter from the sun and rain. Street furniture such as benches could provide an opportunity for pedestrians to sit. Trash receptacles help keep the public realm clean. Pedestrian interest is held with human-scaled facades, shopfronts and signage. Street-oriented architecture would present doors, windows, balconies, and porches which face the street.

CREATE SAFER CROSSINGS ON HIGHWAY 44 AND HIGHWAY 19

High-speed streets and oversized intersections make it difficult for people to cross safely and restrict access for some neighborhoods to community assets and facilities, including schools. ***Intersection and trail crossing improvements should be made across the city and are outlined in the Recommended Bicycle & Pedestrian Improvements Map.*** Intersection improvements may include completely redesigned intersections, high visibility crosswalks, signage, signalization, and pedestrian beacons, among other interventions.

ADOPT AND IMPLEMENT A COMPLETE STREETS POLICY

The City of Crystal River should adopt a Complete Streets resolution followed by policies and standards to implement that resolution. Streets within the Downtown and Traditional Future Character Areas, Neighborhood Centers, and along school routes should be prioritized for complete streets treatments.

SIDEWALK INVENTORY AND MASTER PLAN

As part of the Complete Streets Program the city should establish a plan to identify locations for sidewalks and a priority for implementation. ***Establish priority locations for sidewalks, sidewalk repairs, and sidewalk improvements in areas with high or potentially high levels of pedestrian activity such as near schools, parks, and within the downtown waterfront.*** Some small, local residential streets with low traffic volumes may not require sidewalks, or can be a lower priority.

COMPLETE THE REGIONAL AND LOCAL TRAIL NETWORKS

In Crystal River today, there are two shared-use paths - the Crosstown Trail and a trail along Highway 19 from West Fort Island Trail to NE 1st Terrace. ***The Hernando/Citrus MPO's Bikeways and Trails Master Plan envisions an ambitious expansion of the County's bikeways and trail facilities connecting to regional and statewide networks. Additional trails are proposed in this plan to increase connectivity within the core of Crystal River and to complement the existing and previously proposed trail networks, as shown in the figure later in this section. The trails should connect Downtown to Three Sisters Springs, Yeomans Park, proposed mixed-use development along Highway 19 and Highway 44, and Fort Island Beach.*** Trail facilities can provide a viable alternative for travel, provide a recreational experience for residents, attract bicycle tourism, and help facilitate new development.

EXPAND AND ENHANCE THE BIKE NETWORK

Designing and implementing a bikeway network that is appropriate for the surrounding context should be strongly correlated to land use characteristics and to the desired development or preservation goals for each neighborhood in Crystal River as outlined by the Future Character Areas in Chapter 4. ***The proposed network should be further fine-tuned at the scale of the block. This can occur through a Bicycle Master Plan that incorporates existing Crystal River multi-use trails, proposed bikeways and the latest advancements in bicycle planning.***

As planning for trails and bikeways continues, alternate routes may be easier to implement or may better meet the needs and concerns of the community.
The Recommended Bicycle Network Map endorses a minimum grid and vision bicycle network, based on the Hernando/Citrus MPO's Bikeways and Trails Master Plan and on proposals established in the Civic Master Plan.

In addition to a bikeway network, numerous design countermeasures may be applied to streets to increase the visibility and safety of existing and proposed bikeways. These include bicycle boxes, bicycle detection and signal heads, wayfinding and informational signs, bicycle refuge islands, and ongoing bicycle safety campaigns.

IMPLEMENT CONTEXT SENSITIVE STREET DESIGN

Context based street design recognizes that the design of a street should correspond to the type of place that it passes through and that the design of the street can reinforce the community's vision.

State Roads

Work with FDOT to adopt a new Context Classification Map for state roads within Crystal River based on the envisioned land use and development patterns in the Civic Master Plan and future updates to zoning.

Create a Local Classification of Street Types to Guide Improvements on City Streets

Just as context classification can help design state roads that correspond to the areas they pass through, the same classification for local streets can provide clear direction to city agencies on the appropriate design standards and dimensions for different streets across the city.

Update Street Design Standards and Public Works Standards

The city's street design and public works standards should be updated to match and support the local context-based approach to street design that prioritizes pedestrian safety and comfort and incorporates green infrastructure.

MAKE TURKEY OAK DRIVE INTO A TRUCK ROUTE

The city should work with FDOT to reduce truck traffic on Highway 44 and along Highway 19 through the downtown by designating Turkey Oak Drive as the primary truck route.

Civic Toolkit: STREET DESIGN

AN INTRODUCTION TO CITY STREETS

Streets can be beautiful places. Buildings and street trees give the space a sense of enclosure. Proper proportions and details create a comfortable space to be in that operates harmoniously together.

Streets are also for mobility, providing a *right-of-way* to get from where we are coming from to where we are going. How streets function should be based on a continuum, from pure mobility, such as an interstate highway, to a destination itself with strong economic and social functions, such as a pedestrian-only shopping street, like Lincoln Road in Miami, for example.

In walkable neighborhoods and downtown, streets must always provide a mix of mobility and place making. They need to be great addresses and provide access to businesses and residences. They must also be spaces for socializing, commerce, dining, gathering, vending, and celebrating. In these places, the long-distance travel function of a street should take a backseat to its place making function with less focus on moving people through the city and more on being in the city.

Several important state highways pass through Crystal River, Highway 44 and US 19 / US 98. These are key facilities for statewide mobility, exemplified by their Strategic Intermodal System (SIS) designations. These highways are also the primary gateways to the city and bisect historic neighborhoods and the downtown. The design of these streets and how they transition from rural and suburban highways into downtown streets is a key element of this Civic Master Plan.

Designing and building great streets can be a challenging task, balancing the priorities of many stakeholders and agencies. A great deal of this plan is devoted to designing streets as public spaces. This section provides guidance on turning streets into spaces where people want to be. And getting it right largely depends on following a context-based design approach.

CONTEXT SENSITIVE STREET DESIGN

There are two dimensions to classifying streets for design, functional classification and context area type. Functional classification refers to typical engineering language such as highways, arterials, collectors, or local roads. The context area type refers to the type of place in which the road traverses. Both aspects need to be considered when looking for the appropriate design of a street and its surrounding context.

The function of context-based street design is to balance the multiple and sometimes competing demands placed on streets to create a transportation system that provides mobility while also functioning as a vibrant place of commerce and community. The context describes the physical form and characteristics of a place, interpreted on a block-by-block basis for thoroughfare design. What happens within the bounds of the right-of-way should largely be determined by the setting of private development laying outside of the right-of-way lines.

Context-based awareness, such as through the development of this Civic Master Plan, will result in careful planning and effective implementation of street designs based on clear and lean plans and regulations. ***The Civic Master Plan will lead to successful placemaking when the transportation system is designed in harmony with the future vision.***

> *It is not surprising that, given their multiple roles in urban life, streets require and use vast amounts of land. In the United States, 25 to 35 percent of a city's developed land is likely to be in the public right-of-way, mostly streets. If we can develop and design streets so that they are wonderful, fulfilling places to be, community building places, and attractive public places for all people of cities and neighborhoods, then we will have successfully designed about 1/3 of the city directly and will have an immense impact on the rest.*
>
> *- Allan Jacobs, Great Streets*

Context-based design is one of those fundamental solutions regarding development planning, infrastructure design, and engineering. When places are well understood, treasured context can be preserved. Also, unacceptable places can be programmed for future changes — changes based on a better balance between public and private interests.

The arterial, collector, and local street classifications are still applicable, although the design of each is guided by the Context Area in which the street is located. These designations are based on intended network function. Different street types of various functional classifications should still be designed differently, but with respect to the Context Area in which it is traveling through. In most cases, context should override conventional planning by functional classification of streets and highways.

The context will help determine where streets should prioritize commerce and community and where mobility should be prioritized. In all cases, streets should be designed to safely and comfortably accommodate all modes of travel, although some modes are given more prioritization than others depending on the context.

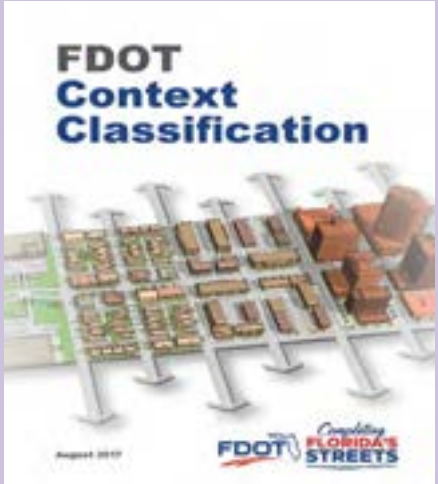
FDOT CONTEXT CLASSIFICATION

The Florida Department of Transportation (FDOT) has adopted a context classification system to plan and design state facilities in greater harmony with the surrounding land use characteristics and intended uses of the roadway. The context classification assigned to a roadway segment determines the key design criteria elements for arterial and collector roadways, including the design speed, which informs lane width, street tree placement, on-street parking, and other elements necessary for good street design.

The City of Crystal River should coordinate with FDOT District 7 to refine the context classifications for SR 44 to ensure that its design can prioritize both pedestrians and place as one enters the city. Turning SR 44 into a safer and more comfortable street for pedestrians to walk along and cross is a vital component in reconnecting the Copeland Park neighborhood to the other side of the highway.

SR 44 is the eastern gateway to the city, although its character does not reflect the welcoming arrival into the city that residents desire. Three schools are also located on the north side SR 44, but with no safe crossings. ***With the appropriate context classification and through coordination with FDOT, the design of SR 44 and other state highways in Crystal River can be modified with safer intersections and crossings for pedestrians, as well as a more beautiful, comfortable and interesting experience for all traveling along the street. One that is befitting of the city's location along Florida's "Natural Coast."***

One way to help ensure that streets, including County and State roads, enhance the character of the community and support biking and walking in desired neighborhoods, is for the city to adopt a Context Classification Map.



REFINE CONTEXT CLASSIFICATION DESIGNATIONS

FDOT's context classification system incorporates eight context zones, or character areas, for the purpose of street design, ranging from natural to urban core. While the FDOT Context Classification guide and Design Manual were developed for state facilities, the same classifications can be applied to local streets across Crystal River.

The diagram on the following page recommends context classifications for both the state and local streets that reinforce the community vision. These context classifications allow for and support street designs that prioritize the pedestrian and walkable neighborhoods.

The map to the right displays the City's recommended classification areas. The Future Character Areas Map (Pg. 3.29), in conjunction with the Recommended Context Classification Map, provides a vision for what each area of the city should be like in the future in terms of development patterns, land uses and street types.

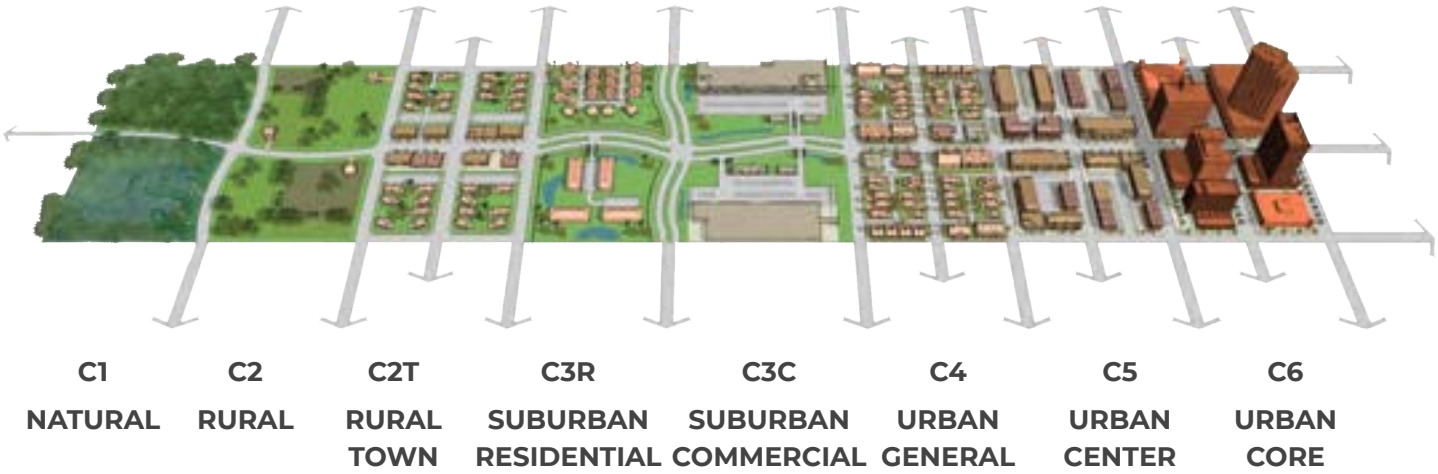
These maps inform which places are intended to be walkable urban, and which are to be drivable-suburban. The design of streets should be based on the Context Classification and reflect the Future Character Area in which it is located. In those areas that are envisioned as walkable urban places, streets should prioritize pedestrians and bicyclists. In those areas envisioned as drivable suburban, streets should be designed for all users, although an emphasis may be placed on the motorist.

To achieve the community's multiple goals of vibrant nodes of commerce and community, revitalization, sustainable and affordable housing, and walkability, new street standards will need to be adopted with the following features:

- ***Lower target speed;***
- ***Shorter curb radii;***
- ***On-street parking; and,***
- ***Narrower travel lane widths.***

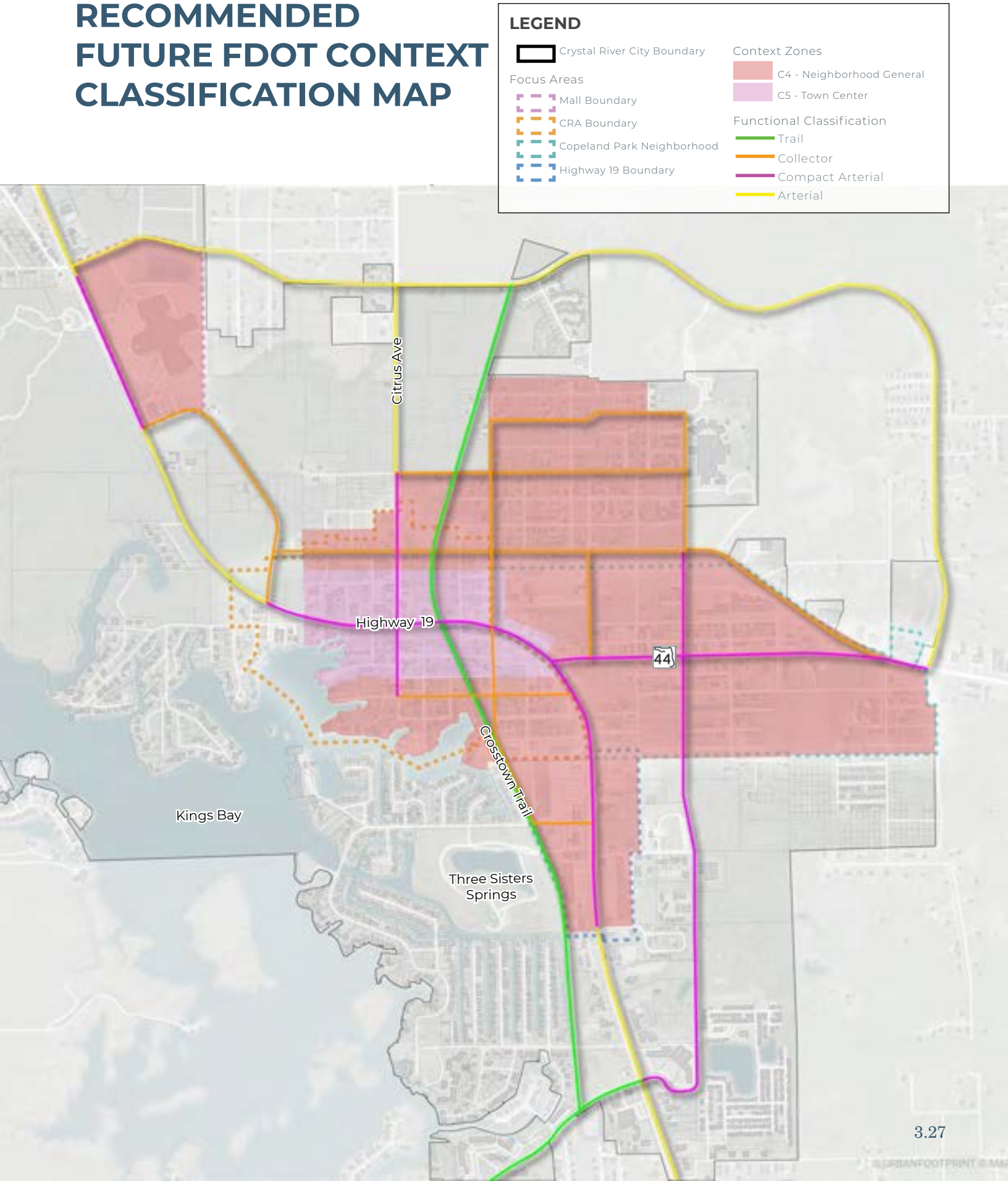
Arterial roads should become urban main streets as they enter more urban areas or neighborhood centers. High-speed roads should transform to low-speed designs as they enter traditional neighborhoods to slow traffic to pedestrian-friendly speeds of 20 miles per hour or less.

Widening roads to accommodate through-traffic decreases local livability and should be avoided. ***New road capacity created through widening is quickly absorbed by drivers who previously avoided the congested road. This is known as "induced traffic" and explains the failure of newer, wider roads to reduce traffic congestion. Every increase in roadway capacity leads to increases in vehicle miles traveled.*** To reduce congestion, public transit, bikeways, sidewalks and mixed-use zoning and land use patterns that allow people to walk between destinations rather than drive should be explored.



FDOT Context Classifications

RECOMMENDED FUTURE FDOT CONTEXT CLASSIFICATION MAP



STREETS FOR WALKING, SHOPPING & DINING

Towns and cities across the country are in the process of restoring old neighborhoods and creating new neighborhoods that are both walkable and accessible. ***Strategies that make the City of Crystal River easier to navigate on foot or bicycle will also make the area more livable and attractive. Most transportation corridors should be more than just roadways for cars. They should be designed to reflect a balance between many modes of transportation and the surrounding land uses.***

This is particularly the case for smaller cities where many destinations are within walking and biking distance of residential areas, but poor or incomplete pedestrian and bicycling facilities make it uncomfortable or dangerous for people to choose those options for getting around.

COMPLETE STREETS

"Complete Streets" is a concept for streets designed to enable safe access and mobility for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Where gaps in the bicycle and pedestrian networks exist, effective and safe circulation is hindered. In key locations, such as neighborhood centers and near schools and parks, a well-connected network is especially important.

SPEED MANAGEMENT

Another important aspect of walkability and public safety involves reduced traffic speeds and the use of traffic calming devices. ***The speed of vehicles is a critical component of pedestrian safety and comfort. A pedestrian involved in a collision with a vehicle has a 95% chance of survival if the car is traveling at 20 miles per hour; there is a 10% chance of pedestrian survival if the car is traveling at 40 miles per hour. Pedestrian-friendly speeds are typically 20-25 miles per hour and are no more than 30 miles per hour.***

Furthermore, many of the key design criteria for streets that are safe and comfortable for pedestrians and bicyclists, as well as for streets that are beautiful, such as lane widths, tree placement, and curb radii, are dimensions stipulated in the design manuals as factors of speed. With slower speeds, acceptable lane widths decrease and the space between street trees and the curb are reduced. ***Designing for slower speeds is critical for creating streets that actually encourage motorists to travel at lower speeds rather than relying on signage and posted speed limits alone. The geometry of the street has a much greater effect on motorist behavior.***

SIDEWALKS

Wide and continuous sidewalks allow for active, safe, and healthy lifestyles. Properly-designed pedestrian networks accommodate persons with disabilities, the elderly, and children who walk to school and other places.

For walking to become a regular, acceptable, and dignified means of transportation in Crystal River, most streets should include sidewalks or other types of walkways. The City should embark on a process of adding sidewalks where they are currently missing. ***A comprehensive sidewalk plan should be implemented that prioritizes sidewalk investments and ensures those investments result in a connected network. Emphasis should be placed on connecting neighborhood centers to their surrounding communities, along routes used by students in Crystal River to get to school, and along corridors with both high pedestrian and high automobile demand.***

Sidewalks must also be comfortable places to make walking an inviting means of getting around. In Florida's hot and humid climate, shade is essential. Sidewalks should be lined with street trees that have shade-providing canopies or covered with galleries and arcades. The street trees should be planted between the sidewalk and edge of pavement to provide a buffer between motor vehicles and pedestrians. All sidewalks should have a minimum clear zone of six feet, which should be wider along busy shopping or entertainment destinations.

MAKING SPACE FOR GREAT STREETS

RIGHT-SIZING

One technique for creating Complete Streets is implementing road diets, or right-sizing streets to balance the amount of road space for all people (pedestrians, bicyclists, transit users, drivers, and others). The community's vision from this Civic Master Plan and any updates to the Future Land Use or zoning should be the foundation upon which the road diet design stands. In the compact urban context, slow moving vehicles and shared space guides street design. In suburban settings, with higher vehicle speeds, design relies more on signal timing and separate dedicated spaces to dictate how people move through and use the roadway. ***When there are desired context changes, as have been suggested in the Context Classification Map, these changes should be documented as justification for rightsizing existing roads. Road diets based on economic revival, like the revitalization of downtown Crystal River, have the greatest chance of success and can be beneficial for revitalizing commercial corridors that have been eroded by road widening over the years.***

Current best practices, which are shaping local ordinances throughout the country, include the National Association of City Transportation Officials (NACTO) and the Congress for the New Urbanism/Institute of Transportation Engineers Manual (CNU/ITE Manual). These references recommend adjustments to street dimensions that are required for a road diet (e.g. narrowed lane widths and parking space dimensions, wider sidewalks, minimum size of bike lanes, etc.). Lower vehicle speeds are necessary to both implement the design elements of a road diet according to the referenced manuals, and to create a safe environment for those not driving.

Where is Right-Sizing Appropriate?

On existing four-lane streets with less than 25,000 ADT (Average Daily Traffic, or the average traffic volume per day), transportation experts around the country are recommending road diets as a priority. Conversion of a four-lane undivided road to a three-lane undivided road, made up of two through-lanes and a center two-way left-turn lane is a common retrofit. In these instances, the four-lane to three-lane roadway diet does not result in a loss of traffic capacity. This is because the two left lanes on a four-lane undivided highway function as left turn lanes and "block" the through going traffic. The center two-way left-turn lane in the three-lane undivided road scenario effectively takes the place of the two left lanes.

Streets with three-lanes or two-lanes may also be considered for a road diet. Road diets can be completed on streets of all sizes; however, the redesign will need to be customized, depending on where the street is located and the desired land uses adjacent to the roadway that are envisioned for the future. ***Any road diet decisions should be made with respect to the surrounding envisioned context as defined by the Future Character Areas.***

BENEFITS OF ROAD DIETS INCLUDE:

- Overall crash reduction of 19 to 47 percent;
- Reduction of rear-end and left-turn crashes through the use of a dedicated left-turn lane;
- Fewer lanes for pedestrians to cross and an opportunity to install pedestrian refuge islands;
- The opportunity to install bike facilities when the cross-section width is reallocated;
- Reduced right-angle crashes as side street motorists must cross only two lanes of traffic instead of three;
- Traffic calming and reduced speed differential, which can decrease the number of crashes and reduce the severity of crashes if they occur;
- The opportunity to allocate the extra roadway width for other purposes, such as on-street parking, landscaping, street trees, and bike or pedestrian enhancements;
- Complete Streets environment with places for people, not only cars;
- Simplifying road scanning and gap selection for motorists (especially older and younger drivers), making left turns from or onto the mainline.

SAFE CROSSINGS AND INTERSECTIONS

The best way for safe crossings and intersections is to design the streets themselves to be safe, comfortable, and interesting for pedestrians. This entails low design speeds with narrow travel lanes (typically with two lanes and no more than four) and tight curb radii resulting in motorists traveling at lower speeds and shorter crossing distances for pedestrians.

Highway 19 and Highway 44 both have fast moving traffic across at least five lanes, making pedestrian and bicyclist crossings dangerous. This plan outlines numerous strategies for right-sizing these streets based on context, but interim improvements are needed.

For multi-lane roadway crossings where vehicle AADT (Annual Average Daily Traffic) is above 10,000, a marked crosswalk alone is typically not sufficient. More substantial crossing improvements are needed for the safety of those crossing.

The crosswalk enhancements and traffic control devices described on this page can be used to improve non-motorized crossings of major streets or at mid-block crossing locations, including trail crossings. For detailed design criteria, please consult the MUTCD, NACTO, and FHWA for guidance.

TRAFFIC CONTROL DEVICES

Rectangular Rapid Flashing Beacons (RRFB)

Rectangular Rapid Flashing Beacons are active warning devices used to alert motorists of crossing pedestrians at uncontrolled crossings. However, they should not be used where pedestrians must cross more than two lanes at once or where traffic speeds tend to be 40 mph or higher.

HAWK Beacon (High-Intensity Activated crosswalk beacon)

Where more than two-lanes of traffic must be crossed or where speeds tend to be higher, HAWK beacons should be used. HAWK beacons are a traffic control device used to stop road traffic and allow pedestrians to cross. This device is also known as a Pedestrian Hybrid Beacon and can be used as an alternative to traffic control signals. HAWK beacons are appropriate for 4-lane streets, like Highway 19.

CROSSWALK ENHANCEMENTS

1. **High-Visibility Crosswalk Markings**

   Marked high-visibility crosswalks, such as a ladder, continental design, or diagonal marking, should be utilized wherever crosswalks are marked.

2. **Improved Nighttime Lighting**

   Lighting at mid-block or intersection crosswalks can help improve pedestrian safety. Lighting should be placed in advance of crosswalks on both approaches to illuminate the front of the pedestrian and avoid creating a silhouette.

3. **Advance Stop/Yield Line**

   Advance stop or yield lines placed 20 to 50 feet in advance of a marked crosswalk encourage motorists to stop further back from the crosswalk, promoting better visibility between pedestrians and motorists.

4. **Parking Restriction on the Crosswalk Approach**

   Restrict parking in the crosswalk approach to improve sightlines for motorists and pedestrians. The minimum setback is 20 feet in advance of the crosswalk where speeds are 25 mph or less, and 30 feet where speeds are between 26 and 35 mph.

5. **Curb Extensions**

   This treatment, also known as bulb-outs, extends the sidewalk or curb line out into the parking lane, which reduces the effective street width.

6. **Pedestrian Refuge Island**

   A pedestrian refuge island is a median with a refuge area that is intended to help protect pedestrians who are crossing a multilane road. Refuge islands are highly desirable for mid-block pedestrian crossings on roads with four or more travel lanes, especially where speed limits are 35 mph or greater and/or where annual average daily traffic (AADT) is 9,000 or higher. They can also be located at intersections.

PEDESTRIAN, STREET & INTERSECTION IMPROVEMENTS

This map provides a blueprint of existing, planned, and proposed pedestrian network, street, and intersection/crossing improvements. Once completed, this network of redesigned streets and intersections would make it easy for people of all ages and abilities to get around the city and connect to key destinations.

LEGEND

- Crystal River City Boundary

Focus Areas
- Mall Boundary
- CRA Boundary
- Copeland Park Neighborhood
- Highway 19 Boundary

Redesigned Streets
- Highway 19
- Highway 44
- Downtown Streets

Improved Intersections and Crossings
- Redesigned Signalized Intersection
- New Signalized Intersection
- Improved Trail Crossing
- Improved Crossing with Traffic Control Device

REIMAGINING HIGHWAY 19

Highway 19 is the primary north-south route through Crystal River. While serving an important mobility function, Highway 19 divides the downtown in half and is a barrier between the downtown waterfront and the surrounding neighborhoods. Reimagining this roadway can reconnect downtown, resulting in a safer, more inviting experience befitting Crystal River.

HIGHWAY 19 TODAY

Highway 19 became the primary route through Crystal River when it opened as a two-lane roadway in 1931, replacing a more circuitous route through the City. Over thirty years later in 1964 the roadway was widened to four lanes. Today, the roadway is four lanes north of the intersection with Highway 44 and six lanes to the south.

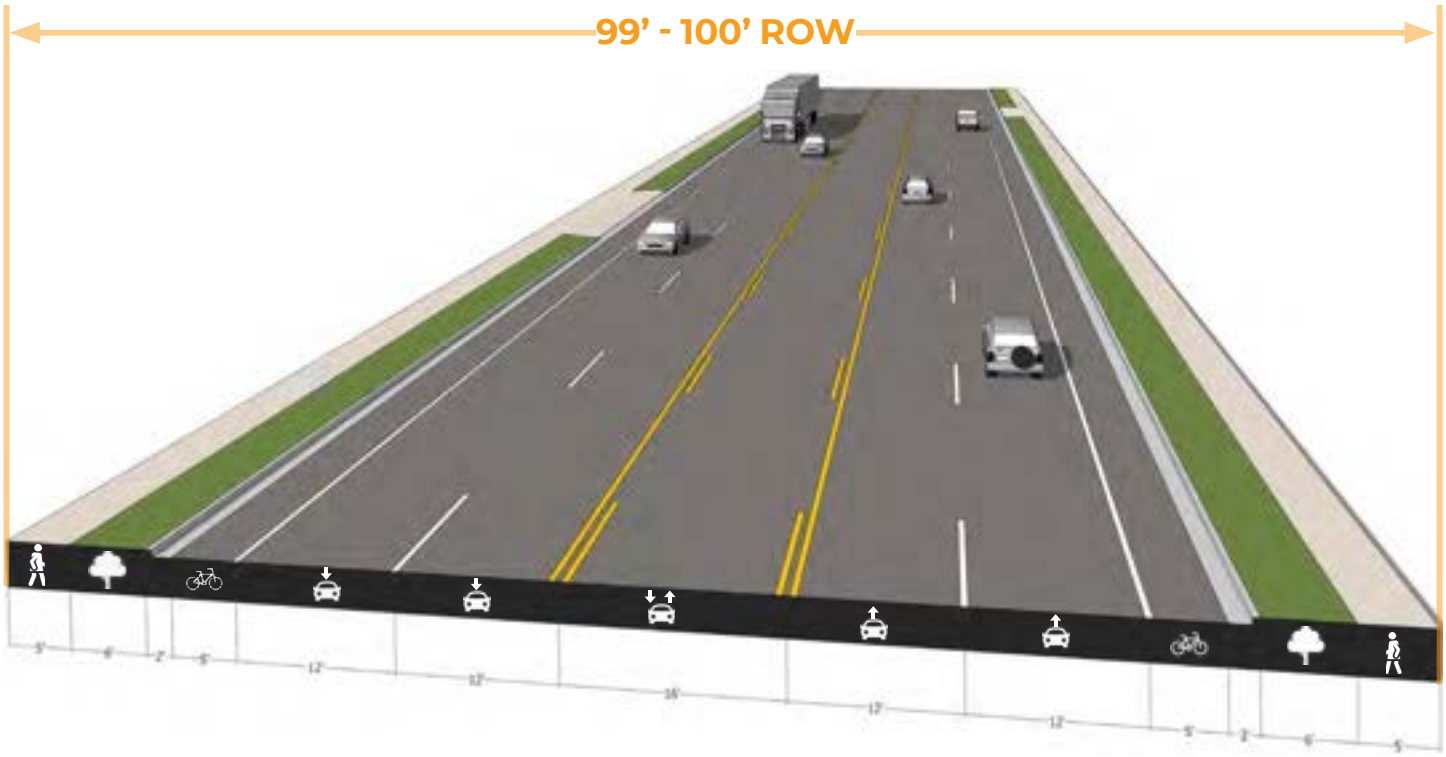
Highway 19 today is suburban in nature, both in its street design as well as the land use that surrounds it. The highway has a C3C Context Classification (Suburban Commercial). It is classified as an Urban Principal Arterial Roadway that is a part of the Strategic Intermodal System (SIS), State Highway System (SHS), and the National Highway System (NHS). The 2020 traffic volumes, measured as Average Annual Daily Traffic (AADT), vary significantly along the length of the roadway. North of Citrus Ave, Highway 19 carries about 15,500 vehicles per day. Between Citrus Ave and Highway 44 that number is 24,000 and south of Highway 44 the AADT is 25,500.

MAKING HIGHWAY 19 A CROSSABLE AND COMPLETE STREET IN DOWNTOWN

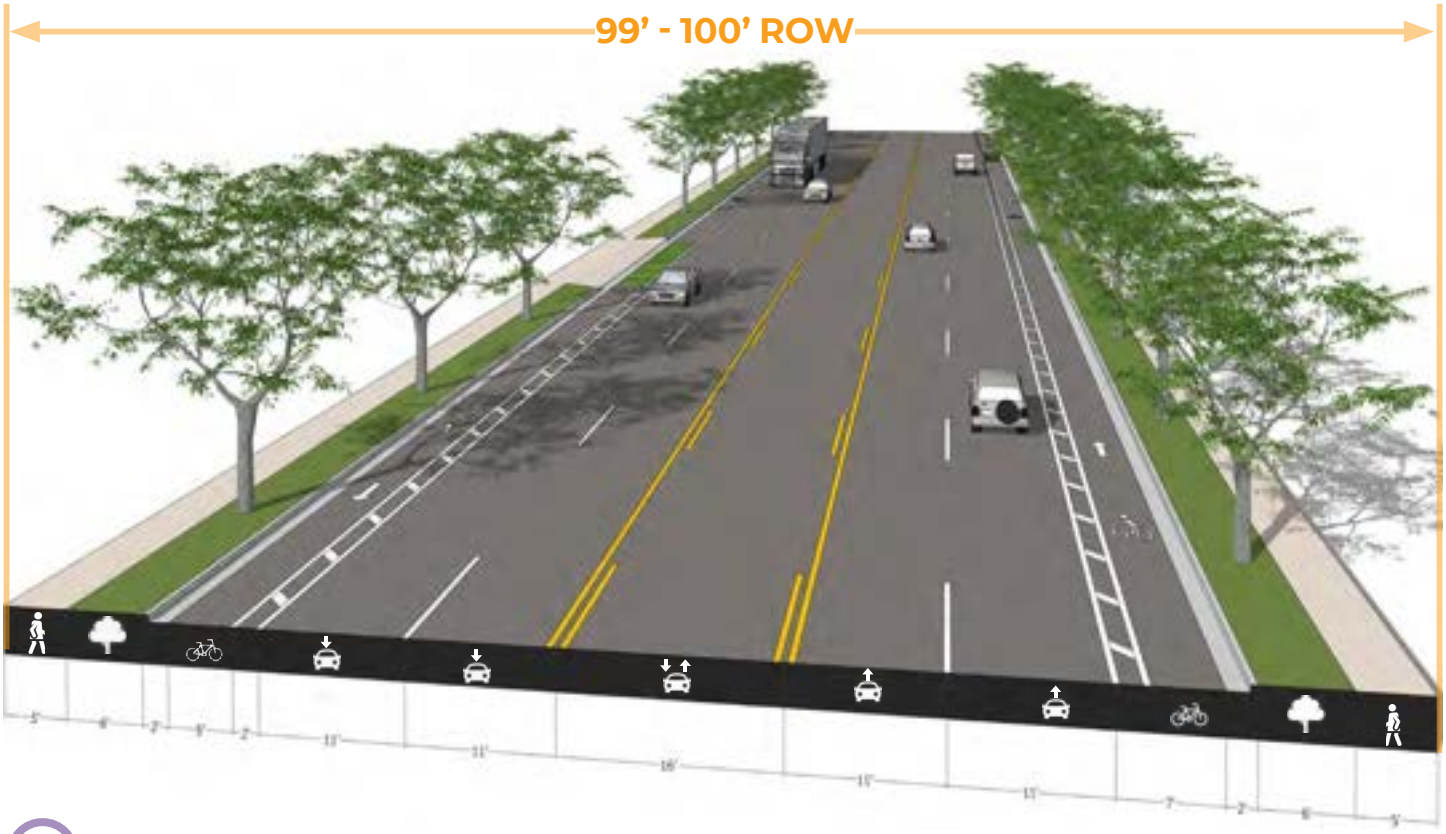
During the charrette, residents expressed their desire to see Highway 19 enhanced with street trees and reconfigured into a place that is safe and inviting to pedestrians. People want to be able to walk across at Citrus Avenue and cross on golf carts the same way other state highways may be crossed on golf carts. The typical cross section for Highway 19 through downtown Crystal River is shown to the right.

Photo of Highway 19 in downtown Crystal River

Redesigning the highway into the resident's vision starts with revising the FDOT context classification to correspond to the envisioned land use in the downtown as proposed in the Future Character Areas Map. Updating the zoning to match the Future Character Area designation would further support changes to the context classification, allowing for a more urban street design that is safer for pedestrians and cyclists within downtown. The proposed context classifications are C5 and C4, as shown in the future context classification map. With Highway 19 being both on the State Highway System and the Strategic Intermodal System (SIS), a design variation will likely be needed for a design speed of 25 mph through the C5 context and 35 mph through the C4 context.



TYPICAL STREET SECTION: EXISTING CONDITIONS



A TYPICAL STREET SECTION: BUFFERED BIKE LANES

RECOMMENDED STREET SECTIONS

The proposed context classifications and design variations would support slower posted speed limits and allow changes to the street design that encourage slower speeds and achieve the community's goals for Highway 19.

The plan proposes two recommendations for reimagining Highway 19. The first is the short-term recommendation based on what can be done right away. The second is the long-term recommendation, improvements that may take longer to realize due to higher costs and more complicated construction.

Short-Term Recommendation

The short-term recommendation is illustrated in typical section A and fits within the existing curb-to-curb dimensions of the street. This means that costs remain low and the amount of construction is limited as the drainage infrastructure remains as is. ***This short-term design reallocates the existing pavement through restriping, narrowing the travel lanes to 11-feet and providing buffers for the bike lanes. Street trees are added within the existing planting strip between the sidewalk and curb.***

Long-Term Recommendations

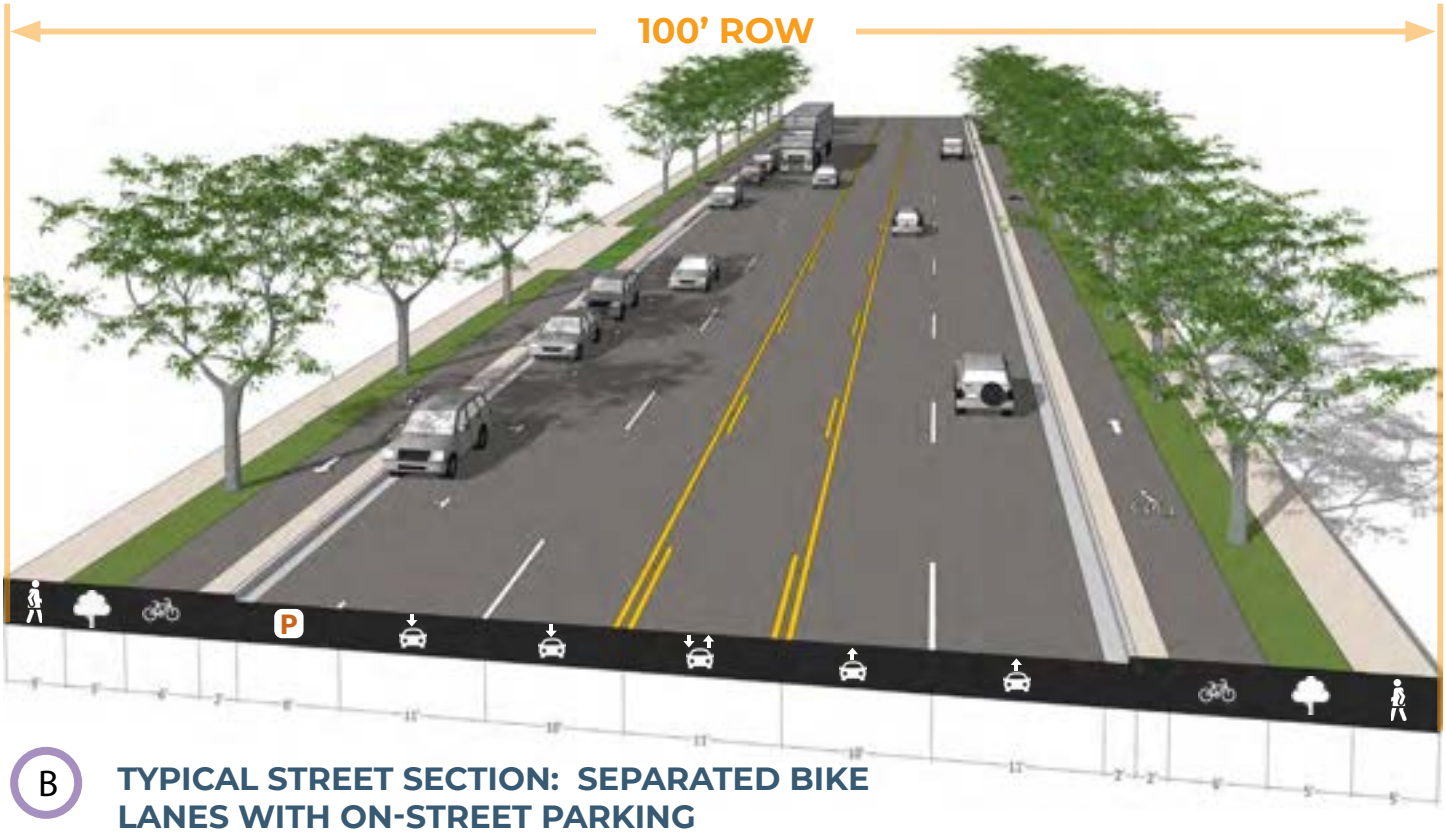
The preferred design for Highway 19 through downtown requires right-sizing the street, allocating space from travel lanes to parking and bike facilities, as shown in sections B and C. Both scenarios maintain four travel lanes and a center left turn lane. These scenarios do require changing the curb locations and a lower design speed in order to narrow the lane widths and to add street trees along the blocks through downtown.

The benefits to these proposed designs include safer pedestrian and cyclist conditions, a more scenic street with lush canopy trees, and easier and safer crossings, especially when combined with the crosswalk enhancements and traffic control devices outlined earlier. Typical Section B could allow for intersection pedestrian refuge islands by dropping the parking lane on the intersection approach and shifting the lanes to accommodate a median at the intersection. This is recommended for the intersection with Citrus Ave and the Crosstown Trail Crossing.

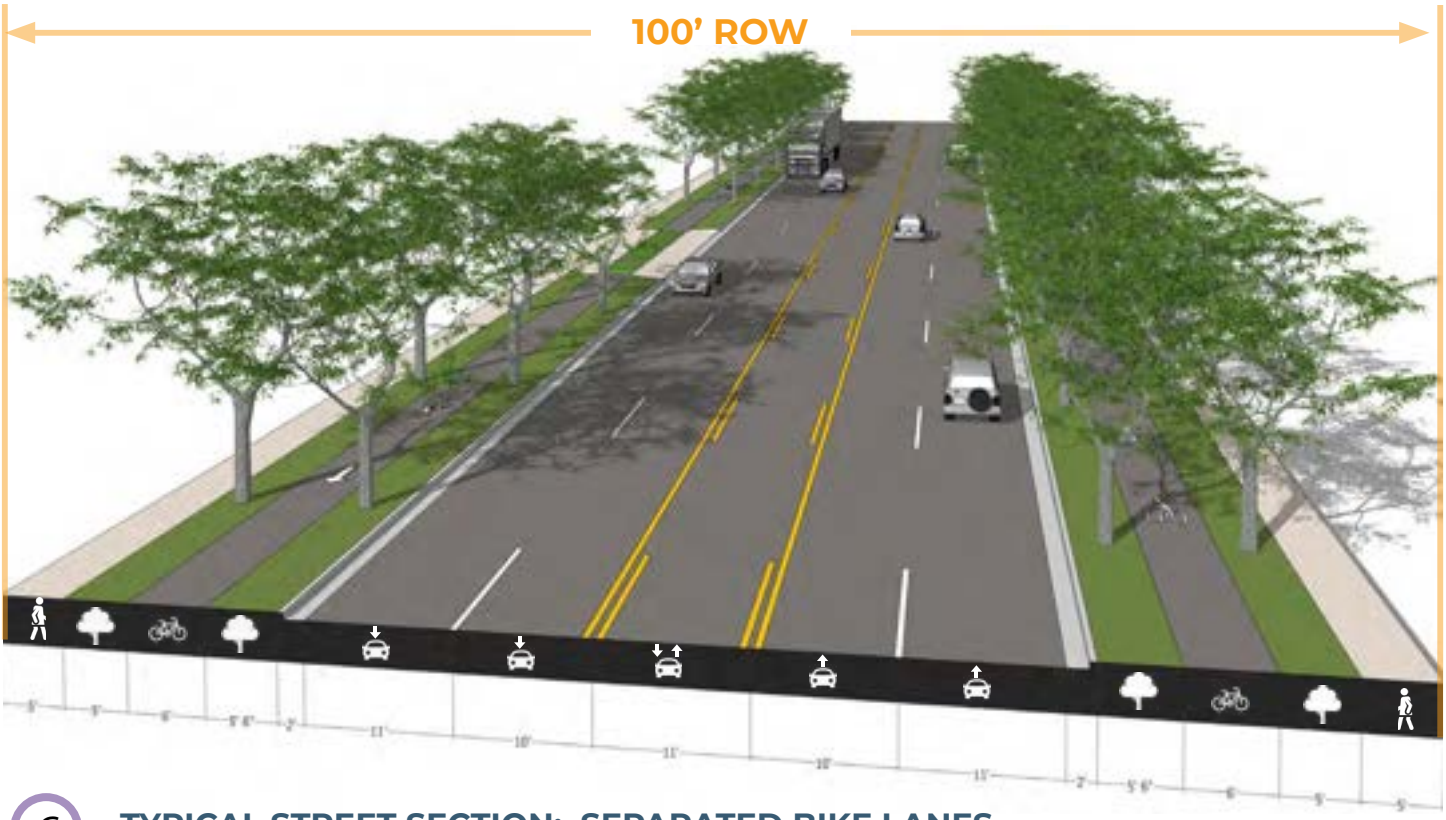
Rebuilding Highway 19 according to these sections would compliment the city's investment in revitalizing downtown and create a welcoming, vibrant, and greener place for residents and visitors to enjoy and share.

ACTION STEPS FOR HIGHWAY 19

1. **Update City Regulations**
   - Update future land use and zoning along Highway 19 through downtown to match Future Character Area designations.
2. **Adjust Context Classification**
   - Work with FDOT D7 to refine Context Classification of Highway 19 in downtown from C3C to C4 and C5.
3. **Modify SIS Facility Designations**
   - Coordinate with FDOT D7 for a Design Variation to allow for design speeds of 25 and 35 mph
4. **Improve Intersections & Crossings**
   - Implement crosswalk enhancements and traffic control devices at key intersections, including Citrus Avenue and the Crosstown Trail crossing.
5. **Implement Short-Term Recommendations**
   - Implement short-term recommendations as shown in Section A, including restriping, narrowing travel lanes, and providing buffers for the bike lanes.
   - Plant trees within the planting strips between the road and the sidewalks.
6. **Implement Long-Term Recommendations**
   - Pursue long-term street reconstruction of Highway 19 through downtown based on Section B or C, including a redesigned intersection with Highway 44.
   - Include separated bike lanes on both sides of the roadway.



B **TYPICAL STREET SECTION: SEPARATED BIKE LANES WITH ON-STREET PARKING**



C **TYPICAL STREET SECTION: SEPARATED BIKE LANES WITH AN ALLEE OF TREES**

REIMAGINING HIGHWAY 44

As the primary eastern gateway to the city, a critical piece of regional and local mobility infrastructure, as well as a barrier dividing a historic neighborhood, re-imagining Highway 44 presents an opportunity to achieve many of the neighborhood's goals.

HIGHWAY 44 TODAY

Highway 44 today is suburban in nature, both in its street design as well as the land use that surrounds it. Highway 44 in the planning area has a C3 Context Classification (Suburban Commercial) and is a Low Volume Roadway per criteria established in the FDOT Design Manual (FDM). It is classified as an Urban Principal Arterial Roadway that is a part of the Strategic Intermodal System (SIS), State Highway System (SHS), and the National Highway System (NHS). The current Average Annual Daily Traffic (AADT) is 29,600 and the Design Year (2042) AADT is 36,200 according to the FDOT RRR (3R) Safety Report (April 2020).

Photo of Highway 44 at NE 6th Ave looking east

FDOT 3R RESURFACING PROJECT

In 2020, the Florida Department of Transportation (FDOT) presented plans to resurface Highway 44 and make safety improvements. The main intent of the FDOT 3R project is rehabilitating the existing asphalt pavement through milling and resurfacing. The scope also called for alterations which included widening the sidewalk to 8-feet on the north side of the roadway, upgrading all sidewalks, curb ramps and driveways to be ADA compliant throughout the corridor as well as modifying the typical section from a 5-lane section with an open median to a 4-lane divided section including a 14-foot median to prevent north-south vehicular movement across SR 44 at multiple intersections. The four existing travel lanes would be reduced to 11-feet and the bicycle lanes would be increased to 5-feet.

While these changes to the street all add up to an improvement in safety for pedestrians, bicyclists, and motorists, the safety benefits were minimal and there was little to reconnect the neighborhood or create an inviting place where people want to be. The main concern was closing the intersections to cross traffic, meaning longer travel distances for those on bike or driving when trying to cross from one side to the other, further separating both sides of the neighborhood.

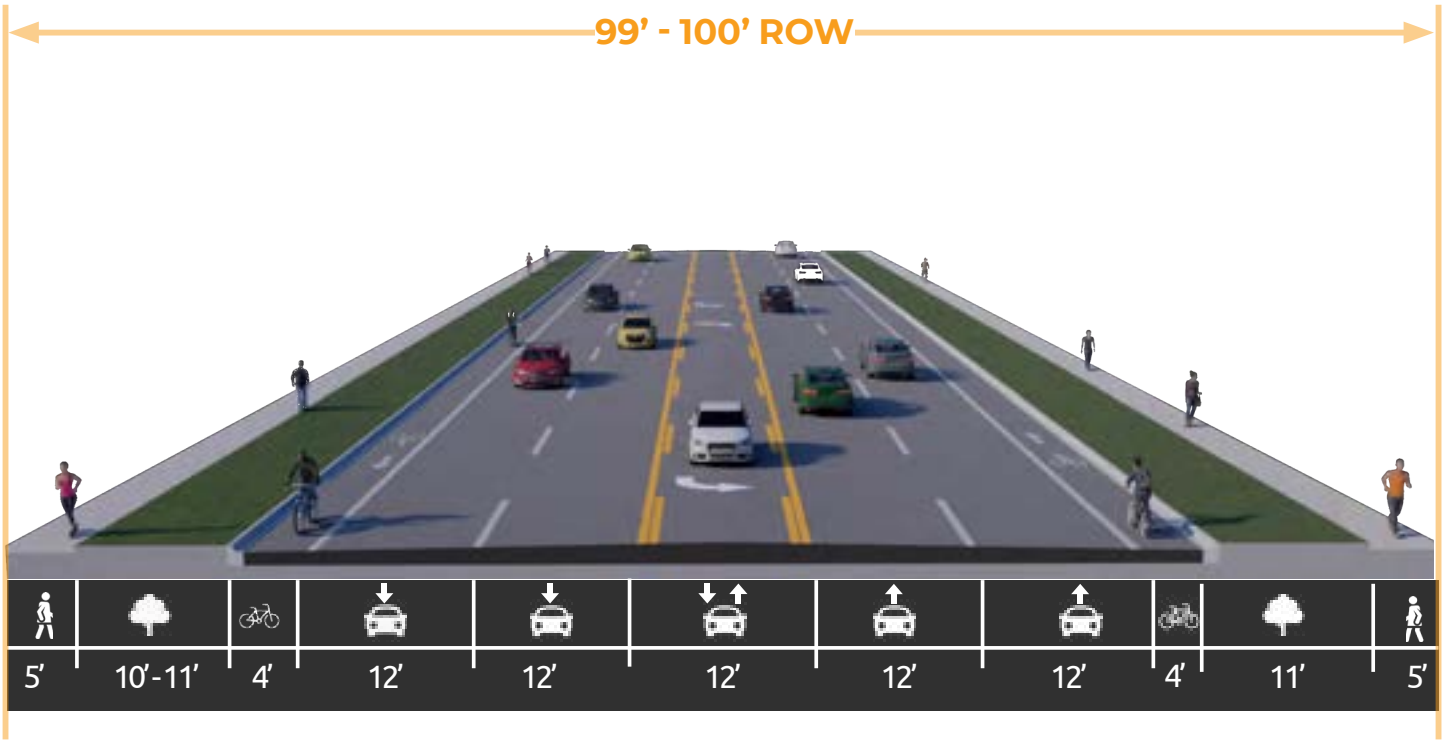
HYBRID STREET DESIGN

The initial charrette focused on Highway 44 to help the community address these concerns with the FDOT while there was still time to make revisions to the design of the roadway as part of the 3R Resurfacing project. Highway 44 was rethought as a street that will help reconnect the neighborhood and provide a more welcoming entrance to the city outlining both short- and long-term possibilities for the roadway.

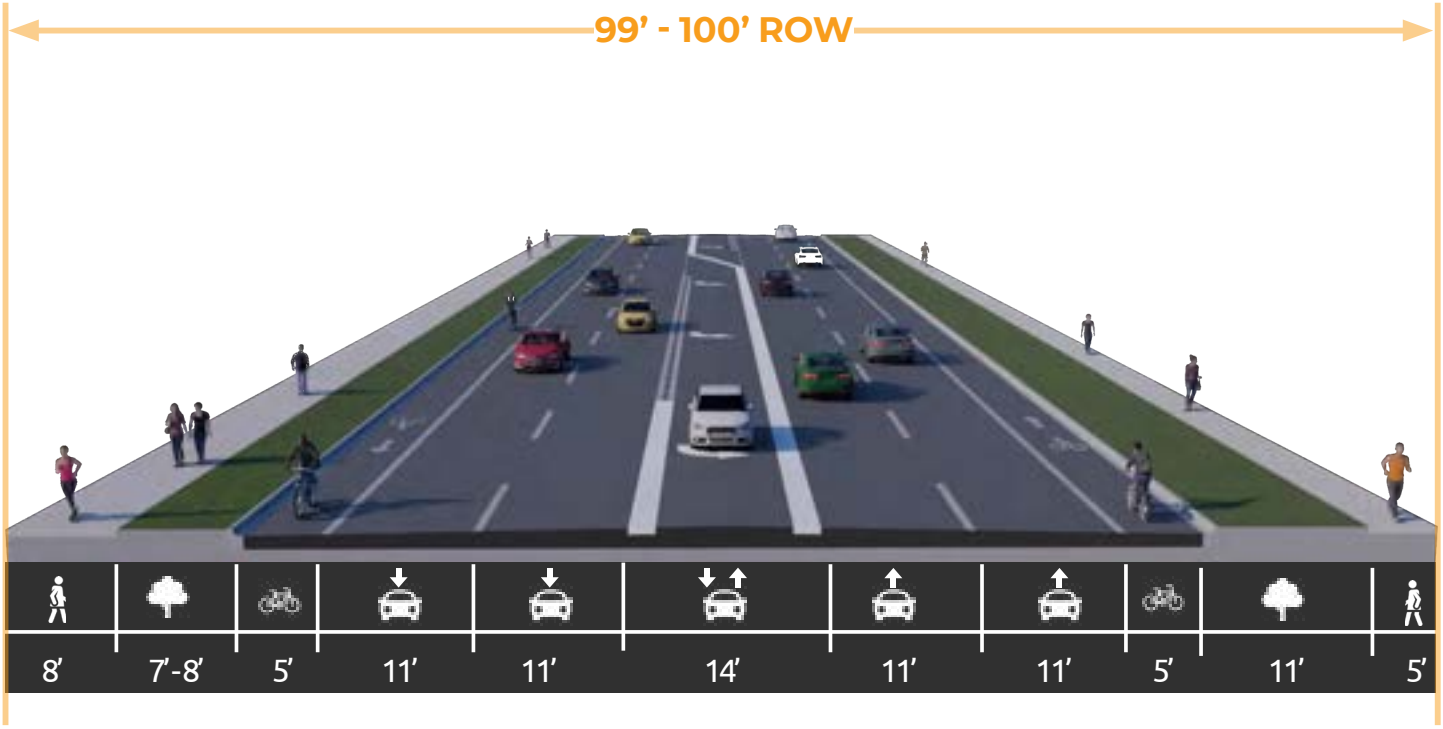
As a result of these recommendations and subsequent meetings between Crystal River, FDOT and the consultants, a hybrid plan was agreed upon that will better meet the goals of the community. The majority of the FDOT planned improvements will remain including improving the sidewalks and bike facility. However, the center turn lane will not become a median and the thoroughfare will remain open for vehicle turning, as well as crossing at 7th Avenue, 9th Avenue, and 10th Avenue. (Due to the need for long left turn lanes onto Highway 19, 6th Avenue will be closed) In addition, the city will receive a full signalized intersection with crosswalks at 8th Avenue. In short, there will be no medians in place to block cross access of vehicles along the thoroughfare.

In addition to the revised thoroughfare design, the FDOT will support a future change to upgrade the thoroughfare context classification from C3 to C4 if and when the city makes the appropriate changes to its zoning.

The hybrid street design is a victory for the city, the community, and FDOT. It is the best blend of providing a safer thoroughfare while not creating a greater divide within the adjacent neighborhood. The new traffic signal at 8th Avenue will provide a safe pedestrian and bike crossing to allow people to cross to get to the schools on the north side of the highway and the park on the south side of the highway.



TYPICAL STREET SECTION: EXISTING CONDITIONS



A TYPICAL STREET SECTION: FDOT PROPOSED 3R PROJECT

Long-Term Recommendation

It was made clear to the planning team that bike facilities immediately adjacent to the travel lanes were unsatisfactory on a street with such high traffic volume.

The long-term recommendation 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, making it safer and far more appealing to a wider section of the community.

This separated bike lane option, while optimal, does require a larger investment as it changes the location of the curb and gutter, with associated impacts on drainage infrastructure. Ideally, a center median would be located within the center turn lane, however, it should not block or cut-off intersections.

With a C4 context classification, the street could also be designed for slower speeds. This allows for additional street trees and new intersection designs that facilitate safer crossings for all.

TURKEY OAK DRIVE AS A TRUCK ROUTE

The city should work with FDOT to reduce truck traffic on Highway 44 and along Highway 19 through the downtown by designating Turkey Oak Drive as a truck route. Truck routes can be established close to downtown and designed to keep large trucks traveling through, but routed away from the walkable downtown street network. Signage and design elements can help prevent the routing of autos and small trucks away from town center areas to avoid drawing away valued customers.

ACTION STEPS FOR HIGHWAY 44

1 Adjust Context Classification

- Adjust the Context Classification from C3 to C4 within the study area.

2 Modify SIS Facility Designations

- Reduce speed to posted 35 mph on the Strategic Intermodal System (SIS) Roadway in keeping with the C4 Context.
- Continue to pursue study of moving the SIS Facility designation to Turkey Oak Drive and Turkey Oak Drive designated as a Truck Route. (The MPO has commissioned a study on improvements to Highway 44 and Turkey Oak Drive)

3 Enhance Center Median and Side Planting Areas

- Maximize center planting strips by taking advantage of permissible design deviations on left turn queue lengths.
- Plant trees within the center median.
- Plant trees within the planting strips between the road and the sidewalks. At a minimum keep the planting strips at the center and sides clear so that trees can be planted at a later time.

4 Garner City Commitment

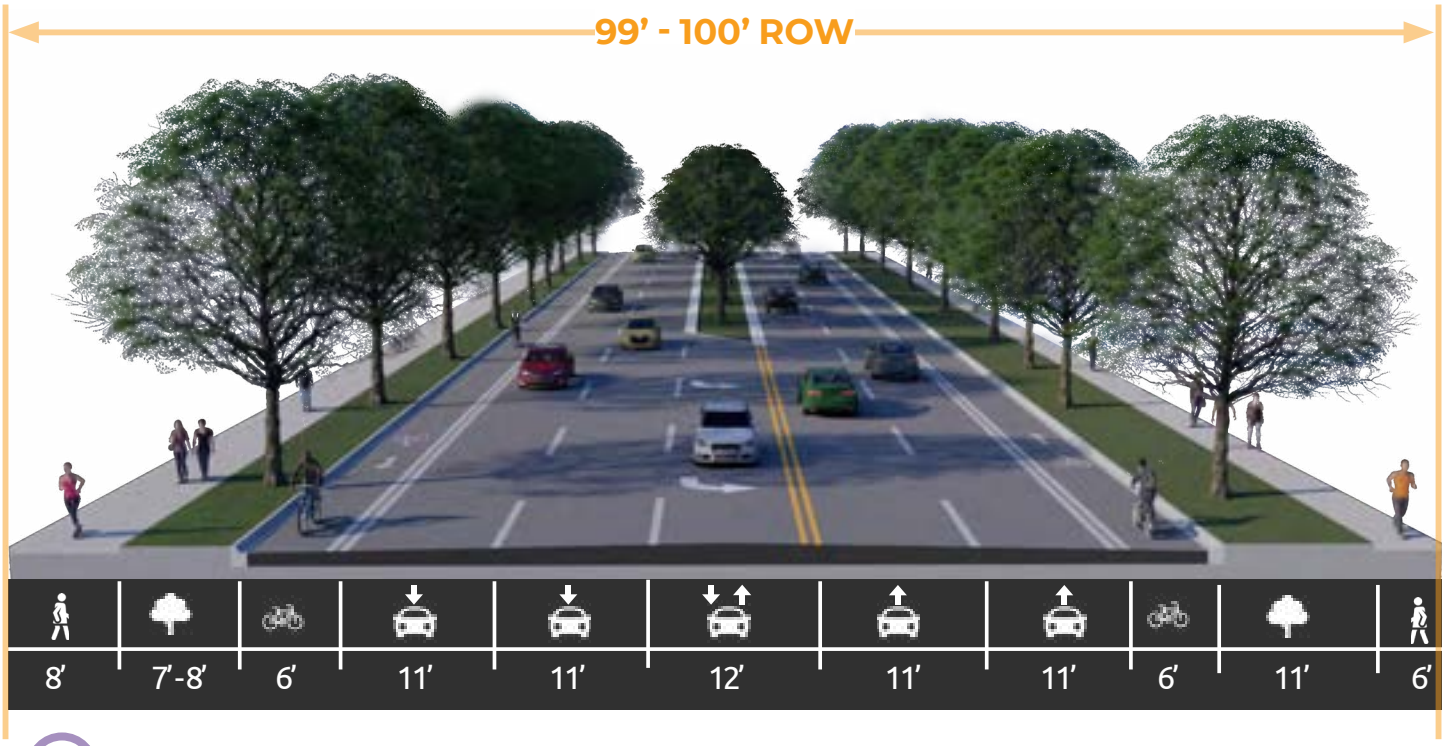
- Have the City of Crystal River commit and promise to all planning efforts needed to support these changes including zoning, land use, and land development regulation changes.

5 Improve Intersections

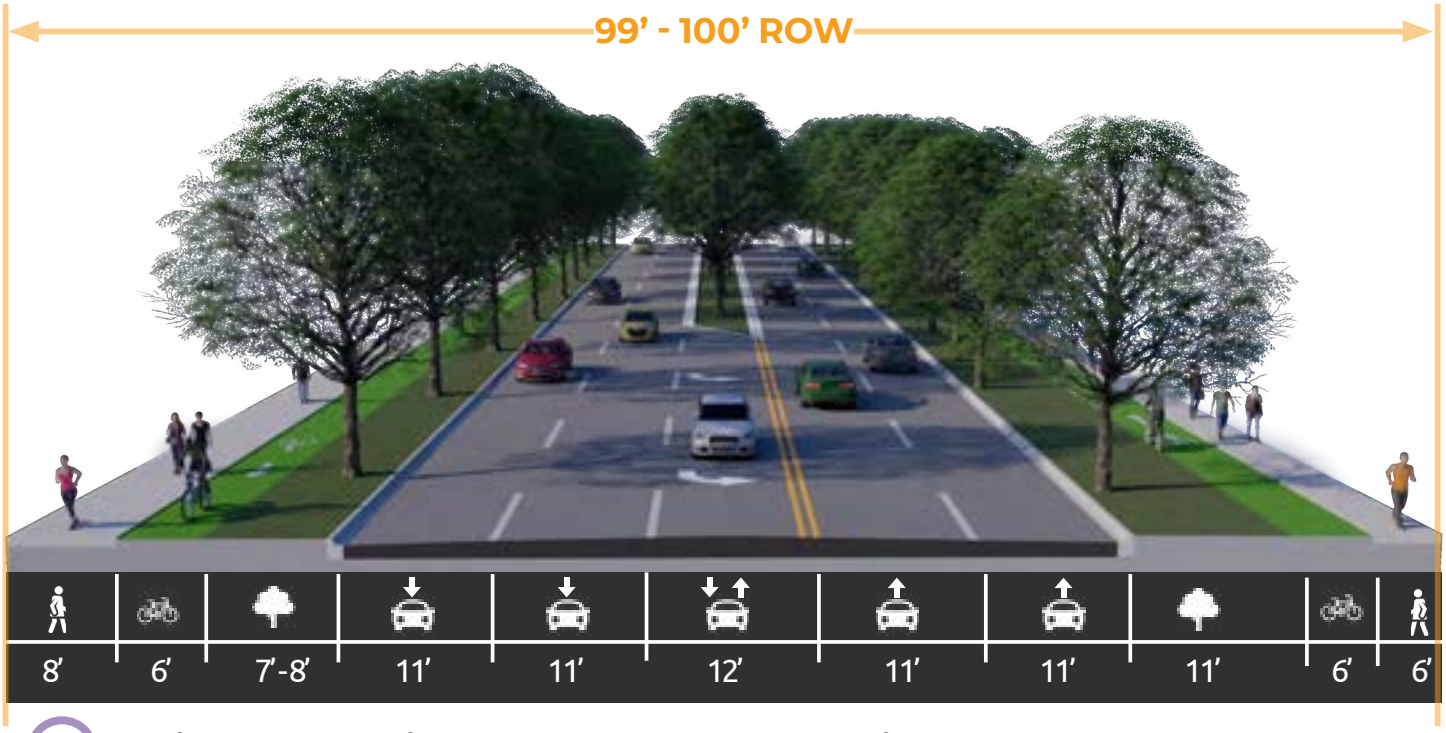
- FDOT has agreed to crosswalks at the intersection of NE 8th Avenue. Continue to request regular intersections with four crosswalks at the intersections of NE 7th Ave, NE 9th Ave, and NE 10th Ave, even if these come with future improvements.
- The FDOT has agreed to a signalized intersection with crosswalks at NE 8th Avenue. Continue to strongly request a second regular intersection at NE 10th Avenue, even if this comes with future improvements.
- Work to get funds for future traffic signals as needed at the other intersections.
- Recommendations 5.b and 5.c will require Signal Warrant Analysis.

6 Upgrade Bike Facilities

- Investigate the feasibility of a protected cycling path on both sides of the roadway. The roadway would be reconstructed in such a way that would provide travel lanes, side planting strips, protected bike lanes, sidewalks, and then private property. Our initial survey suggests that a cycling path could be located within the existing Right-of-Way and not require additional Right-of-Way to be purchased.



B **Typical Street Section: Initial Short-Term Recommendation**



C **Typical Street Section: Long-Term Recommendation**

HIGHWAY 44 MUST:

- Provide mobility for freight and passengers
- Complete the missing link in the regional trail network
- Serve local businesses
- Reconnect the neighborhood
- Be safe, comfortable, and convenient to cross on foot
- Become a welcoming and beautiful gateway experience to the city

Civic Toolkit:

PLANNING FOR BICYCLISTS

Bicycle and pedestrian trails, also known as shared-use trails when the two share the same path, can be a critical piece of Crystal River's transportation system and for creating connections across the City and region, especially when combined with on-street bicycle facilities (such as separated bike lanes and cycle tracks). This trail network can help reduce the number of trips taken by motor vehicles and allow people to more conveniently access downtown and other destinations across the city without requiring a car trip. Convenient access to trails also has health implications for nearby residents with research showing that those living near trails tend to exercise more than those living further away.

This is not to say that driving won't remain a part of daily life, but rather that bicycling can also become just as convenient, safe and comfortable for getting around - adding another option so that driving isn't the only option. This is especially the case for local trips of short distances where if only there was a route that was comfortable, more people would choose to bike for some of their trips.

Having multiple mobility options to choose from is key for a sustainable and resilient future. According to the AAA, the average annual cost of car ownership in 2019 has reached $9,282, which is, "the highest cost associated with new vehicle ownership since AAA began tracking expenses in 1950."[1] The intent is not to replace all car trips with bike trips, but to raise walking and biking to a level that is on par with driving. By not requiring that every trip be made by a car, it is possible to allow people to meet their needs without having to own a car, or at least, owning fewer cars per household. Trails also provide a way to escape from the home, to experience the outdoors and the wonderful natural environment of Crystal River and the "Nature Coast."

1 https://newsroom.aaa.com/auto/your-driving-costs/

CURRENT BICYCLE PLANNING

Crystal River and Citrus County have an ambitious vision for bikeways and trail facilities based on an existing and growing framework of regional trails. The Hernando/Citrus MPO adopted a Bikeways and Trails Master Plan in June 2018 as the vision for the future of bicycling in Hernando and Citrus counties.

As of 2018, Citrus County had 63 miles of bike lanes with an additional 6 miles in the works, and 83 miles of trails, or off-road bike facilities, with a further 18 miles funded for construction. The regional trails in Citrus County that form the backbone for the bicycle network are the 46-mile long Withlacoochee State Trail and the 42-mile long Suncoast Trail. These trails connect Citrus County to the larger region and to the rest of the state, with connections to the Coast-to-Coast trail (under construction)[2], which will connect St. Petersburg on the Gulf of Mexico to Titusville on the Atlantic Ocean along a continuous paved multi-use trail. Citrus County also has a trail along CR 486 / Norvell Bryant Highway and in Crystal River there is the Crosstown Trail.

There are plans and funding to extend the trail along Norvell Bryant Highway west to connect with the Crosstown Trail. From there, a new trail will eventually follow Fort Island Trail to Fort Island Beach. Highway 44 is also a key link in the regional and local bike facility network, with a proposed trail that would connect the Withlacoochee State Trail in Inverness to the Suncoast Parkway Trail extension, to Downtown Crystal River and the Crosstown Trail.

2 https://floridadep.gov/parks/ogt/content/florida-coast-coast-trail

TRAIL-ORIENTED DEVELOPMENT

A somewhat recent phenomenon across the country is new homes and businesses fronting and focusing along trails, something that can be called trail-oriented development. This is occurring in small towns, such as Winter Garden, Florida, medium sized cities including Madison, Wisconsin, and large cities like Atlanta. Businesses and residences in locations like these place a building frontage along the trail with the trail as the primary access and driving economic force for the development. The trail is the focal element of these developments, in which buildings engage the trail as they would a walkable street with shopfronts and residential entrances.

Cities along the West Orange, Pinellas and Withlacoochee State Trails have seen renewed vibrancy and economic activity in areas of their cities that embrace the trails. Dunedin, Winter Garden, and Inverness are just some examples of cities near Crystal River that have become re-enlivened in large part due to focusing on their trail network as a quality of life and mobility asset.

As a growing destination for eco-tourism based on its high-quality natural amenities, Crystal River would do well to connect to this network of trails and become a "bike friendly" place to be.

BECOME A PREMIER BICYCLING DESTINATION

Crystal River is well positioned to become a premier bicycling destination. There are opportunities to link to the region's natural beauty with connections from Downtown to the springs and other area waterways. Scenic walking and biking trails throughout Crystal River's natural areas can be a destination themselves.

A robust, high quality trail network can also help Crystal River capture a piece of the region's growing bicycle tourism boom and strengthen the connection between Downtown and key visitor destinations, including Three Sisters Springs. Careful design and implementation of bicycle and pedestrian facilities is therefore an important element for the overall continued revitalization of Downtown and extending it outwards along Highway 44.

The Florida Office of Greenways and Trails' Trails Town Program recognizes those communities located along or in proximity to one or more long-distance non-motorized recreational trails where people can safely, "venture off the main path to enjoy the services and unique heritage of the nearby community."[3] Those

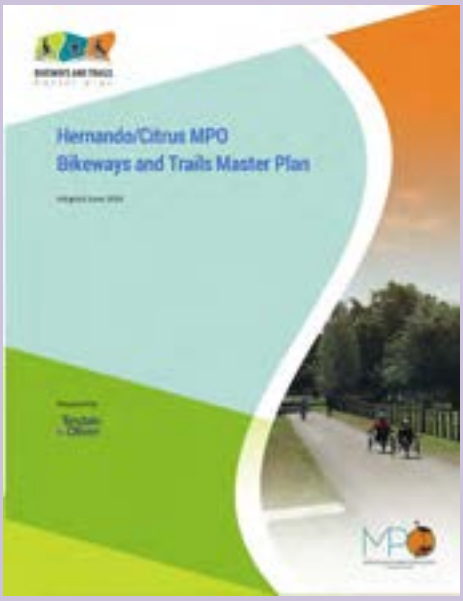
3 https://floridadep.gov/sites/default/files/Trail%20Town%20Assessment%20Final.pdf

BIKEWAYS AND TRAILS MASTER PLAN VISION

The Bikeways and Trails Master Plan Vision is that Hernando and Citrus counties become communities in which people can safely and easily ride bicycles and walk daily. A connected network of trails and on-street facilities will benefit the economy, public health, and quality of life for all members of the community.

BIKEWAYS AND TRAILS MASTER PLAN GOALS

- **Safety** – Increase safety for people who walk and bicycle in Hernando and Citrus counties.
- **Connectivity** – Create a network of efficient, convenient bicycle and pedestrian facilities in Hernando and Citrus counties.
- **Equity/Livability** – Increase transportation choice and community livability through the development of an integrated multi-modal system.
- **Health** – Encourage health and fitness by providing a safe, convenient network of facilities for walking and biking.
- **Economic Development** – Promote tourism and economic opportunities by developing a safe, connected network of biking and walking facilities.



towns that meet the criteria established by the Office of Greenways and Trails can become recognized as a Trail Town through this program. The Trail Town assessment will help Crystal River identify what it can do to benefit from its location along key trails and to grow the economy because of the trail community and visitors. The first designated Trail Town was Dunedin in 2018. Embracing the Pinellas Trail through its downtown is credited with increasing business occupancy rates from 30 percent to 100 percent.[4] The success of Trail Towns is not solely because of the trail, but that the area around the trail becomes a walkable, vibrant, and interesting place- a place people love and want to be. The trail and quality placemaking build upon each other, offering a place worth going to and a way of getting there, and also an activity to do in a place worth going to. This symbiotic relationship can best be summarized by the saying, "the whole is greater than the sum of its parts."

EXPANDING CRYSTAL RIVER'S BICYCLE NETWORK

Designing and implementing a bikeway network that is appropriate for the surrounding context should be strongly correlated to land use characteristics and to the desired development or preservation goals for each neighborhood in Crystal River. The proposed network should be further fine-tuned at the scale of the block.

4 https://www.americantrails.org/resources/floridas-growing-trail-town-program

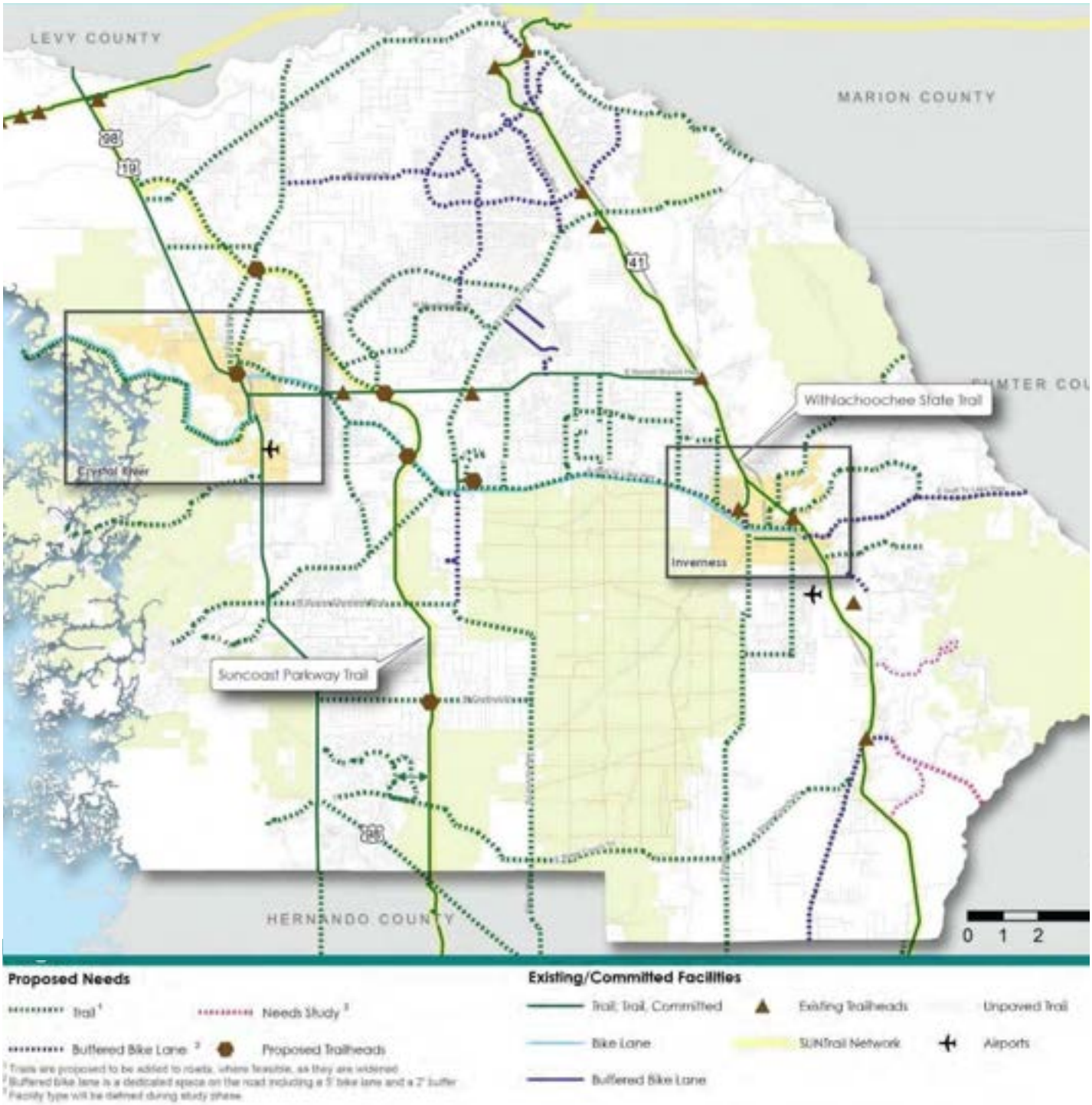
This can occur through a City Bicycle Master Plan that incorporates the trails from the MPO's Bikeways and Trails Master Plan, local bike facilities connecting the City's neighborhoods, and the latest advancements in bicycle planning.

To grow the network and ability to travel around Crystal River safely on two-wheels, an on-street and off-street bicycle network should be developed with the City Bicycle Master Plan. A preliminary bicycle network for the planning focus areas is included as part of the Civic Master Plan. It is also important to address safety for riders of all-abilities and continue filling in gaps in the existing bicycle and trail network. Riding a bicycle or crossing a street should not require bravery. Separated, buffered bike facilities, improved intersections, secure bicycle parking, and ADA compliant sidewalks are all ways to address these common concerns.

As a next step in implementation, the City should create a detailed map and design for priority trail connections. For walking and biking to be safe and comfortable, trails should generally be 12 feet wide, where possible, and no less than 8 feet. In areas of higher use, wider trails are recommended. Safety and comfort along the trails should also be improved through the addition of pedestrian-scaled lighting and the planting of native shade trees. For recreational purposes, loops of various distances should be created to offer opportunities for people to select a route of their desired length.

Example of Trail-Oriented Development along the West Orange Trail, Winter Garden, FL

The Vision Map for Citrus County developed as part of the ***Bikeways and Trails Master Plan*** illustrates an ultimate bicycle and pedestrian network for the county. This map depicts multi-use / shared-use trails adjacent to County and State roads, including those that already have an existing on-street bicycle facility, which aligns with Citrus County's commitment to add trails adjacent to roadways whenever they are widened. A 2017 MPO resolution also requested that FDOT include separated multi-use paths or sidewalks in the design of their collectors and arterials.



RECOMMENDED BICYCLE FACILITIES

Methods for creating a safe and desirable bicycle network include the process of making all significant destinations accessible. Traits of a proper bicycle network include the use of a combination of four types of bikeways:

1. **Bicycle lanes & Buffered Bicycle Lanes** - are demarcated by striping within medium-speed roadways.
2. **Separated Bicycle Lanes -** include a cycle track, with a physical separation of bikes from car traffic.
3. **Shared-use Paths / Trails**- are physically separated from vehicular traffic and are often located outside of the downtown.
4. **Shared Routes** - the majority of thoroughfares— are low-speed streets in which cars and bikes mix comfortably. These streets have low traffic volumes and often include various traffic-calming devices and signing.

Bike Lanes

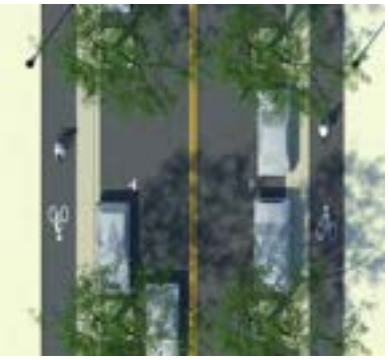
A typical bike lane is a portion of the roadway which has been set aside for the exclusive or preferential use of cyclists. It is usually designated by adding a stripe, signage, and pavement markings. Bike lanes allow cyclists to ride at their own speed without interfering with motorists.

Conventional bike lanes run along the curb sides of the roadway, or adjacent to parked cars when on-street parking is present. Cyclists usually travel in the same direction as traffic. These unprotected bike lanes work best on streets where the posted speed is less than 35 mph and should ideally be 6 feet in width, although 5 feet is also possible.

Buffered Bike Lanes

Like typical bike lanes, buffered bike lanes run along the curbs of the roadway or adjacent to on-street parking. However, they offer additional protection from moving traffic in the form of a buffer space between the edge of the bike lane and the edge of the vehicular travel lane. Adding a buffer encourages more cyclists to use the facility.

If the buffer is 3 feet or wider the interior should have diagonal cross hatching or chevron markings. Narrower buffers can be marked with two solid white lines, which also helps discourage crossing. Buffered bike lanes are strongly preferred to typical bike lanes in areas with greater traffic volume and higher travel speeds.



Separated Bike Lanes

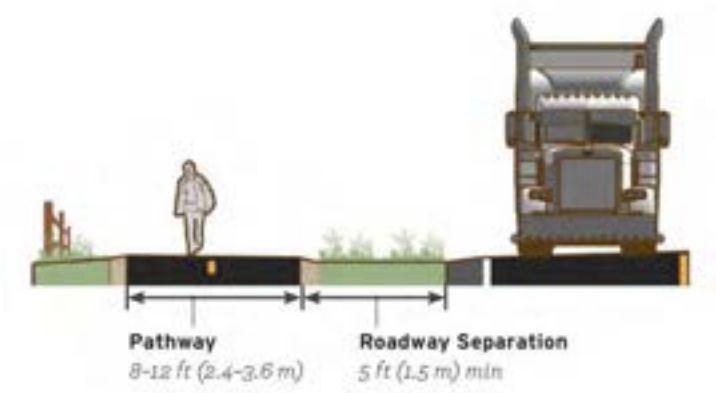
Separated bicycle lanes (also known as protected lanes or cycle tracks) offer significant improvements in safety performance over other on-street bicycle facilities, including buffered lanes. Raised cycle tracks are bike facilities that are vertically separated from the roadway. Sometimes they occur at the plane of the sidewalk, often with a furnishing zone or planting strip between the cycle track and the roadway, and sometimes they are placed at an intermediate height between the road and the sidewalk. At intersections, they may be dropped and merged with the street or continue on the sidewalk, where they cross with pedestrians.

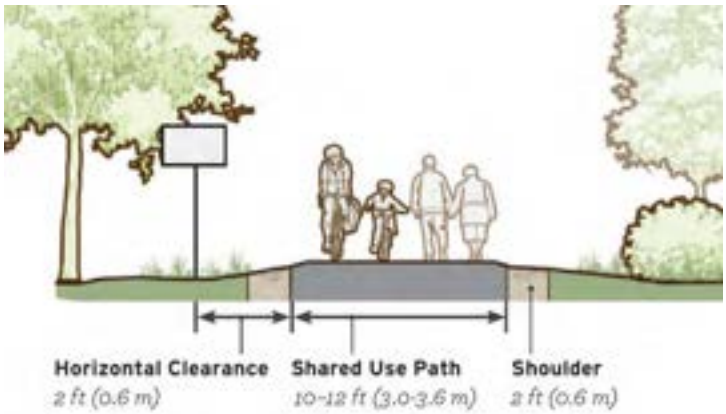
Raised cycle tracks / Separated bicycle lanes are more attractive to a wider variety of cyclists and work best along streets with higher speeds or traffic volumes. When adjacent to on-street parallel parking, the separation between the parking lane and the bike lane should be three feet.

Shared-Use Path / Trail

Shared-use paths are a type of trail designed to provide off-road routes for many different users including cyclists, runners, pedestrians, and manual or motorized wheelchair users. While similar to other recreational trails, these paths are part of a larger transportation system and serve as a supplement to on-street bike lanes, shared roads, and paved shoulders. For walking and biking to be safe and comfortable, shared-use paths should generally be 12 feet wide, where possible, and no less than 8 feet.

The Federal Highway Administration (FHWA) provides guidance on the design of multi-use trails that can inform the next step of planning. Graphics from FHWA's Small Town and Rural Multi-modal Networks (below) illustrate recommended minimum standards for trails that are separated from motorized traffic and trails that are adjacent to motorized traffic.





Above: FHWA illustrations showing key dimensions for shared use path adjacent to motor vehicles (left) and for shared use path separate from vehicles (right)

BIKE PARKING

Planning for safe and comfortable shared-use paths, separated bike lanes, cycle tracks, and other bicycle facilities are just part of the equation for creating a city where biking is a viable option for getting around. ***There must also be convenient and secure locations to park and store bicycles. Ample bicycle parking should be provided, including sheltered long-term parking for residents and workers and both public and private parking. Offices can also be encouraged to provide showers for those commuting by bike.***

To ensure ample secure and convenient bicycle parking, regulations identifying the minimum amount and type of parking should be required by zoning.

Raised cycle tracks / Separated bicycle lanes have been documented to offer other benefits as well, including increased rates of bicycling activity and increased storefront sales revenues. Some of these sales increases are associated with reduced vehicle speeds and improved street appearance, in addition to the effects related to increased cycling activity.

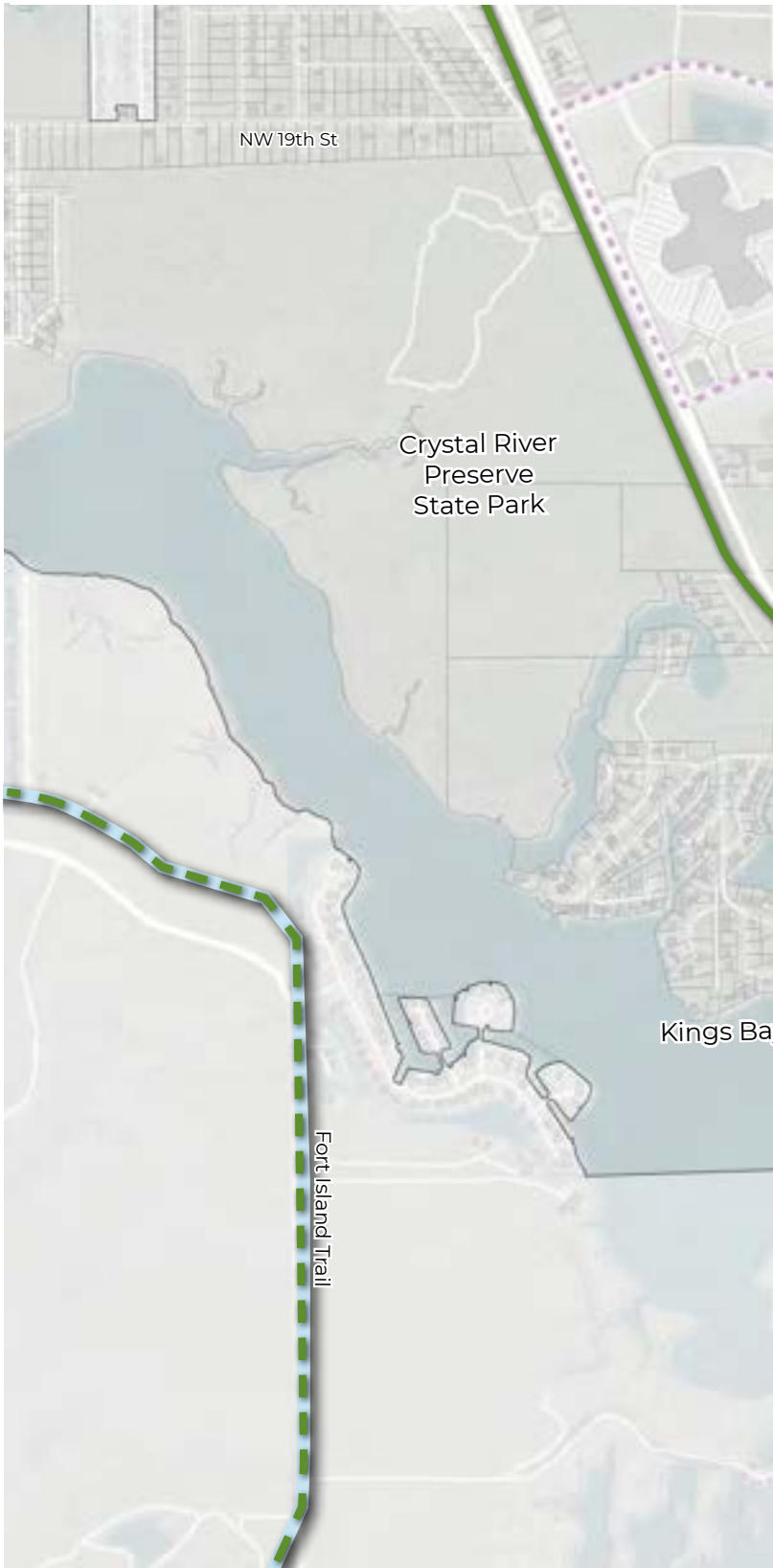
COMPLETING A REGIONAL AND LOCAL TRAIL NETWORK

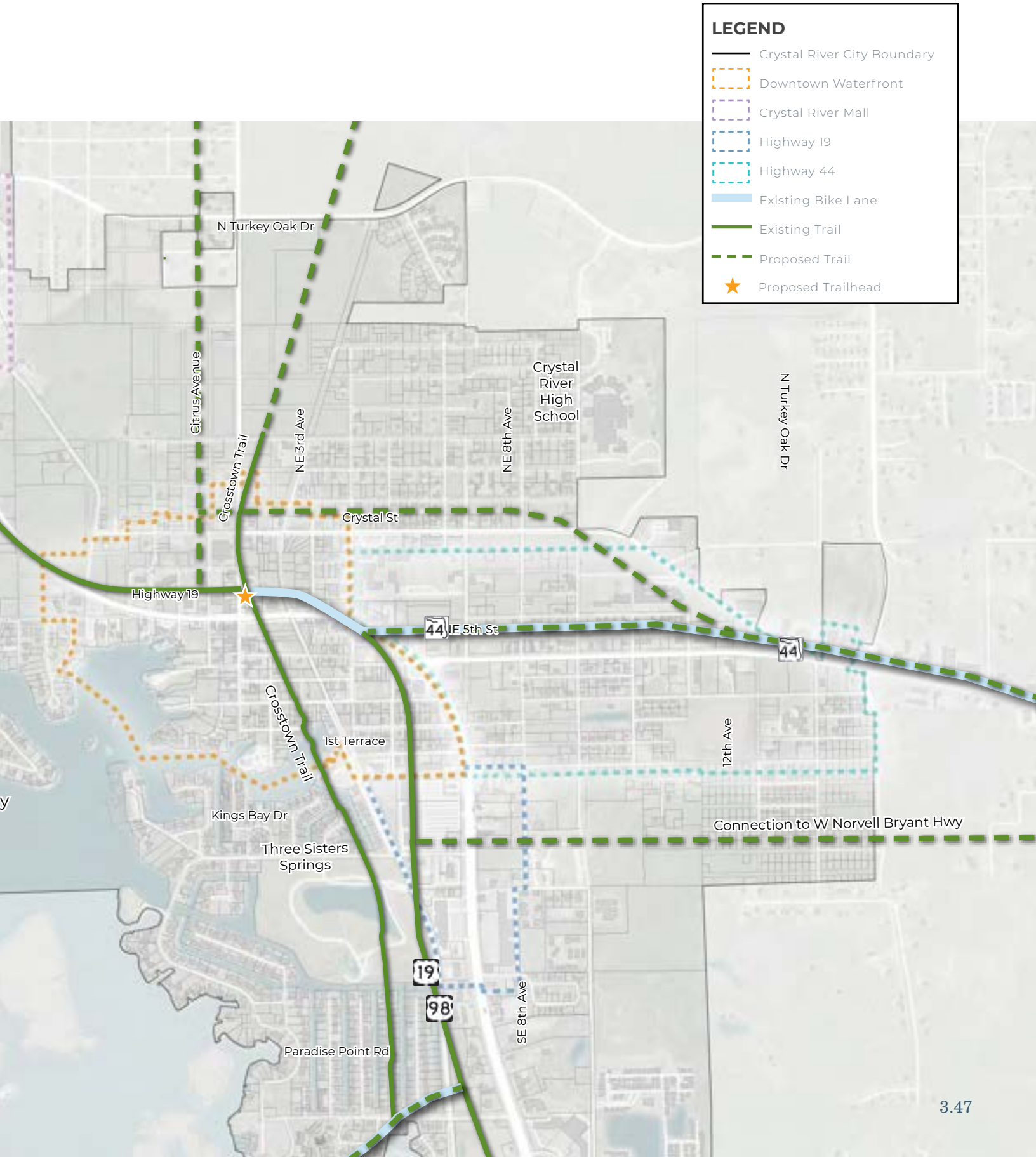
RECOMMENDED BICYCLE NETWORK MAP

A regional cycling network should be a top priority in becoming a state destination. As recreational tourists come to kayak in Three Sisters Springs, they can bike to lunch in the Copeland Park neighborhood or Downtown. ***This will require a trail connection from Highway 44 along Highway 19 to the Crosstown Trail. This connection won't just be for tourists but will give Copeland Park neighborhood residents greater access to nature and recreational activities.*** In addition to the connection to the Crosstown Trail, Citrus County plans to connect Crystal River to the Norvell Bryant Highway trail and extend a trail to Fort Island Beach.

Crosstown Trail

Norvell Bryant Highway




LEGEND
Crystal River City Boundary
Downtown Waterfront
Crystal River Mall
Highway 19
Highway 44
Existing Bike Lane
Existing Trail
Proposed Trail
Proposed Trailhead
N Turkey Oak Dr
Citrus Avenue
Crosstown Trail
NE 3rd Ave
NE 8th Ave
Crystal River High School
N Turkey Oak Dr
Crystal St
Highway 19
44
NE 5th St
44
Crosstown Trail
1st Terrace
12th Ave
Kings Bay Dr
Connection to W Norvell Bryant Hwy
Three Sisters Springs
19
98
SE 8th Ave
Paradise Point Rd

Big Idea 4

PROTECT AND RESTORE HISTORIC PLACES

Crystal River has a number of buildings that are listed on the National Register of Historic Places. As a result, the city's residents have expressed interest in creating a Local Historic District, a National Historic District, or possibly both.

Many historic buildings, designed according to earlier regulations, cannot meet contemporary code requirements at a reasonable cost. Since improvements often result in noncompliance they are allowed to deteriorate. Those that are renovated are forced to comply with the latest building and floodplain codes. As a result, the historic character of the building is lost. However, if a historic district is in place the same buildings are provided greater flexibility and latitude from both building and floodplain codes and additional funding sources become available. As a result, this leads to renovation.

The old Crystal River City Hall building. Built in 1939 by WPA labor and now listed on the National Register of Historic Places.

BENEFITS OF HISTORIC PRESERVATION DISTRICTS TYPICALLY INCLUDE:

1. Exemption from FEMA regulations
2. Increased property values
3. Credits for rehabilitation of historic structures
4. Prevention of historic building teardowns
5. Incentivize economic development

PROPOSED IMPROVEMENTS & POLICIES

CREATE LOCAL AND NATIONAL HISTORIC DISTRICTS

The City of Crystal River needs to work with the private sector, independent organizations, and citizens to protect and enhance the city's historic resources. This should include the creation of both local and national historic districts before deterioration of these assets creates an insurmountable burden for the community and property owners. Local historic districts provide the strongest protection of the historic resources that contribute to the quality of life, remind us about our past, and provide a stimulus to economic vitality and tourism. National historic districts provide recognition and opportunities for tax benefits and other financial incentives.

ADOPT A PROPERTY MAINTENANCE CODE

A formal property maintenance code can provide the city and property owners with clearer requirements on building and property maintenance requirements and clear up any ambiguity as to what is enforced. Several models for enforcement of such a code are explored to help achieve a cooperative approach to maintaining safe and compliant properties.

Civic Toolkit:

HISTORIC PRESERVATION

Crystal River has a long history dating back to the mid 1800s and throughout the city historic buildings dating back to the 1920s can be found. The downtown, in particular, consists of a significant number of historic buildings. The old City Hall was built in 1939 and now serves as a museum. One of the oldest buildings on Citrus Avenue was built in 1920 and now is a restaurant. These buildings add to the character of Citrus Avenue and should be preserved to protect the integrity of the area.

Historic districts provide protection for these buildings and the character of Crystal River. A historic district can be established when buildings are at least fifty years old and either have architectural style or historical significance. Buildings in the district need to be continuous to create a comprehensive district. Once a historic district is designated, all of the properties in that area will be under specific guidelines whether or not they include a historic building.

Historic districts still allow for flexibility and adaptation to changing needs. Buildings in historic districts are allowed to be retrofitted to serve new functions and remain economically viable under changing market conditions. One local example of this is the old pump house in downtown, which is being preserved and also retrofitted to provide usable indoor event space at the new Town Square. What a historic district does is maintain the character and form of the area while uses change over time. ***A historic district along Citrus Avenue can help keep it a quaint main street while still allowing new businesses to thrive.***

Historic Citrus Avenue

Historic Citrus Avenue

TYPES OF HISTORIC DISTRICTS

There are two types of historic districts, National and Local. It is important to distinguish between the two. While they are different, in certain circumstances they can be complimentary.

National Districts

National districts are recognized by the federal government. The district would be approved by the National Register of Historic Places and could receive benefits like rehabilitation tax credits or preservation incentives. The buildings need to be historically, architecturally or archaeologically significant to create a nationally recognized historic district. Designation is achieved through national uniform criteria. The National Register tends to focus on a concentrated area of buildings. Design restrictions only occur when rehabilitation tax credits are being used.

The National Register of Historic Places program helps coordinate efforts that identify, evaluate, and protect America's historic resources, however, National Districts provide no protections against local demolition or alterations of structures. Locally Designated Historic Districts are needed to preserve and protect properties.

Local Districts

Local districts are designated by a local ordinance which is then maintained by a historic preservation committee. The benefit of this is that it can encompass more area to protect as many buildings as possible. The main goal of a local historic district is to maintain the character of the area. The local districts would not restrict use, only aesthetics. Design guidelines are created to regulate any major renovations or new construction. A process occurs where changes to a building or new buildings undergo a design review in order to receive a Certificate of Appropriateness. If the renovations or changes are routine and the replacements are the same then there is no need for a review.

Coordination between National and Local Districts

A local district can be larger than the national district to provide protection to a greater area. It depends on what the community feels is appropriate.

SUMMARY OF HISTORIC DISTRICT TYPES AND BENEFITS

	Local District	National District
Protection from Demolition & Alteration	Yes	No
Tax Benefits and Incentives	Local	National
Preserved Scale, Massing & Lot Size	Yes	No
Controlled Architectural Character	Yes	No
Protection from Federal Government Actions	No	Yes
Protection from Local Government Actions	Yes	No

A LOCAL EXAMPLE:

Floral City is a historic district located in Citrus County. Currently it is the only historic district in the county but Crystal River could become the second! Floral City was founded in 1883 when the railroad moved west. The national historic district was nationally recognized in 1993 and was established to help protect buildings and historic trees by bringing recognition to them and provides federal tax credits for rehabilitation projects for the 26 historic buildings and two structures included within the district.

BENEFITS OF HISTORIC PRESERVATION DISTRICTS

Historic districts provide a variety of benefits for the community and individual land owners.

EXEMPTION FROM FEMA REGULATIONS

The majority of Crystal River is located in the regulated floodplain, and due to the new FEMA flood maps, buildings will need to be elevated substantially from previous requirements. The process of requiring a building to be elevated occurs when there is significant investment to improve an existing structure or for any new building.

Constructing a building on stilts or raising a building can be a significant cost and could result in reduced development. ***Any structure that is listed individually in the National Register, state inventory, or local inventory of historic places may be exempt from FEMA regulations and can still receive FEMA flood insurance; however, at a higher cost than structures built to current flood elevation requirements.*** Historic homes can be lifted if the owner wants to do that. Elevating homes should be permitted in the historic district design guidelines. ***Exception from the FEMA standards will allow for continued investment in Crystal River's historic areas.***

INCREASES IN PROPERTY VALUES

Historic districts protect the character of neighborhoods. Landowners do not have to worry that the neighborhood will fall into disrepair or unsightly developments will happen. This keeps property values stable and can even increase property values. Historic districts are places where residents can connect with the past and experience a city in a different way. These areas are valuable which is reflected in property values.

BENEFITS OF HISTORIC PRESERVATION DISTRICTS

1. Exemption from FEMA regulations
2. Usually an increase of property values
3. Rehabilitation credits
4. Prevents teardowns
5. Economic development

Potential Historic Home

Potential Historic Home

NATIONAL HISTORIC DISTRICT- REHABILITATION CREDITS

Once a national historic district is created landowners have access to rehabilitation tax credits (RTC). This is a federal tax credit that is equal to 20% of the allowable expenses incurred in a certified rehabilitation of a certified historic structure.[1] The rehabilitation needs to be certified by the Secretary of the Interior. Once the work is completed the State Historic Preservation Office and the National Park service will certify that it follows the Secretary's Standards for Rehabilitation and approve the tax credit. This is an incentive to restore old homes and improve the character of the neighborhood.

LOCAL HISTORIC DISTRICT- PREVENTS TEARDOWNS

Historic districts provide protection against historically significant homes being torn down. If a land owner wants to remove a building on their property they would need to gain approval from the local historic preservation committee. The committee would assess the building to certify that it is either able to be restored or beyond restoration. If there is no chance the building could be restored then the landowner would gain approval from the committee to tear down the structure.

ECONOMIC DEVELOPMENT

Historic preservation creates continuity with history and provides a reminder that great accomplishments are timeless. Nevertheless, the economic effects of historic preservation are critically important. Historic districts provide a variety of benefits for the community and individual land owners. In most cases property values tend to increase in historic districts. Which benefits property owners and the city.

There are several ways that preservation can help to create economic benefits, including the following:

- **Job Creation:** Restoring and preserving historic structures creates new spaces for businesses and can subsequently create job opportunities.
- **Property Values:** Many people place personal value on historic buildings, others simply value uniqueness. Restored historic structures typically have a positive effect on the local market.
- **Property Taxes:** Federal tax breaks of up to 20% of expenses are available for properties that are restored within national districts.
- **Tourism:** The historic quality of Crystal River sets it apart from most other beach vacation destinations, attracting both those interested in history and those avoiding generic places.
- **Localization:** Repair and preservation keep money in the local economy. Also, smaller buildings attract small, local businesses rather than large chains.

1 https://www.nps.gov/tps/tax-incentives.htm

CREATING LOCAL HISTORIC DISTRICTS

COMPONENTS OF A LOCAL HISTORIC DISTRICT PROGRAM

The Plan recommends a starting point for delineating new local historic districts.

Considerations for Creating a Local Historic District

The National Trust for Historic Preservation recommends ten steps for establishing a local historic district. These steps are critical for building local support for historic districts and tailoring the district and its regulations to local needs. A summary of these steps is provided below (For more information see: savingplaces.org):

1. **Consider the whole package.**

   Whatever the goal for your community, keep in mind that historic district status is simply one tool to protect community character and should be used in combination with other planning and revitalization strategies.

2. **Recognize the district's associative value and economic advantages.**

   Keeping buildings, sites, and objects around for future generations to appreciate is one of the deepest justifications for historic preservation. In addition, well-preserved and revitalized historic districts can give an older area an economic boost.

3. **Make a compelling case.**

   Clearly articulate the benefits of creating a local historic district to government officials. More importantly, help property owners fully understand what designation will mean for them, since their property use will in some ways be restricted. Robust presentations and discussions up front can minimize controversy later.

4. **Form a broad-based task force.**

   Bring together community members who are hard workers, civic-minded, supportive, and willing to learn. Get the local governing body to pass a resolution officially recognizing the task force. The group then becomes the primary driver for creating the local district, and may even position some of its members as candidates for appointment to the preservation commission.

5. **Launch a public awareness campaign.**

   Begin early to build public and political support. Creating a district will affect and interest a wide range of citizens, so target your outreach to diverse groups, including elected officials, media, the business community, religious leaders, and schoolchildren. Make sure your education materials are clear, concise, and easy-tounderstand.

6. **Ally with a local nonprofit preservation organization or historical society.**

   These types of groups are often the most logical to coordinate district supporters' activities. They can help educate constituents, organize lobbying efforts for preservation legislation, conduct historic resource surveys (see next tip), poll residents, provide staff assistance, and more.

7. **Identify and gather information on your community's historic resources.**

   This step, captured in a historic resource survey, produces a working inventory of sites and structures that informs judgment about where, what size, and how many historic district designations should be made.

8. **Set the district boundary lines.**

   Consider the relationship between natural and man-made features; how does that relationship inform the district's character? Analyzing the potential district in this way then guides decisions around setting appropriate boundaries, and takes into account a variety of historical, visual, physical, political, and socioeconomic factors.

9. **Go through the design review process.**

   A compulsory or mandatory design review program is most common, and requires property owners to follow established design review guidelines (just as they're required to follow building and fire codes, for example). Sometimes the guidelines are advisory and incentivebased, while other times communities follow a combined approach to make regulations and ordinances more palatable.

10 Keep educating even after historic district designation occurs.

The most effective community education programs are continuous, and it's especially important that the people who purchase property in a historic district know they're subject to restrictions. Some ways to do this include: educating real estate agents, adding district status to real estate listings, mailing designation notices and commission information with the annual tax or water bills, and forming neighborhood association "welcome committees" to share guidelines.

Before a historic district can be established, a historic survey needs to be conducted to certify the area. The survey requires commissioning a historian to assess the area. This survey will help determine the district boundaries. ***To maintain the character of the area's structures, historic districts have design guidelines that apply to both existing structures and new development. A historic preservation commission is needed to review any changes to historic buildings.*** This commission would review and approve applications to receive a certificate of appropriateness. This certifies that any changes made follow the design guidelines.

Components of any Local Historic District program should include:

1. An ongoing survey and evaluation process of structures;
2. Clear historic district ordinance and design guidelines;
3. Financial incentives to encourage rehabilitation and restoration;
4. Adequate budget allocations for qualified historic preservation staff in the city;
5. Cooperative educational efforts with the private sector and citizen groups;
6. Coordination of preservation initiatives with education, citizen participation, history, public art, and other programs; and
7. Adaptive reuse policies supported by tax or other incentives.

BECOME A FLORIDA CERTIFIED LOCAL GOVERNMENT

The Certified Local Government (CLG) Program was enacted as part of the National Historic Preservation Act Amendments of 1980. Designation as a certified local government makes historic preservation a public policy through passage of a historic preservation ordinance. Florida's Certified Local Government Program assists in the survey, designation and preservation of historic and cultural resources as well as technical assistance and training. CLG jurisdictions may also apply for federally funded CLG subgrants to conduct survey, planning and National Register nomination projects.

To apply to the Florida CLG Program, the city must:

1. Enact a historic preservation ordinance that meets the criteria set forth in the Florida CLG guidelines
2. Establish a preservation review board or commission consisting of at least five members
3. Submit the Florida CLG application for review
4. Complete the CLG agreement

CREATE A HISTORIC PRESERVATION FUND

The city should consider creating a Historic Preservation Fund (HPF) to enable owners of historically contributing properties to restore historic details on their property or implement sea level rise adaptation projects.

In order to make this program successful the following steps should be taken:

1. The city's planning, building and economic development departments should coordinate to fully flesh out how such a program could best be implemented.
2. 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.
3. The selection committee would make their recommendations to the City Commission, who in turn would approve or deny the application for funds.
4. Property owners would be required to use all requested funds for historic preservation or adaptation to sea level rise.

POTENTIAL HISTORIC DISTRICTS

A preliminary analysis demonstrates that there are four areas in Crystal River with potential to be designated as historic districts. These areas consist of multiple buildings constructed before 1950 with architectural or historical significance. Further review by specialized historians would be required to certify the buildings and confirm these initial findings.

1 CITRUS AVE DISTRICT

Citrus Ave has many different historic buildings all within close proximity. This area would be the first priority because it would set precedence for the other areas.

2 WATERFRONT DISTRICT

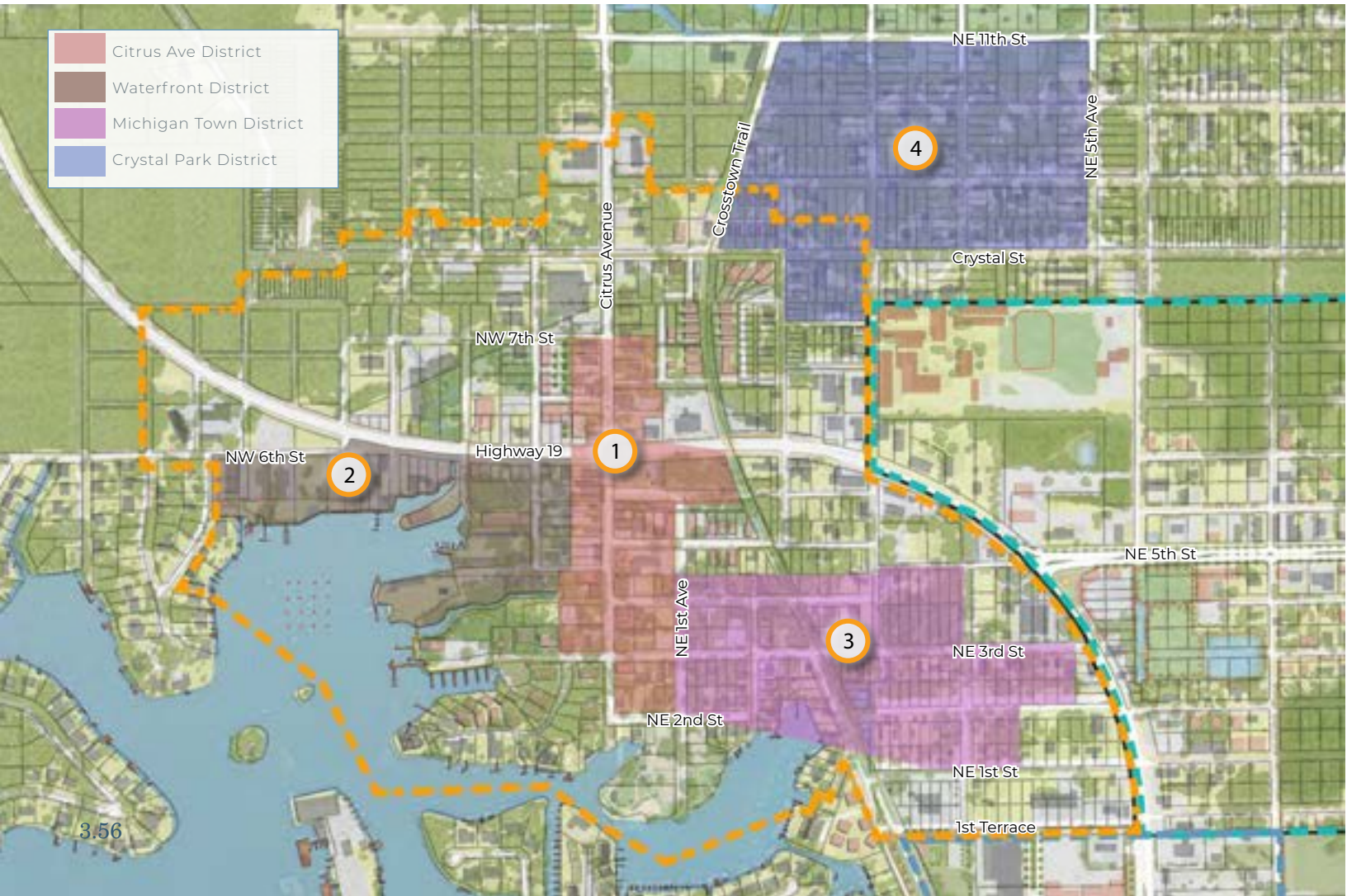
The waterfront contains historic buildings that add to the character of Kings bay.

3 MICHIGAN TOWN / SPRINGDALE EDITION DISTRICT

Michigan Town has a long history and contains historic homes. Some of these homes are in need of repair and are at risk for being torn down.

4 CRYSTAL PARK DISTRICT

Crystal Park is a historic neighborhood and even a school that could potentially contribute to a historic district.



Architectural Styles in Crystal River

FRAME VERNACULAR

Frame vernacular homes are simple wood frame buildings. In the past they were created by local builders without an architect.

Characteristics: Wood cladding exterior, front gable roof, large porch

VICTORIAN

This style began in England and spread to the United States. The design is ornate. A turret or tower is also common with this style.

Characteristics: Steep pitched roof, ornate gables, wrap around porches, tower or turret

COASTAL ECLECTIC

Coastal eclectic homes are traditional, bright, and charming.

Characteristics: Wood exterior, metal roof, bright colors

ARTS AND CRAFTS

Arts and craft homes are a collage of different styles. There is typically a large porch with a low pitched roof. Along the roof there are exposed roof trusses. Houses in this style normally have an addition to the house that sticks out.

Characteristics: Low pitched roof, large prominent porches, exposed roof trusses

BUNGALOW

Bungalow is a house type that was based on Indian housing types in the 18th and 18th century. They usually are a one story house with a low pitched gable roof. A classic characteristic is the tapered porch columns.

Characteristics: 1 to 1.5 stories, tapered columns, wood cladding exterior, widely bracketed gable roof

QUEEN ANNE

The Queen Anne style houses have an irregular , rambling plan and silhouette. Different materials are often combined but an iconic characteristic is the distinct woodwork. Often windows have different shapes and sizes. Eyebrow windows are distinct to this architectural style. A turret or tower is also common with this style.

Characteristics: Tower or turret, decorative exterior, combination of different materials, Victorian detailing,

Civic Toolkit:

PROPERTY MAINTENANCE CODES

Enforcing a maintenance code within a community can be just as important as having a building code

PROPERTY MAINTENANCE CODES

A property maintenance code makes the maintenance of an existing commercial and/or residential building and its property from an option to a legal requirement. ***These codes provide a comprehensive approach toward property maintenance and enforcement, combining all relevant items for enforcement from the city's ordinances into a single document for reference by property owners and city staff.***

A property maintenance code should provide clear standards to be met, that can be measured, assessed and enforced to avoid ambiguity. The additional clarity afforded can assist property owners and staff, providing both with a better understanding of the requirements.

Adopt a Property Maintenance Code for Crystal River

The City of Crystal River should consider adopting a formal property maintenance code for non-residential buildings along with best practices on code enforcement. ***The International Property Maintenance Code (IPMC) provides a starting point for enacting non-residential and residential property maintenance codes. The model ordinance must be carefully reviewed and tailored to Crystal River's ordinances, unique circumstances, and desired outcomes.*** The application of a property maintenance code to residential properties requires an even higher level of tailoring to local conditions. ***Part of the code should include a checklist of items for inspection to further keep property owners and the city clear on the requirements.***

The use of these codes for residential properties should balance homeowner needs and costs with the benefits to the community. ***For historic buildings, the rules should encourage building rehabilitation and avoid demolition. The city should also provide educational resources on available funding to assist with needed maintenance upgrades.***

INTERNATIONAL PROPERTY MAINTENANCE CODE

In 2021, a new revision of the International Property Maintenance Code (IPMC) was issued. Throughout the years, this code has proven to be successful and has been enforced in major cities both within and outside Florida, including Orlando, Gainesville, and Fort Myers, as well as Evanston, IL, and Lorain, OH. The code provides a comprehensive and specific set of rules outlining how properties should be maintained; this is done by establishing minimum requirements for the maintenance of existing buildings with model code regulations that contain clear and specific property maintenance and property improvement provisions. This code is known to be one of the most thorough for property maintenance. The topics included in the IPMC include light, ventilation, occupancy limitations, plumbing, fixtures, mechanical and electrical requirements, and fire safety, amongst others. Some of the code development committee members include the American Institute of Architects (AIA) and the National Association of Home Builders (NAHB). In general, the code is highly respected and had been successfully implemented throughout the years.

MAINTENANCE CODE COMMUNITY ENFORCEMENT AND HOW IT WORKS

In addition to the building code, every city should have an active code that ensures the maintenance of a property's interior and exterior. These codes help maintain order by motivating compliance within communities to properly conserve them as much as possible. Typically, government officials are responsible for ensuring that the code is being respected. If a violation is noted, the owner would receive a written notice of violation with a deadline to correct the violation. Hearings and re-inspections are also common during this process, and consequences tend to increase with time. Although code enforcement can be an issue within some communities, common practices can be implemented to motivate compliance amongst all those involved.

Code Enforcement Best Practices

Although code enforcement practices vary from place to place, two of the most common enforcements are Systematic and Complaint-Base code enforcements. At its core, the difference between these two is that the first one focuses on a concentrated area of buildings in need of maintenance, whereas the later one operates on a building-to-building basis depending on reported complaints. Between both, Complaint-Base code enforcement is most effective when complaints in a single area are minimal. When an entire block or small portion of a city is lacking in building maintenance, Systematic Code Enforcement would be most beneficial.

In order to best ensure code enforcement, a Cooperative Model between property owners and city officials is recommended. Under the Cooperative Model, code enforcement officers work with property owners to help them bring their properties into compliance. This includes educating property owners about building maintenance and financial resources that are available to help make the necessary repairs

A strategy within this model to be considered is the Proactive Strategy, in which inspections are regularly scheduled regardless of a complaint being filed or not. Routine inspections ensure violations are noted early, avoiding any serious complications that could lead to a dangerous hazard towards the community and helping owners become aware of defective conditions before they worsen. This approach may also incentivize preventive maintenance.

Distinct methods work differently in distinct communities. Needless to say, knowing the community and adapting to it will always be the best practice to guarantee proper code execution.

TIPS TO HELP ENSURE PROPERTY MAINTENANCE CODE COMPLIANCE

- **Treat neighbors with kindness when reporting a violation**
- **Persistence is key to see changes**
- **Be mindful of any reported violations**
- **Ensure the community is being heard, not only the officials**
- **Provide a space for anonymous complaints**
- **Periodically ask for feedback of officers performing inspections**
- **Offer an option in which the city performs the changes and property owners can pay afterwards**
- **Educate property owners on importance of property maintenance**
- **Maintain ethical behavior through the process**
- **Treat all complaints and violations equally**

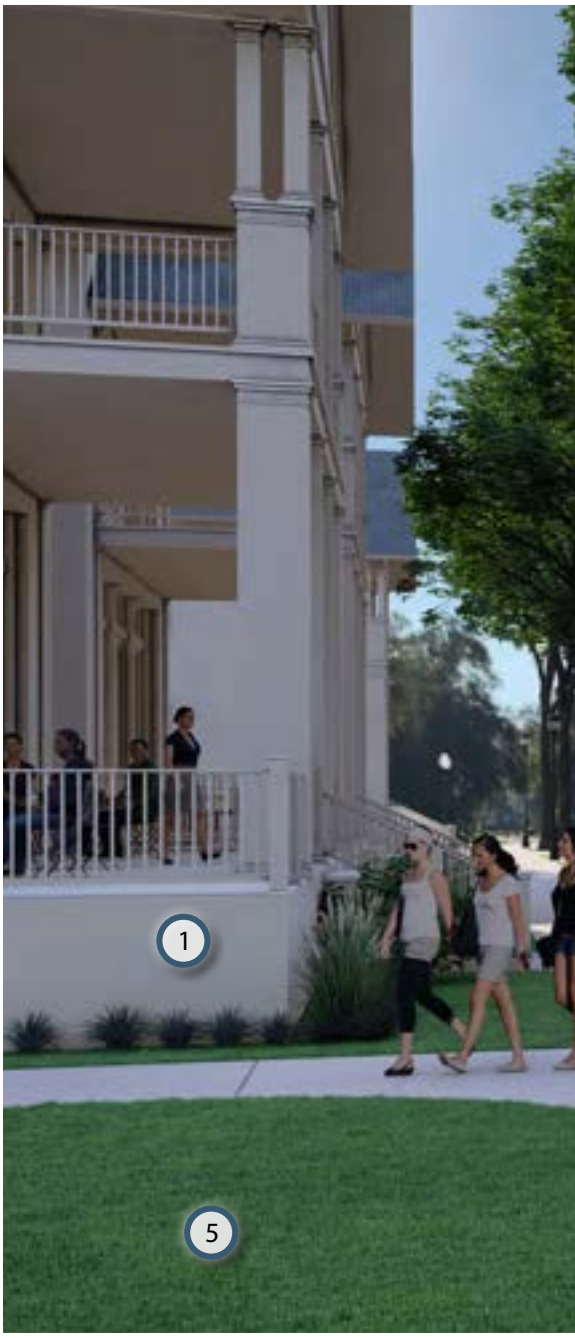
Big Idea 5

INCREASE ACCESS TO NATURE AND BUILD RESILIENCE

Charrette participants said that they were proud of the natural beauty and sport offered by Crystal River's bays and rivers and expressed a desire to see even greater public access. The most choiceworthy communities do more than simply preserve their natural features: they celebrate them. At the same time residents wish to protect major natural features. In addition to their ecological benefits, there are many reasons to preserve the landscape. Natural features provide a sense of local character which contributes to property values.

Crystal River's natural beauty is accompanied by the risks of flooding and sea level rise while also necessitating a high level of stormwater management to protect the bay and springs. Both existing and new development will require changes to protect properties from flooding events.

New FEMA requirements necessitate elevating or raising buildings to 12 or 13 feet above sea level, posing a challenge to creating infill development and street-oriented architecture. New strategies and design standards for stormwater and FEMA requirements are needed to support the city's goals for a vibrant walkable downtown and new neighborhood centers.



An extension of downtown's "main street" along 5th st, illustrating sustainable and resilient design.

KEY PRIORITIES AS ILLUSTRATED BELOW:

1. Adopt standards for elevated and floodproofed buildings meeting FEMA requirements.
2. Utilize low impact development and green infrastructure in public and private projects to improve water quality and reduce stormwater runoff.
3. Plant and maintain proper street trees.
4. Coordinate stormwater, FEMA, and parking requirements to support infill development.
5. Create district-wide stormwater systems in downtown and neighborhood centers to reduce the burden on individual lots to promote infill development.

PROPOSED IMPROVEMENTS & POLICIES

INCREASE ACCESS TO THE BAY

Increasing people's access to nature, especially Kings Bay, builds a local environmental ethic. Two city parks in the downtown, Kings Bay Park and Hunter Springs Park, provide free access to the waterfront. The city's Riverwalk and its adjacent public and private destinations give residents and visitors a respect for the Bay. At the same time, overdevelopment can affect the health of the bay and surrounding wetlands.

PROTECT WETLANDS

Wetlands are found throughout Crystal River and include both coastal and tidal wetlands and inland and nontidal wetlands. Tidal wetlands are largely comprised of coastal salt and brackish marshes, mudflats, mangrove, and other swamps subjected to periodic tidal influence. Nontidal wetlands principally include freshwater marshes, ponds, shrub and wooded swamps, and bogs. Nontidal wetlands represent a complex assemblage of inland wet environments.

Wetlands in their natural state perform ecological functions, which are vitally important to the environment and economic health of the city and impossible or costly to replace. Wetlands protect the quality of surface waters by slowing the erosive forces of moving water. They provide a natural means of flood control by reducing flood peaks, thereby protecting against the loss of life and property. Wetlands improve water quality by intercepting and filtering out waterborne sediments, excess nutrients, heavy metals and other pollutants.

Wetlands are also sources of food, shelter, essential breeding, spawning, nesting and wintering habitats for fish and wildlife. These include migratory birds, endangered species and commercially and recreationally important species. Wetlands need to be recognized as part of a complex, interrelated, hydrologic system.

In recent decades, a number of federal, state and local government programs have been developed for preserving wetlands. Citizens and local, state and federal officials are frequently involved in conflicts over proposed wetland conversions and the management of surrounding land uses which threaten to degrade or destroy nearby wetlands.

The city must continue to:

- ***Regulate human-controlled activities which cause adverse impacts to wetlands;***
- ***Provide protection for isolated wetlands;***
- ***Strengthen the biological component of the permitting process by recognizing the value of wetlands for wildlife habitat; and***
- ***Provide incentives to encourage landowners to protect existing wetlands.***

PLANT AND MAINTAIN PROPER URBAN STREET TREES

Trees improve property values, and establish a sense of place. Urban street trees in Downtown Crystal River should be planted in aligned rows, with regular spacing, using consistent species. Proper, formal tree placement shapes public space, produces shade continuous enough to make walking viable, and has a calming effect on traffic.

Typically, urban design plans recommend that trees should be native species which are pollution tolerant and do not produce seeds or fruit which stain and litter the sidewalk. However, in Crystal River there was a strong interest in planting fruit trees and shrubs. Crystal River is in a Plant Hardiness Zone of 9A according to the U.S. Department of Agriculture (USDA). Zone 9 is a bit too chilly for many of the fruits recommended (mango, banana, and papaya for example), but several tropical fruits are hardy enough to tolerate the area's cool temperatures. They include: avocado, starfruit, passion fruit, kiwi fruit, and all varieties of citrus (the county's namesake fruit). Other fruit varieties include several hardy varieties of apples, apricots, peaches, and other orchard favorites that thrive without long chilling periods.

ADAPT TO CLIMATE CHANGE

Climate change is a worldwide environmental event with enormous consequences. The long-range impacts of that change will have major implications for coastal communities like Crystal River, especially. ***The Intergovernmental Panel on Climate Change describes the impacts the community faces:***

- ***Coastal and low-lying inundation***
- ***Severe health impacts from extreme heat and air quality deterioration***
- ***Endangerment of life and property through extreme weather events***

The city must adapt swiftly, intelligently, and equitably to these negative consequences. This will require coordination with builders, engineers, architects, environmentalists, policy makers, scientists, and the general public, and may also aid in advancing the climate goals of other organizations, private and public. ***The city must work to achieve net-zero Greenhouse Gas (GHG) Emissions and prepare for the negative effects of climate change going forward. The city should consider climate-related issues in all policies and actions that guide development and redevelopment. The City must re-consider emergency management and evacuation plans and develop resiliency plans.***

CREATE NEW PARKS AND INVEST IN AND EXPAND EXISTING ONES

Crystal River has a great park system including several highly utilized waterfront parks showcasing the beauty of Kings Bay. ***The city should continue to invest in expanding its park system in critical locations and invest in existing parks across the community to ensure that all parks have high quality amenities that serve their neighborhoods.***

UTILIZE LOW IMPACT DEVELOPMENT (LID) TECHNIQUES

Low impact development (LID), or green infrastructure, uses vegetation, soils, and natural processes to manage stormwater and create healthier built environments with fewer negative impacts on surrounding green space and wildlife habitat. This infrastructure can be installed along streets, in public spaces, and on private properties and can be small scale and cost effective. Increased use of LID treatments throughout can help improve stormwater runoff quality before it reaches the bay.

CREATE DISTRICT-WIDE STORMWATER SYSTEMS

Current stormwater requirements for commercial, mixed-use and some multi-family development require stormwater to be managed on-site, posing a challenge to new infill development. ***Instead of requiring each property in downtown or along highway 44 to use a portion of its site for stormwater management, the city should explore district-wide stormwater strategies for areas where mixed-use and infill development is desired.***

A district-wide approach crosses property lines and creates a centralized location to capture, treat and hold stormwater runoff. The centralized location could consist of biofiltration basins, regional stormwater retention basins, or constructed stormwater wetlands, that also can function as new public spaces.

EXPAND THE SANITARY SEWER SYSTEM

Continue to build out the sanitary sewer system to improve water quality.

CONTINUE TO INVEST IN THE BAY'S HEALTH AND THE KINGS BAY RESTORATION PROJECT

In recent years, Kings Bay has seen dramatic improvements in water quality thanks to the efforts of the Kings Bay Restoration Project, Save Crystal River, and other community groups. ***The city should continue supporting these groups to continue to improve water quality in the bay, remove Lyngbya, and plant eelgrass.*** A healthy bay is essential not only for the environmental benefits, but for supporting the natural amenities that attract residents and visitors to the city.

ADOPT DESIGN STANDARDS FOR ELEVATED BUILDINGS

The FEMA Flood Insurance Rate Maps (FIRMs) adopted in 2021 expanded the land classified as being in the AE Flood Zone because the BFEs increased from 8 feet to 11 or 12 feet. New construction or substantially improved structures are now required to be elevated or floodproofed to 1 foot above BFE, making the street-oriented architecture described in this plan for walkable places, challenging. ***The city should adopt design standards to ensure that buildings meeting the new FEMA regulations will also maintain street-oriented architecture.***

COORDINATE PARKING, FEMA, AND STORMWATER REGULATIONS

The construction of infill development and new mixed-use development will depend on coordinating the interrelated regulations of parking, FEMA flood zones, and stormwater. Each of these regulations necessitates portions of a site to be devoted to non-revenue generating uses and increases construction costs. ***Within the downtown CRA and new mixed-use centers, the city should coordinate reduced parking requirements, expanded on-street and centralized parking, district-wide stormwater systems, historic designations, and design standards for elevated and floodproofed buildings, as appropriate, to encourage the development envisioned in this plan.***

Civic Toolkit:

BUILDING ADAPTATION TO FLOODING

There are several ways to consider future conditions in planning and design that span a range of approaches from how things are built to integrating natural protections. For example, because coastal wetlands can act as a buffer to storm surge and absorb floodwaters, protecting and enhancing wetlands is an important approach. Another is low-impact development, which fosters good stormwater management techniques by treating stormwater near its source.

BUILDING WITHIN THE FLOOD ZONE

One common strategy to address anticipated sea-level rise risks and subsequent stormwater flooding is to elevate the finished first floor elevation of a building in areas that are vulnerable. The building code can regulate the construction of structures to maximize their capacity to withstand flooding. ***The lowest floor of a structure must be raised to or above the BFE. Some communities also add freeboard (or additional elevation above the current floodplain) to accommodate rising seas. Crystal River currently requires 1 foot of freeboard.*** This has the added benefit of keeping insurance rates for individuals and businesses lower even as flood maps and insurance regulations are updated. ***An alternative strategy for non-residential properties that does not involve elevating is to implement floodproofing measures and utilize specific, allowable construction materials.*** These are described in detail in the next section.

Meeting Floor Zone Standards

When the BFE is substantially higher than the ground elevation, areas below an elevated first floor are often used as parking. ***In non-residential applications, the experience for a pedestrian at the ground level should be considered. The facade facing the main street can have temporary uses such as food trucks, street vendors, and outdoor seating. However, in the CRA Downtown, where most of the buildings are historical and constructed on or near grade, it is recommended to implement a combination approach of elevating the first floor and adding additional floodproofing measures to keep the street environment and protect against major flood.*** This approach is recommended for any new construction to be resilient and safe from the 100-year storm event.

Creating a Historic District is also a good approach to maintain the character of existing historical structures. It is recommended to consider only having allowances for existing structures to do renovations and to focus on protecting the true historic structures. Based on current flooding conditions and how sea level rise (SLR) will magnify flooding, new construction should have more targeted and stringent floodproofing/protection requirements. ***While new construction or redevelopment could be built on grade, or well below the BFE, in a Historic District, this is very unwise due to the known flooding risks, and it will impose a very expensive flood insurance premium on the property owner for not meeting floodproofing or elevation specifications.*** The magnitude of flood insurance needs to be a consideration and known up front before allowing this type of construction.

COMMUNITY RATING SYSTEM (CRS)

The Community Rating System (CRS) is a voluntary program associated with the National Flood Insurance Program (NFIP). Under CRS, communities participating in NFIP are rewarded for doing more than regulating construction of new buildings to the minimum national standards. Program participants are rewarded with discounted flood insurance premiums for policyholders within their community. The Class system for CRS is from 10 to 1, where a Class 10 only meets the basic requirements of the NFIP and there is no savings on flood insurance premiums. Each class improvement, i.e., smaller number, results in an additional 5% reduction in flood insurance premiums for those in the Special Flood Hazard Area (SFHA), which is the VE or AE flood zones. For those in a non-SFHA, there is a 5% reduction for classes 7 through 9, and a 10% reduction for classes 1 through 6.

Citrus County participates in CRS as a Class 5, so their insurance premium reduction for properties in the SFHA is 25% and 10% in the non-SFHA. Crystal River is currently a Class 7, so their premium reduction in the SFHA is 15% and 5% in the non-SFHA. The next class improvement will give both the SFHA and non-SFHA a 5% increase in insurance premium reductions.

Freeboard Impacts on Community Rating System (CRS) Class

With the revised Flood Insurance Rate Maps (FIRMs) that were adopted in 2021, the city essentially got an equivalent increase in freeboard of 3 or 4 feet because the BFE increased from 8 feet to 11 or 12 feet. While they may want to consider dropping their additional one-foot of freeboard requirement since the magnitude of recent flooding has only ever reached 6 feet and they are now required to build an additional 3 or 4 feet; this is not recommended. The 2021 Addendum to the 2017 CRS Coordinator's Manual set 1-foot freeboard as the minimum pre-requisite for a CRS Class 8. Therefore, without freeboard, they would automatically decrease from a Class '7' to a '9', which will cause flooding insurance savings to decrease from a 15% reduction to a 5% reduction.

In the CRS Program, including an additional freeboard is one way to score major points to increase class level. When there are no filling restrictions, moving from 1 to 3 feet of freeboard can get 275 points, which is equivalent to half of a class, as each class is separated by 500 points. When fill is prohibited, the increase from 1 to 3 feet of freeboard is worth 380 points.

Since the county is two classes above the city in CRS, there might be some easy targets to further reduce flood insurance premiums for city residents. Therefore, it is also recommended to 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.

Examples of elevated buildings

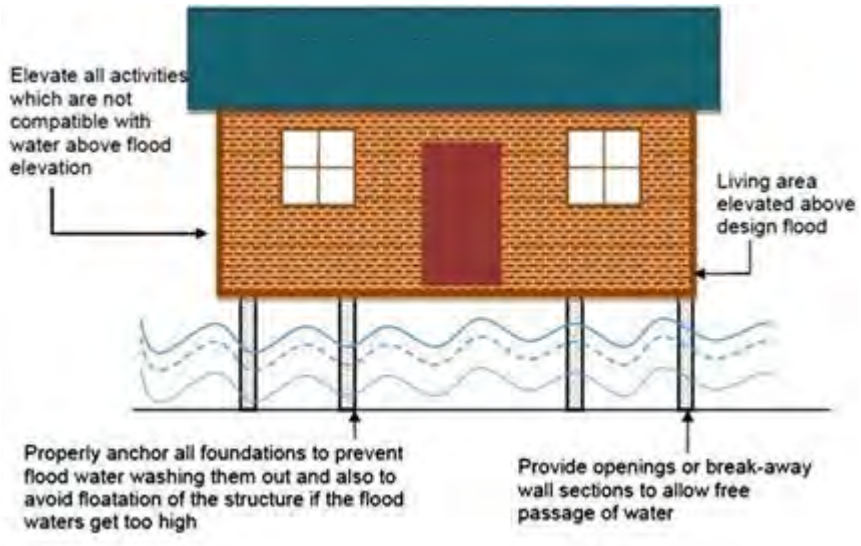


Diagram of meeting FEMA regulations through elevating

FLOODPROOFING FOR NON-RESIDENTIAL STRUCTURES

FEMA accepts floodproofing for non-residential facilities, and for critical facilities that cannot be moved but are currently subject to potential flooding. In such cases "floodproofing" may be the only option.

Oftentimes, critical facilities and other important non-residential structures are unable to move due to their 'historical' status, lack of a better location to move to, or financial constraints. Therefore, "floodproofing" may be the only option. In lieu of relocation, FEMA allows for floodproofing of non-residential buildings, given the local ordinances permit. FEMA outlines different ways to floodproof these facilities, including dry floodproofing measures, wet floodproofing measures, and combinations of both. ***Though the list is very extensive for what FEMA approves/ recommends, example measures for these floodproofing scenarios are summarized below. These include physical barriers such as door inserts, floodwalls, and shields and also include potential flood-resistant materials such as flooring, electrical units, etc.***

These floodproofing strategies can be combined with elevating structures to an intermediate height to meet FEMA standards for mixed-use and commercial structures. This technique should be applied in Downtown and neighborhood centers where creating a vibrant streetscape is a priority.

Dry Floodproofing Measures:

- Flood Shields
- Gaskets and Seals
- Sump Pumps
- Pressure relief systems
- Floodwalls & Levees

Wet Floodproofing Measures:

- Flood Damage Resistant Materials
- Protection of Vulnerable Equipment and Contents
- Flood Openings for Equalization

There are many different options and specifications in regards to floodproofing non-residential facilities, as outlined on FEMA's website. Additional Federal guidance documents on floodproofing are:

- NFIP Technical Bulletin 3-93, Non-Residential Floodproofing: Requirements and Certification for Buildings Located in Special Flood Hazard Areas in Accordance with the National Flood Insurance Program (FEMA 1993a)
- USACE's Flood Proofing Regulations (EP 1165-2-314), a technical model for floodproofing-related regulations but not a regulation (USACE 1995)

FEMA's Technical Bulletins provide guidance on complying with the minimum requirements of existing NFIP regulations on limited topics including non-residential floodproofing, wet floodproofing, flood damage-resistant materials, and elevators. The NFIP Technical Bulletin 3-93 provides step-by-step guidance on:

- NFIP regulations that apply to the design of floodproofing for non-residential buildings
- Planning considerations (e.g., warning time, flood characteristics)
- Minimum engineering considerations and equations for calculating flood forces
- Preparing the Floodproofing Certificate for Non-Residential Structures

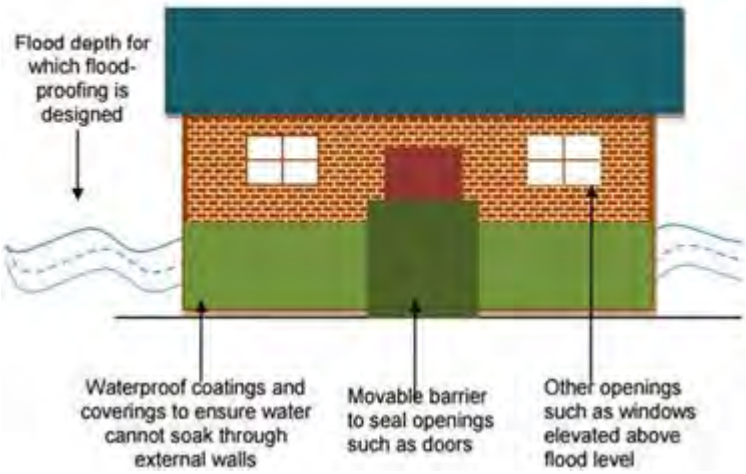
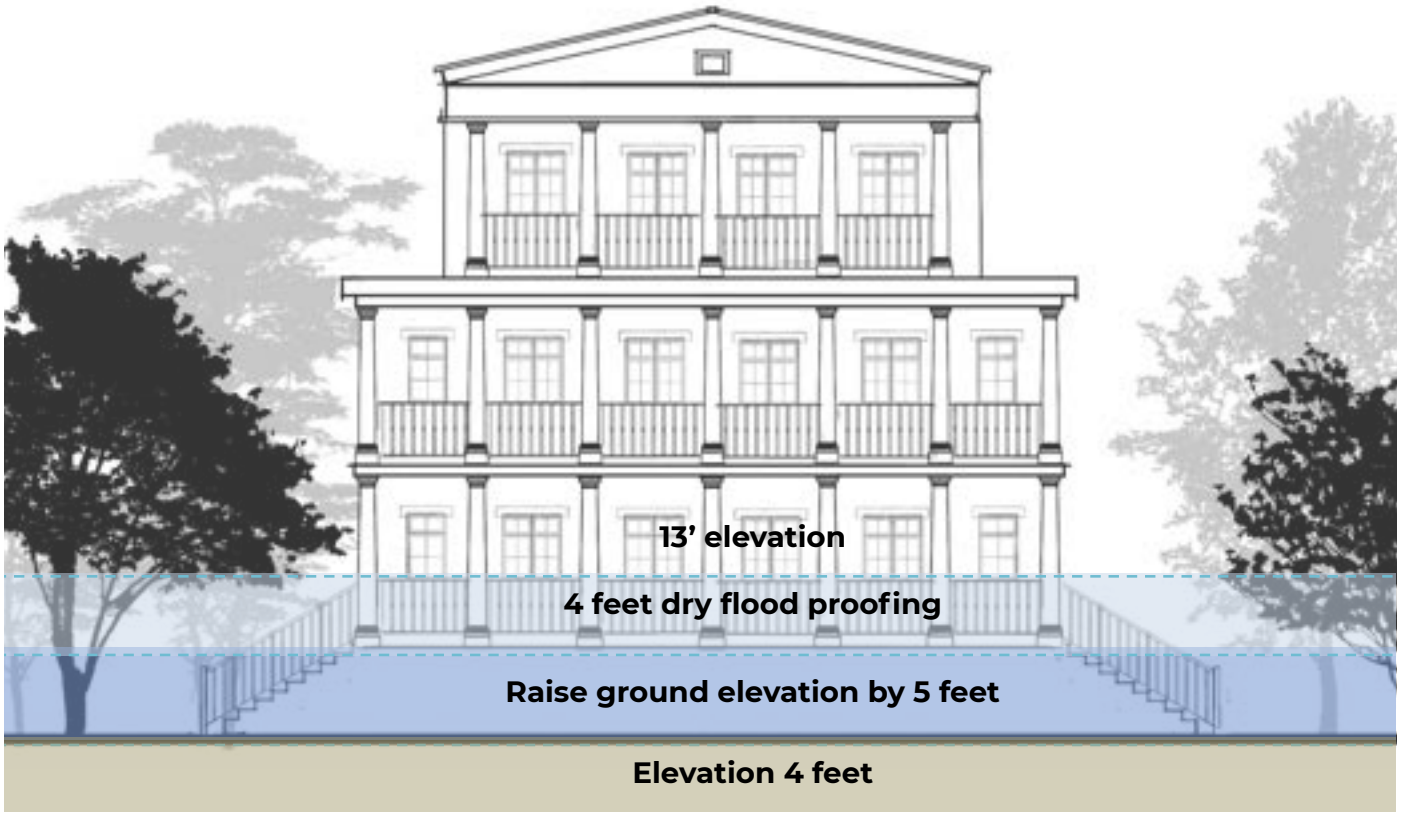


Diagram of meeting FEMA regulations through floodproofing



A combination approach of elevating the first floor and adding additional floodproofing measures to meet FEMA standards is recommended in the CRA Downtown and neighborhood centers for mixed-use and commercial buildings to help create a vibrant and pedestrian-friendly streetscape.

Historical Buildings

The NFIP gives special consideration to the unique value of designated historic[1] buildings and structures. When voluntary retrofit floodproofing measures are applied to historic buildings, the measures should be designed to mitigate or reduce the flood risk while preserving the building's historic integrity. Consultation with the State Historic Preservation Officer and a design professional (engineer or architect), preferably one experienced in rehabilitating historic structures, is necessary. Retrofit floodproofing measures for historic buildings need not be comprehensive to provide at least some degree of protection.

The techniques listed below may have minimal impact on the historically significant features of the structure (FEMA 2008b):

- Elevating electrical and mechanical systems and utilities
- Relocating contents
- Creating positive drainage, where the grade allows water to drain away from the building
- Using flood damage-resistant materials

1. The NFIP definition of "historic structures" includes structures that are (1) listed or preliminarily determined to be eligible for listing in the National Register of Historic Places, (2) certified or preliminarily determined by the Secretary of the Department of Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined to qualify as a registered historic district, or (3) designated as a historic site under a State or local historic preservation program that is approved by the Secretary of the Department of Interior.

FUNDING OPPORTUNITIES FOR RESILIENCY PLANNING, DESIGN, AND IMPLEMENTATION

There are various funding opportunities available at the state level and through the SWFWMD. A few national programs with funding specifically targeted at resiliency are described below. Each of these has a focus area or program that offers funding for resiliency planning, as well as design, permitting, and construction.

FEMA Hazard Mitigation Assistance (HMA) Grants

HMA grants funded through the following programs are relevant for Crystal River: (1) Pre-Disaster Mitigation (PDM) Program, (2) Flood Mitigation Assistance (FMA) Program and (3) Building Resilient Infrastructure and Communities (BRIC) Program. PDM provides funds annually for hazard mitigation planning and projects, FMA provides funds for planning and projects to reduce or eliminate risk of flood damage to buildings that are insured annually under the National Flood Insurance Program, and BRIC provides support for states, local communities, tribes and territories as they undertake hazard mitigation projects, reducing the risks they face from disasters and natural hazards. The BRIC program was new in 2020, and it offered $500 million in available funding nationwide.

https://www.fema.gov/grants/mitigation

National Coastal Resilience Fund (NCRF)

National Fish and Wildlife Foundation (NFWF) administers the NCRF to provide grant funding to restore, increase and strengthen natural infrastructure to protect coastal communities while also enhancing habitats for fish and wildlife. In 2021, NFWF will invest approximately $34 million in grants to create, expand and restore natural systems in areas that will both increase protection for communities from coastal storms, sea- and lake-level changes, inundation, and coastal erosion, while also improving valuable habitats for fish and wildlife species. NFWF invests in four main focus areas: (1) Community Capacity Building and Planning, (2) Project Site Assessment and Preliminary Design, (3) Project Final Design and Permitting, and (4) Project Restoration and Monitoring.

https://www.nfwf.org/programs/national-coastal-resilience-fund?activeTab=tab-3

Civic Toolkit:

STORMWATER & SUSTAINABILITY

STORMWATER REQUIREMENTS IN CRYSTAL RIVER

Depending on the development project, permits or other requirements may be needed from the Southwest Florida Water Management District (SWFWMD), Florida Department of Environmental Protection (FDEP), and/or U.S. Army Corps of Engineers (ACOE).

The City's ordinance for land development (Appendix A; Chapter 3) specifies that developments require an Environmental Resource Permit (ERP) from SWFWMD. However, a single-family dwelling unit, duplex, triplex, or quadruplex that is not part of a larger common plan of development or sales, and does not involve wetlands or other surface waters, is exempt from the ERP requirement. SWFWMD has design requirements for stormwater treatment and management systems for water quality and quantity outlined in the 2018 version of "Environmental Resource Permit Applicant's Handbook, Volume II." A few examples of requirements are described in the next section.

SUMMARY OF NATIONAL STORMWATER REQUIREMENTS

Nationwide, stormwater requirements for municipalities are regulated under the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit, which is managed at the state level in Florida by FDEP. These often have more stringent and specific stormwater management requirements, including addressing water quality and implementing appropriate best management practices (BMPs).

There are two classes of MS4s – Phase I and Phase II. Phase I regulations were established in 1990 to address medium and large cities or counties with populations of 100,000 or more. Phase II regulations were established in 1999 to address small cities or counties in defined urbanized areas per the U.S. Census Bureau, as well as some public universities, departments of transportation, hospitals and prisons. In Citrus County, there are zero Phase I MS4s and three Phase II MS4s – Citrus County, City of Inverness, and FDOT District 7. ***Crystal River is situated outside of the urbanized area boundary for "Homosassa Springs-Beverly Hills-Citrus Springs," so they are not required to follow the NPDES MS4 Permit criteria.***

THE SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT

Southwest Florida Water Management District

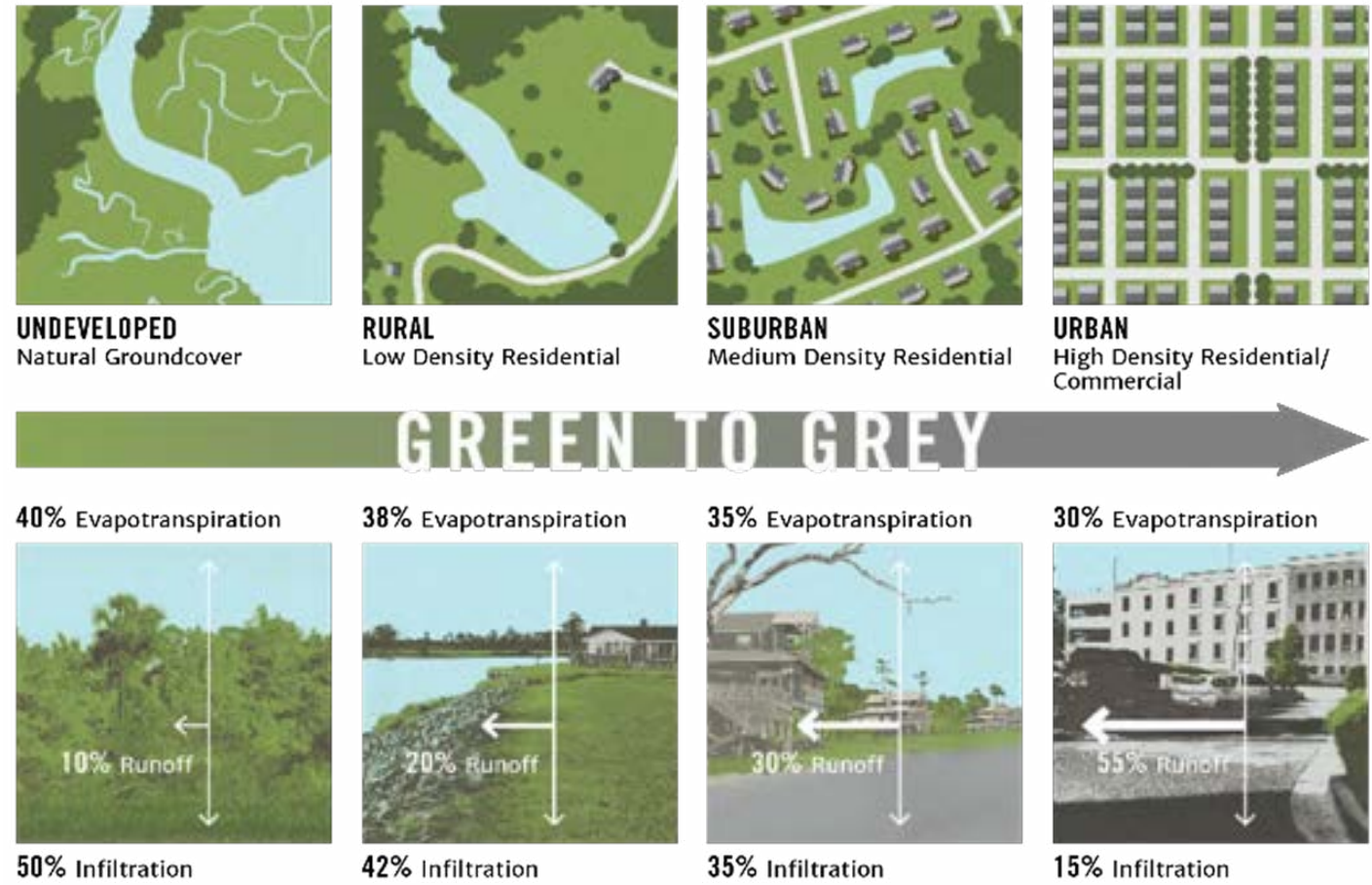
The Southwest Florida Water Management District (SWFWMD) manages the water resources for west-central Florida as directed by state law. SWFWMD was established in 1961 as a flood protection agency. Since then, its responsibilities have grown to include managing the water supply, protecting water quality and preserving natural systems that serve important water-related functions. SWFWMD permits require new developments to capture and treat polluted stormwater before it is released.

Among SWFWMD's precious water resources are the more than 200 documented springs and the rivers, bays, and estuaries that are fed by them. SWFWMD's Springs Management Plan is focused on understanding natural variability while mitigating impacts caused by human activities where practical. Through strategic investments and partnerships, SWFWMD is implementing projects to conserve and restore the ecological balance of the spring systems, supporting regional economies and quality of life.

INTRODUCTION TO LID

Low impact development (LID), or green infrastructure, uses vegetation, soils, and natural processes to manage stormwater and create healthier built environments with fewer negative impacts on surrounding green space and wildlife habitat. LID mimics nature by soaking up, storing, facilitating evapotranspiration, and infiltrating stormwater close to its source. This in effect reduces the frequency of nuisance flooding and the demand on drainage infrastructure. The goal of LID is to restore the stormwater flow pattern on a site to a state that is similar to the predevelopment condition.

The most common LID practice types include: bioretention, bioswales, permeable pavement, green roofs, cisterns, and constructed stormwater wetlands. Research studies have shown that LID practices have higher removal rates of nitrogen, phosphorus, heavy metals, and fecal coliform than traditional stormwater management practices such as detention and retention ponds. The additional water quality benefits of LID are especially important for Crystal River to consider because the entire City drains to surface water classified as "Outstanding Florida Waters."



Graphic Source: University of Georgia, Marine Extension and Georgia Sea Grant, Stormwater Program.

LID TOOLKIT

Low Impact Development

SOURCE: ORIGIN OF RUNOFF

PARKING

HARDSCAPE

STRUCTURE RUNOFF

METHOD: STORMWATER TREATMENT THROUGH LID

FILTER

INFILTRATE

EVAPOTRANSPIRATION

TOOLS: MANAGEMENT DEVICES

GREEN STREET

VEGETATED SWALE

BIORETENTION

TREE PLANTING

INFILTRATION AREA

GREEN ROOF

LANDSCAPE AREA

ROOFTOPS

ALTERNATE SOURCES

CONVEY

STORE/REUSE

PERMEABLE PAVING

CONSTRUCTED WETLAND

STORMWATER TREE SYSTEM

RAIN HARVESTING

APPROPRIATE DESIGN

LOW IMPACT DEVELOPMENT FOR CRYSTAL RIVER

SITE CONSTRAINTS

Coastal environments typically have sandier underlying soils which are great for promoting infiltration and runoff reduction. However, these areas sometimes have shallower water tables. A shallow water table negatively impacts infiltration rates. ***Typical design recommendations are to allow at least one or two feet of separation between the bottom elevation of the infiltrating surface and seasonally-high water table. Due to a shallower vertical profile, permeable pavement can be implemented when the water table is closer to the surface than bioretention systems.***

Another local/regional constraint is "karst" geology, which is the presence of limestone (or dolostone). Due to the chemical composition, acidic water from rainfall and runoff can cause dissolution of limestone which then creates sinkholes. One benefit of pervious concrete and permeable interlocking pavement is that they have a basic pH (8 to 9.5), so dissolution would not be expected. However, a licensed professional should evaluate any site-specific design to determine if infiltrating LID practice can be used or if it would require an impermeable liner.

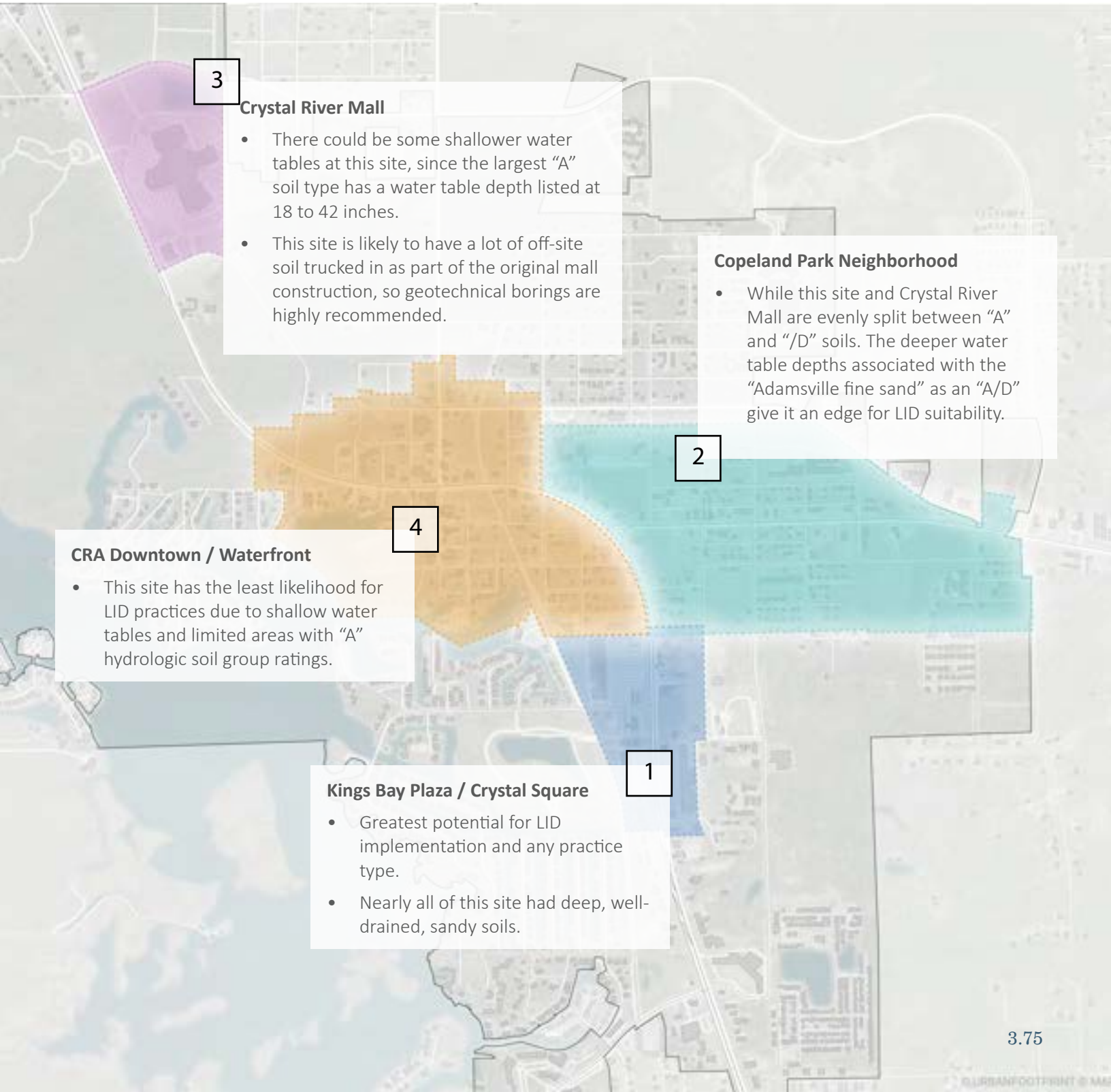
SOIL REVIEW AND APPLICABILITY EVALUATION

The USDA-NRCS Web Soil Survey was used as a preliminary tool to explore areas suitable for infiltration-based LID practices. This preliminary analysis included identifying depth to water table and the hydrologic soil group (HSG) for each soil series and establishing ratings for each based on typical design guidance. ***HSG is a characteristic that describes runoff potential for a soil, and subsequently infiltration potential. "A" has the highest infiltration potential, and "D" has the lowest. When a HSG rating ends in "/D," this indicates that the depth to the water table is shallow and often less than one foot. A general summary of each geographic study area is described to the right, and detailed maps of hydrologic soil groups and water table depth are included in Appendix A and B.***

For any construction project, soil borings are recommended to determine depth to water table, presence of limestone bedrock, and soil texture (e.g., presence of sandy soils). The City had geotechnical boring data available from a project called "Indian Waters, Phase 1," which is located around NW 22nd Street. The NRCS soils data listed that "Matlacha, Limestone substratum-Urban Land Complex" as the soil series present. This soil series is expected to have a water table depth of 2 to 3 feet and limestone bedrock between 3.5 and 5 feet. Out of 22 soil borings, half found limestone bedrock between 2 and 6 feet, and half had a water table depth exceeding 6.5 feet. This result shows how the NRCS soils can be a good indicator because many of the borings found limestone bedrock in a similar depth range. ***It is also an example that LID suitability could be better than predicted from the NRCS soils data because the actual water table depths were far greater than expected for many of the borings.***

RANKING THE OVERALL SUITABILITY FOR LID BY GEOGRAPHIC AREA

FROM 1 TO 4 WITH 1 BEING THE BEST



STORMWATER MANAGEMENT CONSIDERATIONS

REQUIREMENTS IN CRYSTAL RIVER

Depending on the BMP selected or the size of the drainage area, Section 4 of the SWFWMD's ERP Applicant's Handbook, specifies that either one-half inch or one inch of runoff must be treated for water quality. In addition, projects discharging directly into Outstanding Florida Waters (OFW) are required to treat a volume that is 50% greater than the standard mentioned earlier.

There was some concern raised for how to address stormwater treatment with redevelopment in areas that do not have sufficient space or suitable conditions (e.g., water table depth and soil type). ***SWFWMD's ERP Applicant's Handbook describes a process called "compensating stormwater treatment" in Section 4.8.***

- ***The first method is "overtreatment," which involves treating runoff that is captured to a greater extent than required by the rule to make up for lack of treatment at other portions of the project.***
- ***The second method is "off-site compensation," which involves providing treatment for an off-site area that is not currently being treated and is within the same watershed to benefit the same receiving water body.***

Other communities utilize similar approaches as the described one for "compensating stormwater treatment."

INNOVATIVE APPROACHES TO STORMWATER MANAGEMENT

It is recommended for the city to further explore alternatives to find the approach that best fits their needs, regulatory requirements, and Master Plan goals. Having multiple tools and options could help to facilitate redevelopment.

1 Overtreatment and Redevelopment Criteria

Examples of "Redevelopment Criteria" from the City of Tybee Island's Code of Ordinances and the City of Savannah's Local Design Manual are presented in Appendix C. Both specify that reducing impervious percentage by 20% is one option and another is to provide off-site stormwater management.

2 Off-site Stormwater Management

Conditions for the off-site stormwater management option for City of Tybee Island is also included in Appendix C, but an important component is that it specifies that the structure has to be installed within the same drainage basin.

3 In-Lieu Fee System

The City of Savannah also offers a unique program that includes a stormwater mitigation program, or an "LID Bank," where developers can 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. Savannah has implemented several permeable pavement street sections in the downtown historic district through this program.

4 Comprehensive Stormwater Master Plan

If an in-lieu fee system or off-site stormwater management approach is implemented by the City, a comprehensive stormwater master plan would be beneficial in that it would identify 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.

5 Stormwater Utility Fee

Another recommendation is to establish a stormwater utility fee, or enterprise fund, to create a regular funding source for constructing drainage improvement projects. Unincorporated Citrus County is currently working to establish a stormwater utility to fund drainage projects.

6 Single-Family Residences - Impervious Surface Reduction

While most redevelopment criteria are tied to commercial development and larger residential developments, the City of Tybee Island has an ordinance for these plus single-family residences that addresses newly-constructed driveways and replacements that are more than 50% of the existing driveway to promote infiltration and water quality treatment. The City should consider a similar approach to promote permeable pavement and more permeable approaches for driveways.

Civic Toolkit:

PARKS, SQUARES & OPEN SPACE

Public spaces of all sizes and types, ranging from pocket parks, to squares, to large preserves are essential to a high quality of life and a functioning ecosystem (and the natural services it provides). Public open space amenities and innovative design can help enable healthier lifestyles, offer recreational opportunities, and help manage stormwater and storm surges.

Yeomans Park

Connect Yeomans Park to downtown by extending the Crosstown Trail to the existing developed area of the park. Formalize a network of nature trails and kayak trails for recreation and to showcase the Crystal River ecosystem. Implement proposed plans for the Cutler Spur Pet Park on portions of the park.

Hunter Springs Park

Hunter Springs Park provides the only public beach access to Kings Bay in downtown and is very heavily used. The City should expand Hunter Springs Park to the east with additional beach access and natural coastline. Additional impervious surfaces besides pavilions and trails should be avoided.

Copeland Park

Copeland Park is the neighborhood park of the Copeland Community, named after a lifelong resident of Crystal River who earned many accomplishments as an Army Veteran, educator, businessman and a community activist. The plan for Copeland Park improvements include a walking trail along the park's southern boundary, a bridge that provides access across the pond and fishing opportunities, a small climbing wall, a 100-foot long zip line, and new plantings.

Town Square Park Expansion

Natural wetlands are a defining feature of the Crystal River landscape. The wetlands adjacent to the Town Square should be integrated into the park through a network of nature trails and boardwalks to highlight the importance and function of wetlands.

New Parks in Neighborhood Centers

Each new neighborhood center proposed in this plan includes open space in the form of parks, squares and plazas. The addition of green space into what are today highly impervious sites provides ecological and stormwater benefits as well as a needed amenity for the future residents and visitors of these centers.

Proposed plan for pet park at Yeomans Park

Example of boardwalk through wetlands in Crystal River.

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.

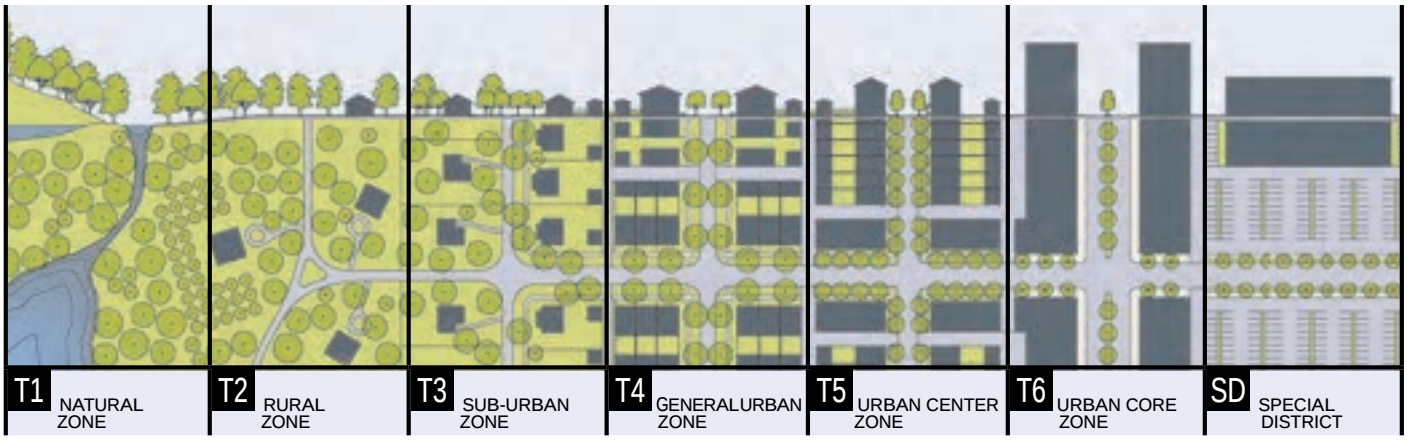
The Future Character Area Map establishes a framework in which to develop a form-based code. The desired type and form of development in each part of the city as defined by the Future Character Areas corresponds with the intent of a form-based code to use physical form as opposed to use as the primary 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
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.	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.
Lot Width Generally 20 to 150 Feet	Lot Width Generally 20 to 150 Feet
Footprint Small-to-Medium	Footprint Small-to-Large
Front Setback: 0 to 30 Feet Side Setback: 0 to 15 Feet	Front Setback: 0 to 20 Feet Side Setback: 0 to 15 Feet
Height 1-3 stories	Height 1-4 stories
Frontages Dooryard, Stoop, Porch, Shopfront, Gallery, Arcade	Frontages Stoop, Porch, Forecourt, Shopfront, Gallery, Arcade
Parking Located on street or to the rear and side of buildings	Parking Parking is located on-street, in mid-block locations, or to the rear and side of buildings
Primarily single-family detached, townhouses, duplexes, fourplexes, small apartments, and some shared office and mixed-use.	historic commercial buildings, multi-story mixed-use apartments, attached townhouses, hotels, office, cultural & entertainment uses, and some single-family detached
Transect Zones T3, T4, T5	Transect Zones T4, T5
FDOT Street Design Context Zones C4, C5	FDOT Street Design Context Zones C4, C5

FUTURE CHARACTER AREA MAP

The Future Character Areas Map categorizes the city into five 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

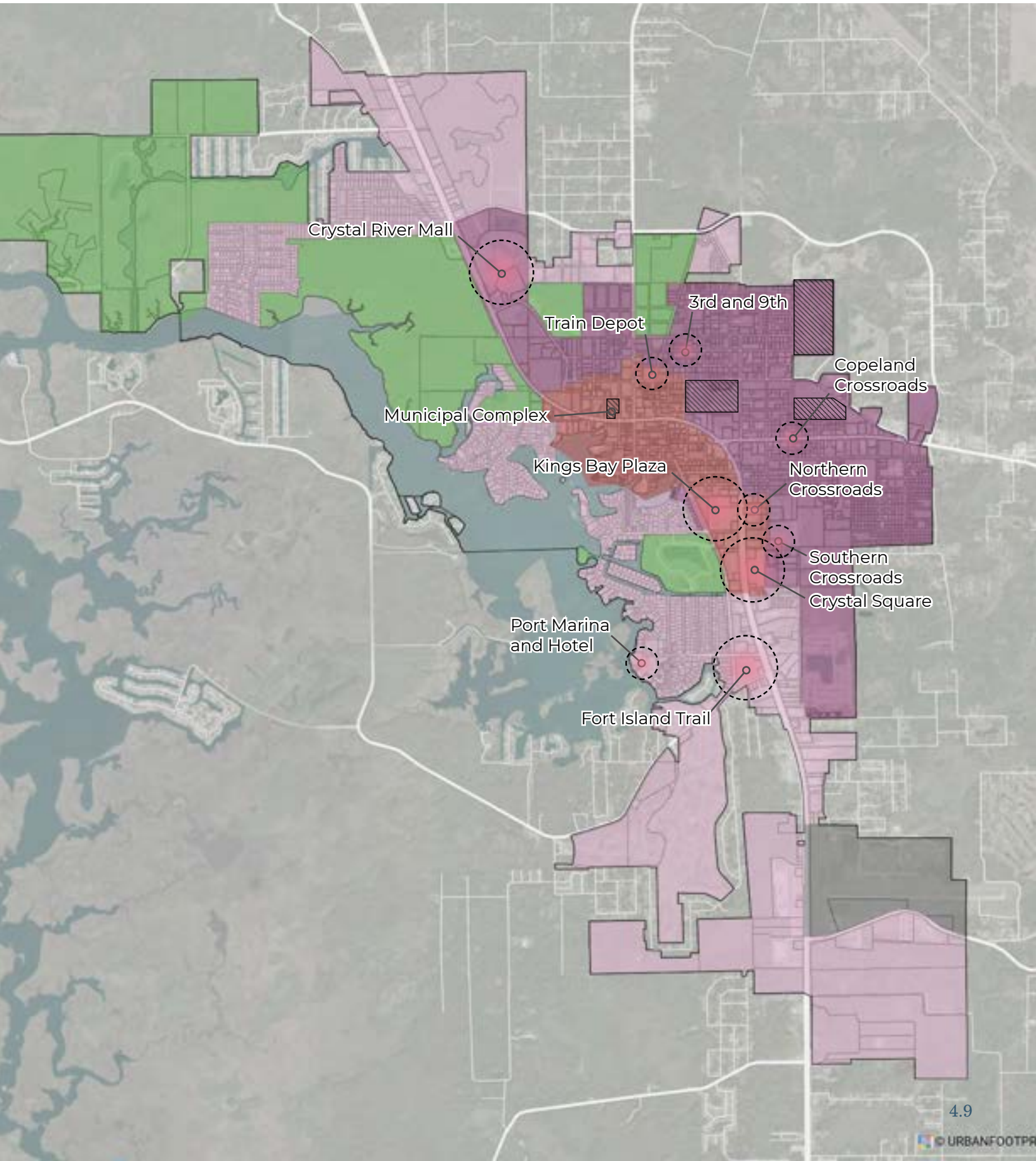
Neighborhood Centers typically include several blocks, generally across a 1/8 mile to 1/4-mile radius, as the center of a larger neighborhood pedestrian shed. These centers tend to have a more urban character with taller buildings closely lining walkable downtown streets. Buildings are two to four stories 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
- Train Depot
- Copeland Crossroads
- Northern Crossroads
- Southern Crossroads
- Port Marina and Hotel


Crystal River Mall
3rd and 9th
Train Depot
Copeland Crossroads
Municipal Complex
Kings Bay Plaza
Northern Crossroads
Southern Crossroads
Crystal Square
Port Marina and Hotel
Fort Island Trail

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.

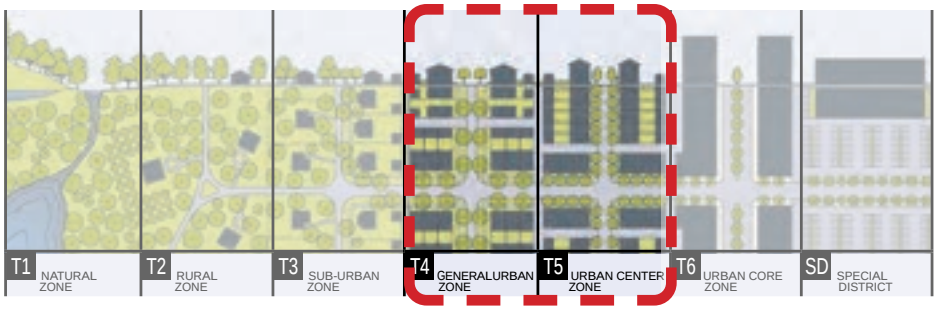
Typical existing downtown neighborhood character area in Crystal River.

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

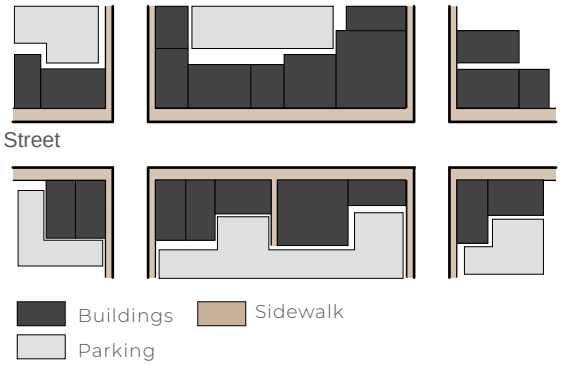
Street-oriented buildings, such as those shown here, and walkable streets are important features in the downtown character area.

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.

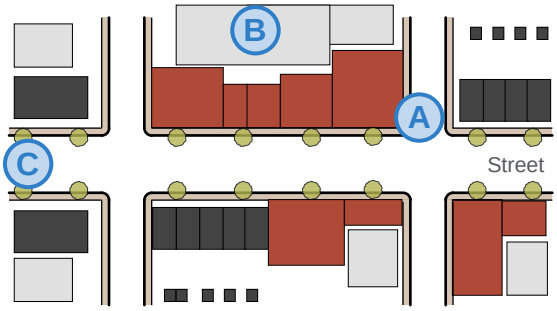


Typical Conditions



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

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.

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.

Existing traditional neighborhood character area in Crystal River.

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.

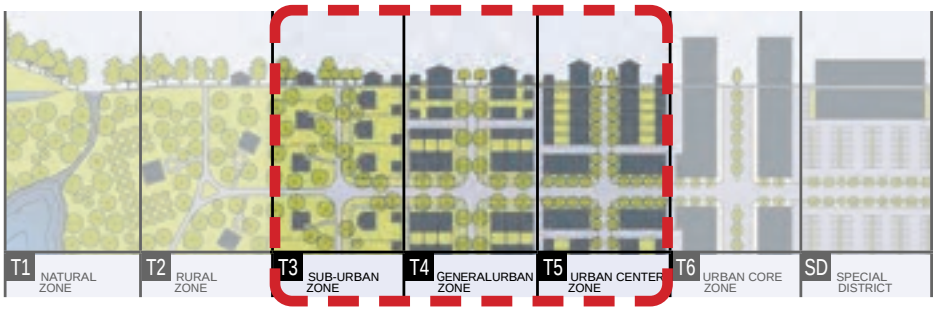
Neighborhood center can include larger mixed-use buildings.

Aerial view of typical existing traditional neighborhood character area.

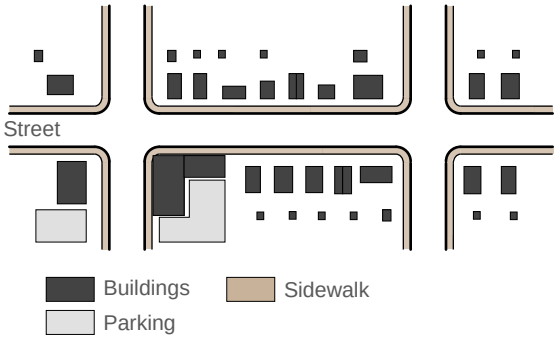
Neighborhood crossroads can include mixed-use buildings.

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.

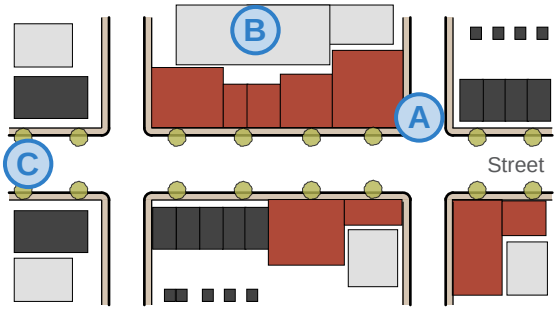


Typical Conditions

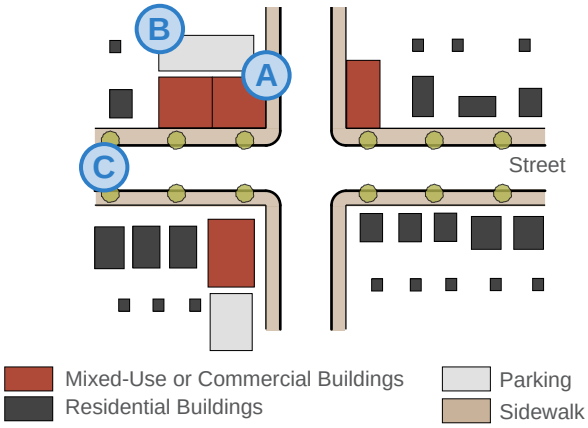


Lot Width	Generally 20 to 150 Feet
Building Footprint / Lot Coverage	Small-to-Medium
Building Placement	Front Setback: 0 to 30 Feet Side Setback: 0 to 15 Feet
Building Height	1-3 stories
Building Frontage	Dooryard, Stoop, Porch, Shopfront, Gallery, Arcade
Parking	Parking is located on street or to the 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

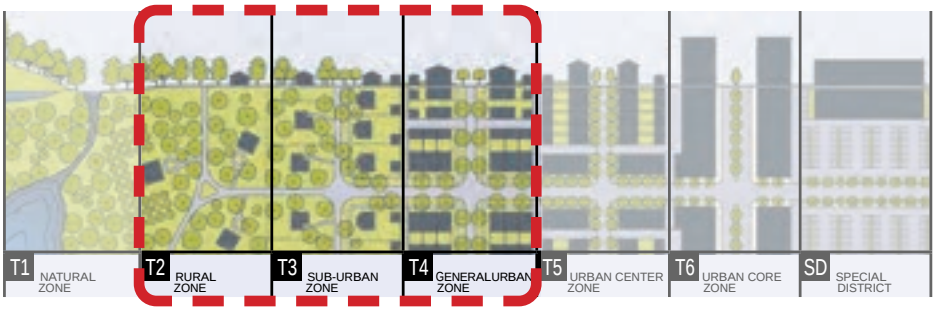
Suburban Neighborhood streets should safely accommodate pedestrians, bicyclists, automobiles and all other modes of mobility. Pavement widths should be designed to encourage safe vehicular speeds of no more than 25 mph in residential areas and 35 mph on larger thoroughfares. On-street parking should 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.

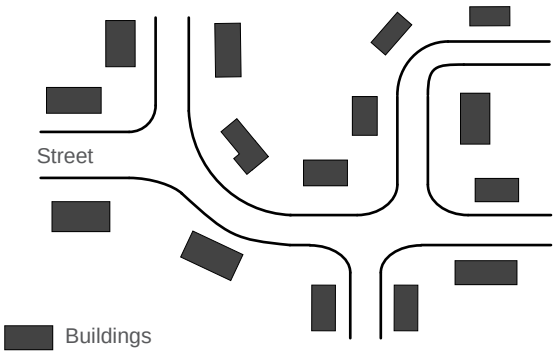
Typical existing suburban neighborhood character area in Crystal River.

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.

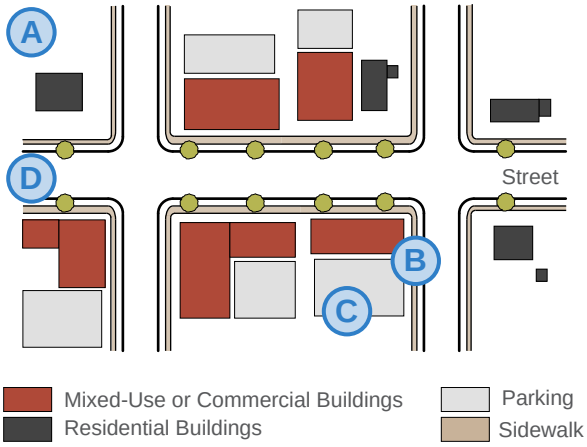


Typical Conditions



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.

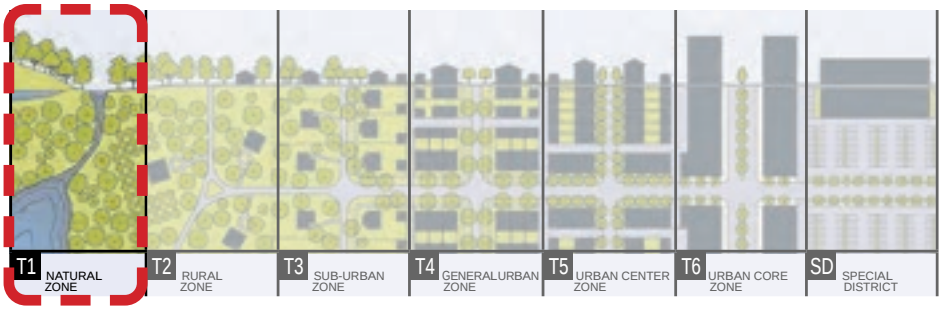
D. Access should be prioritized for walking and biking and efforts should be made to ensure safe and comfortable conditions for these modes. Wider sidewalks and street trees are critical for a creating a place where people wish to be. They also provide locations for outdoor seating.

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.



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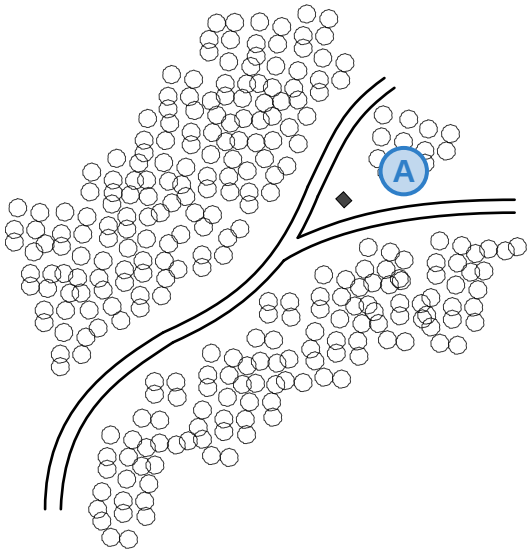


A. Trailhead

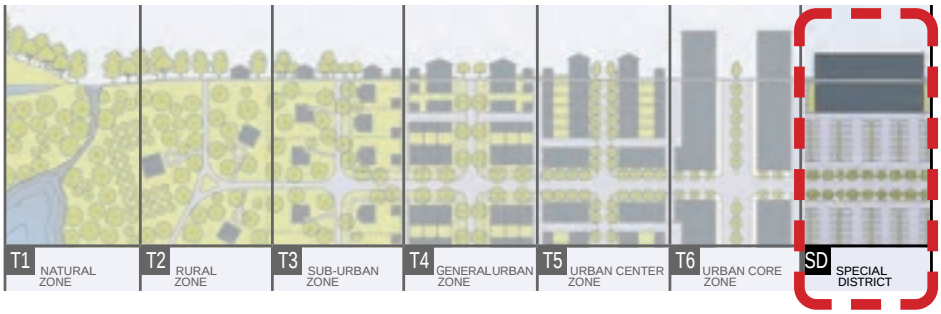
Lot Width	NA
Building Footprint / Lot Coverage	NA
Building Placement	Front / Side Setback NA
Building Height	varies (landscape elements)
Building Frontage	NA
Parking	Varies
Building Types & Uses	Parks, playgrounds, recreation, agricultural, and nature preserve/ environmental conservation

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.



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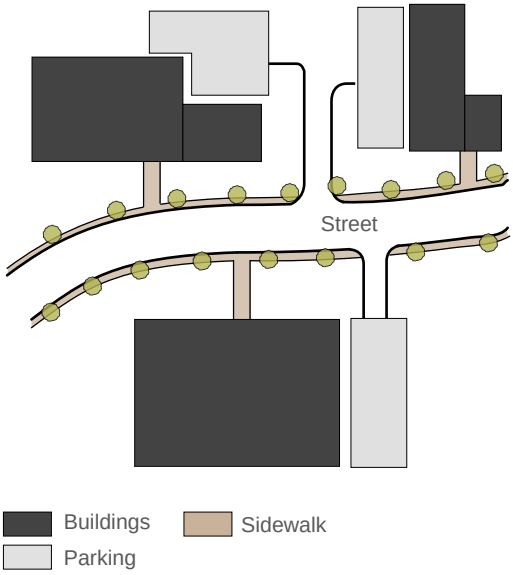


Lot Width	Generally 250 Feet or More
Building Footprint / Lot Coverage	Medium-to-Large
Building Placement	Front / Side Setback Varies
Building Height	1 story
Building Frontage	Varies
Parking	Varies
Building Types & Uses	Airport, Industrial, Warehousing, manufacturing facilities, distribution and fulfillment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

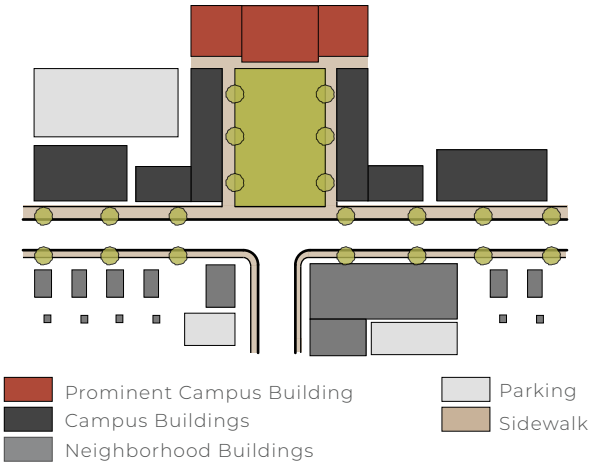
Holistic Planning
Planning should be done in conjunction with land planning and transportation planning. The land use and thoroughfare planning around the building or campus should be thoughtful and should complement the neighborhood context. For example, pedestrian linkages should be strategically located 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.

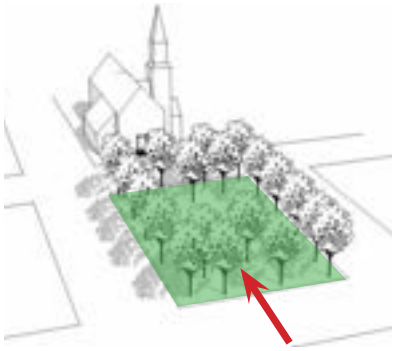
Implement Safe Pedestrian Routes To Schools
Build upon the Safe Routes to School program to design and fund safe pedestrian routes to schools. Implement improvements around schools such as wider sidewalks, street trees planted between the sidewalk and the travel lanes, on-street parking to serve as a 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

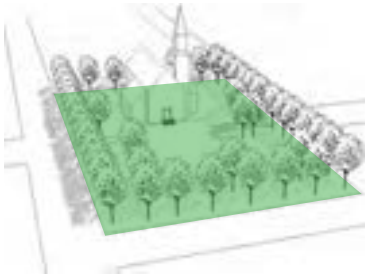
Civic buildings should be placed prominently and should have grander proportions and materials than their surrounding urban fabric. Approaches include locating public buildings at the ends of streets, across greens, or at the center of greens. Public buildings can be relatively small if placed strategically 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:

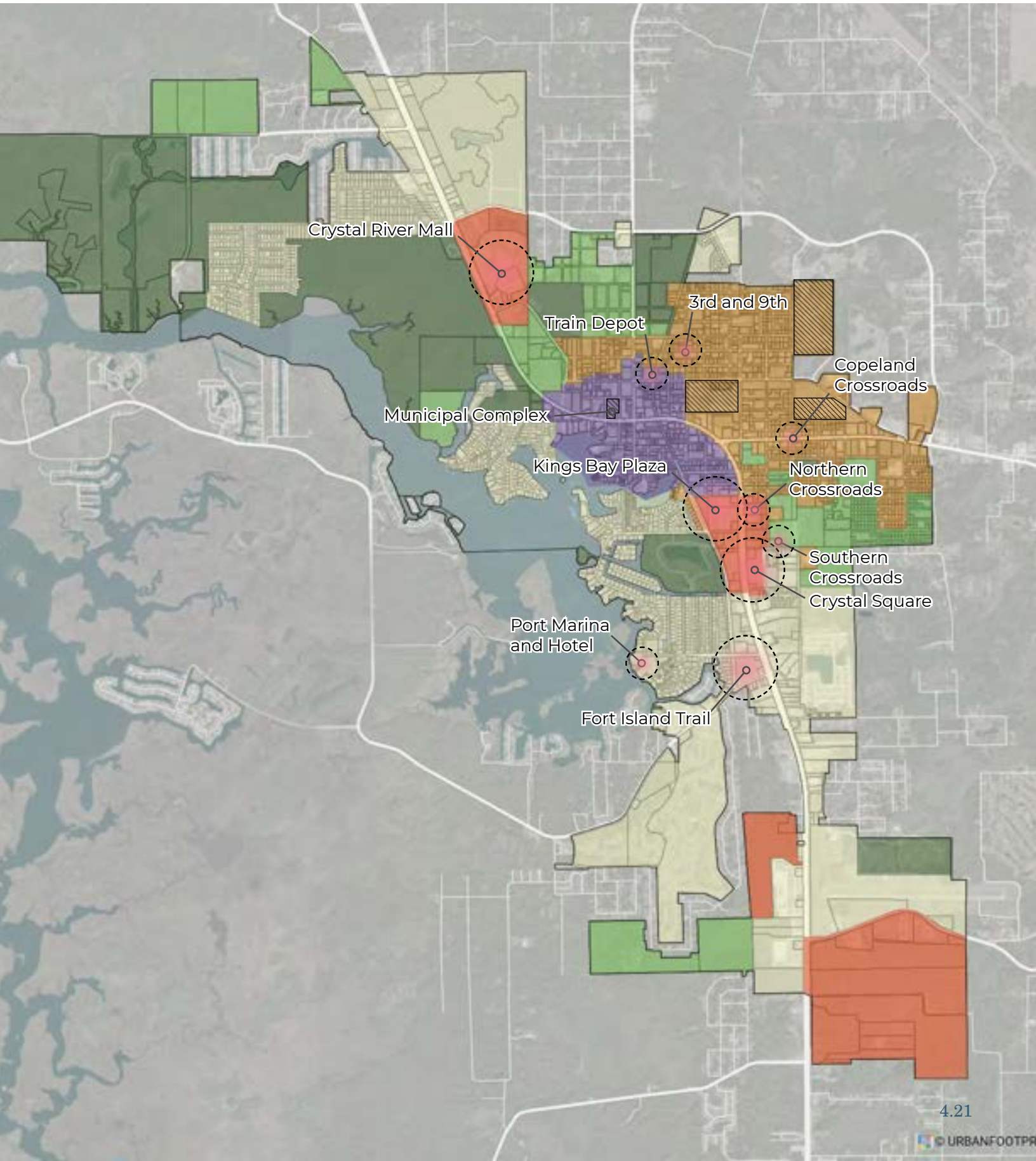
INVESTMENT SECTORS

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.


Crystal River Mall
3rd and 9th
Train Depot
Copeland Crossroads
Municipal Complex
Kings Bay Plaza
Northern Crossroads
Southern Crossroads
Crystal Square
Port Marina and Hotel
Fort Island Trail

ECONOMIC DEVELOPMENT POTENTIAL

SUMMARY OF MARKET / DEVELOPMENT POTENTIAL IN CRYSTAL RIVER

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

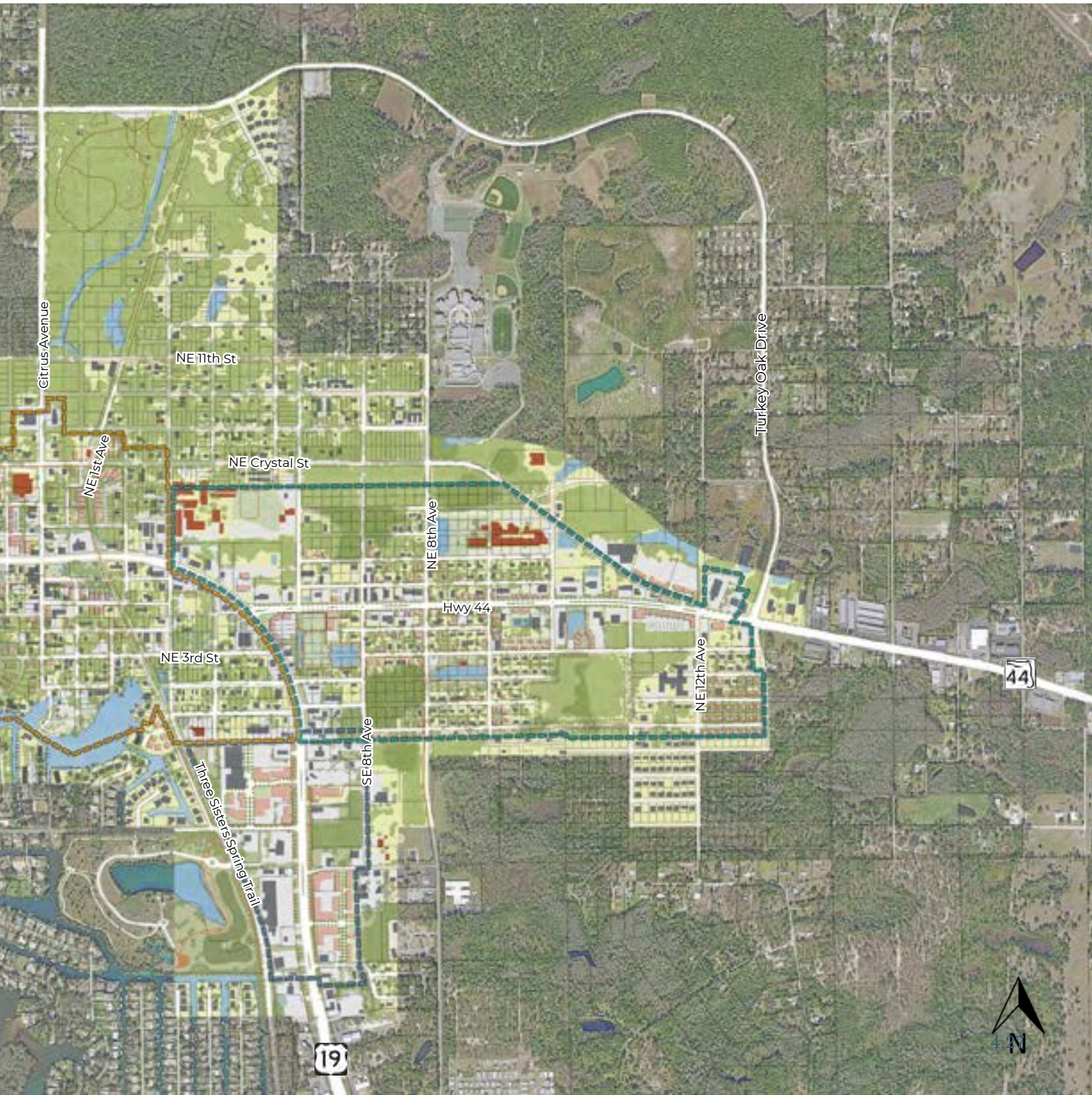
LEGEND

- 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



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

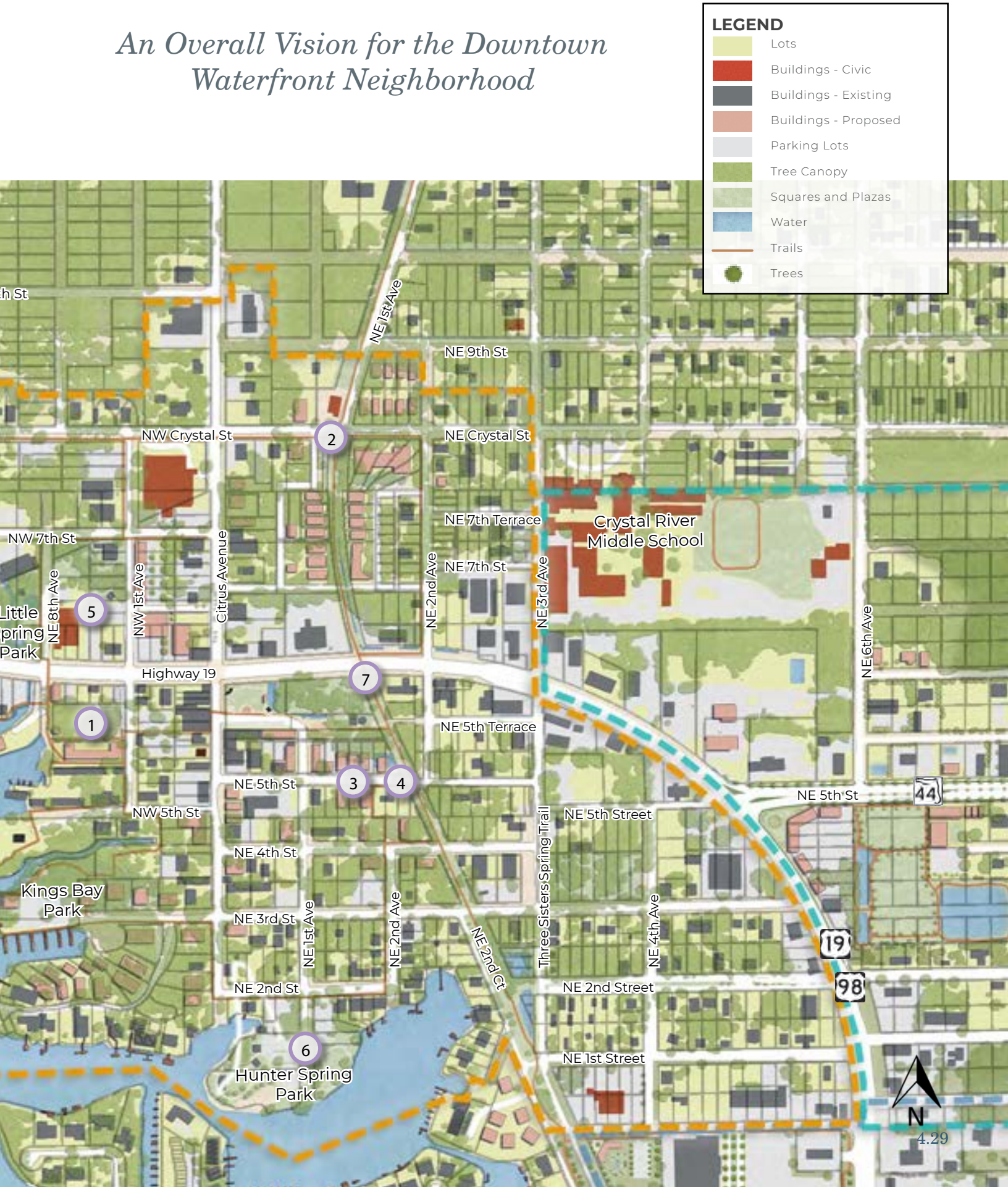
Downtown and the Waterfront

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



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

1
CRYSTAL SOAP
Welcome
River Square
Commercial Village
4

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:

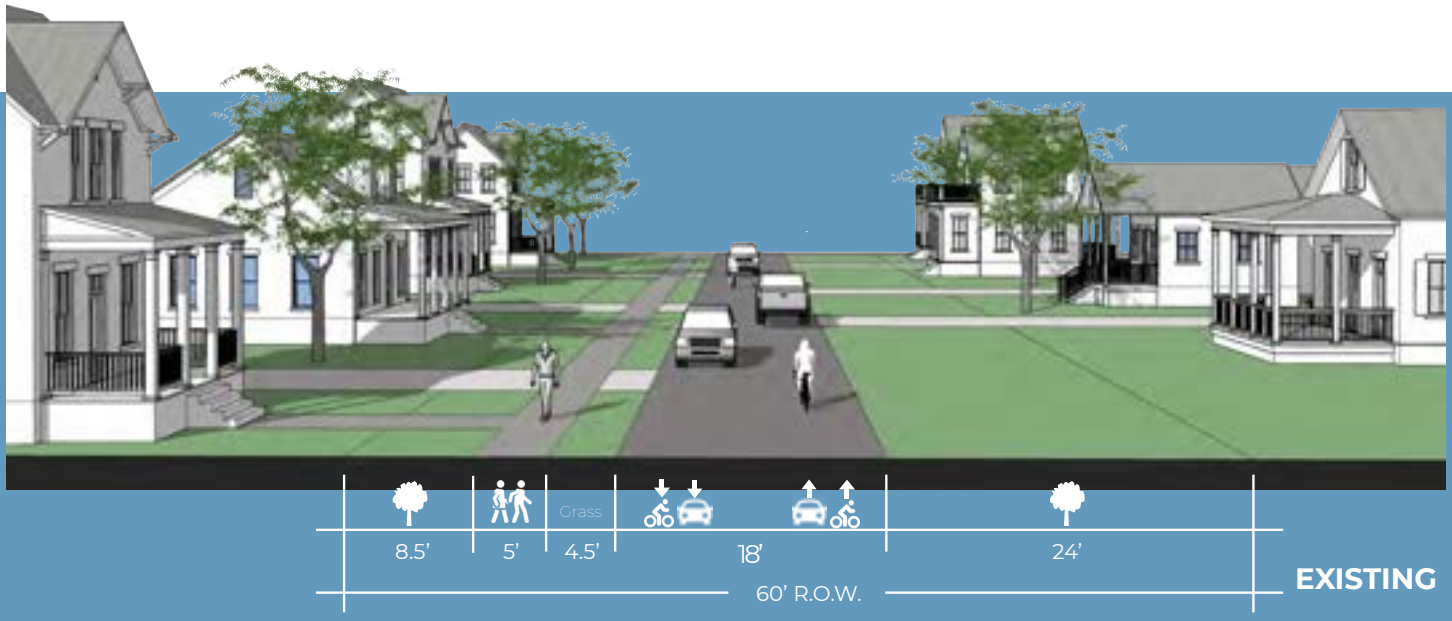
- On-street parking on pervious surface
- Regularly spaced shade trees
- Pedestrian-scaled lighting
- Sidewalks of 6 foot width minimum
- Protect and accommodate large existing trees through flexibility in the design and placement of sidewalks, lighting, and on-street parking.

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.

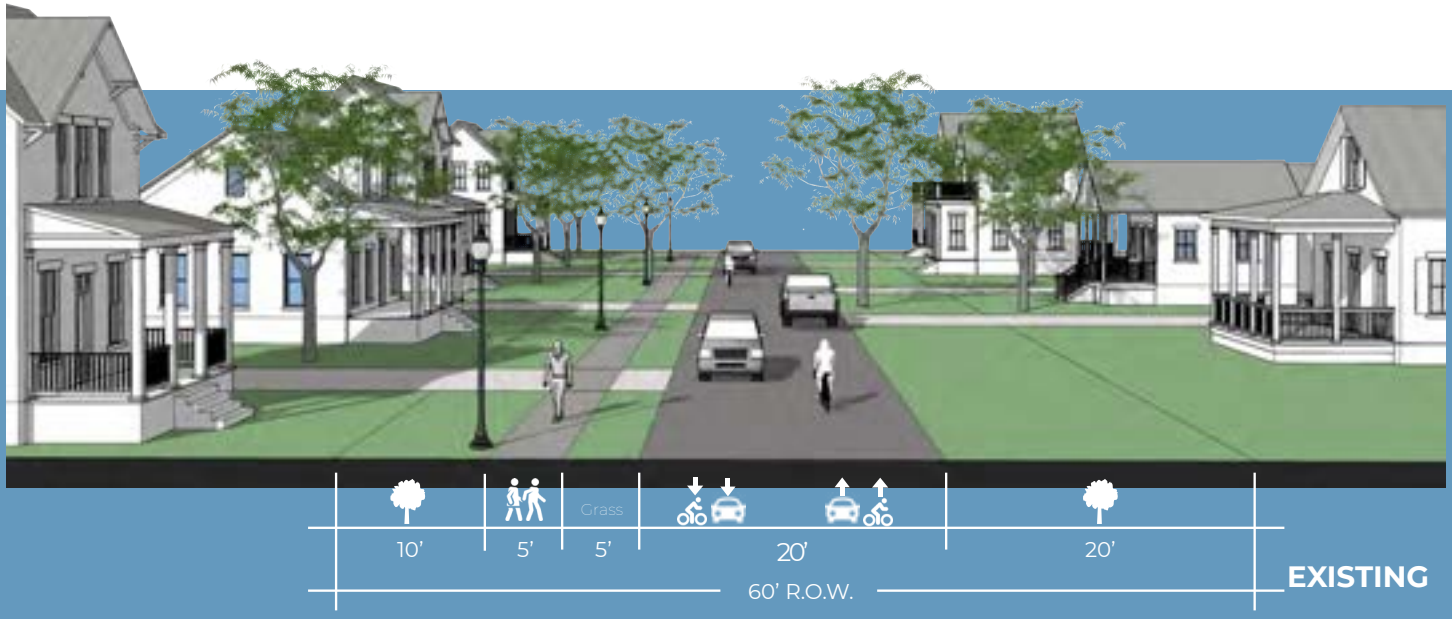
Wider sidewalks can offer space for outdoor dining. Other elements to include on downtown streets include pedestrian-scaled lighting, landscaping, and trash bins.



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.

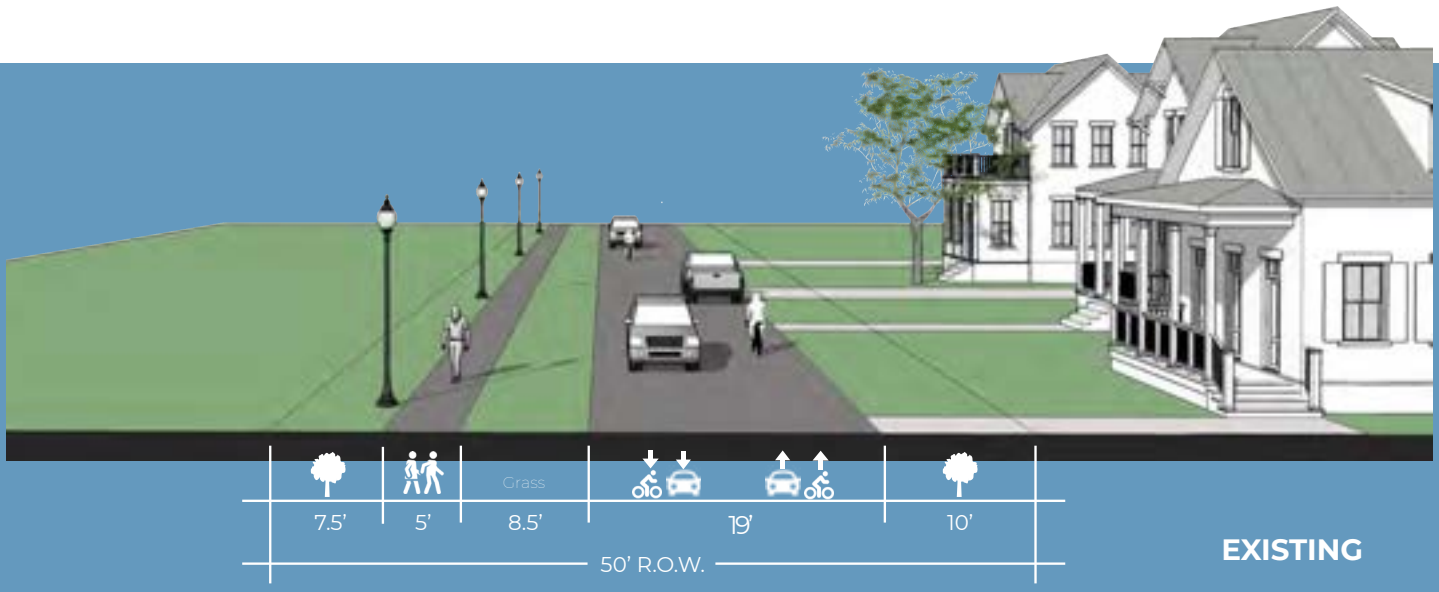
Proposed: The paved roadway remains the same. More formalized on-street parking is added along both sides of the street, with angled parking utilized where possible to increase the number of spaces. Pervious surface materials are recommended for the parking areas with street trees regularly spaced between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

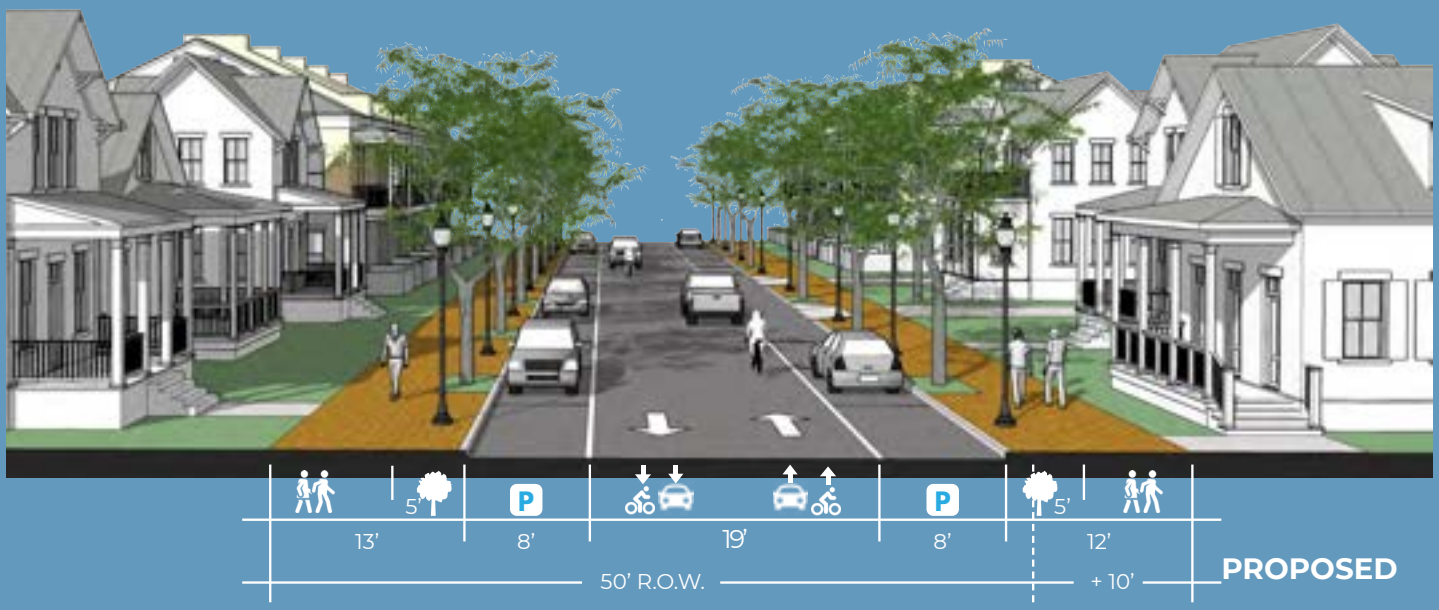


NE 3RD STREET

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.

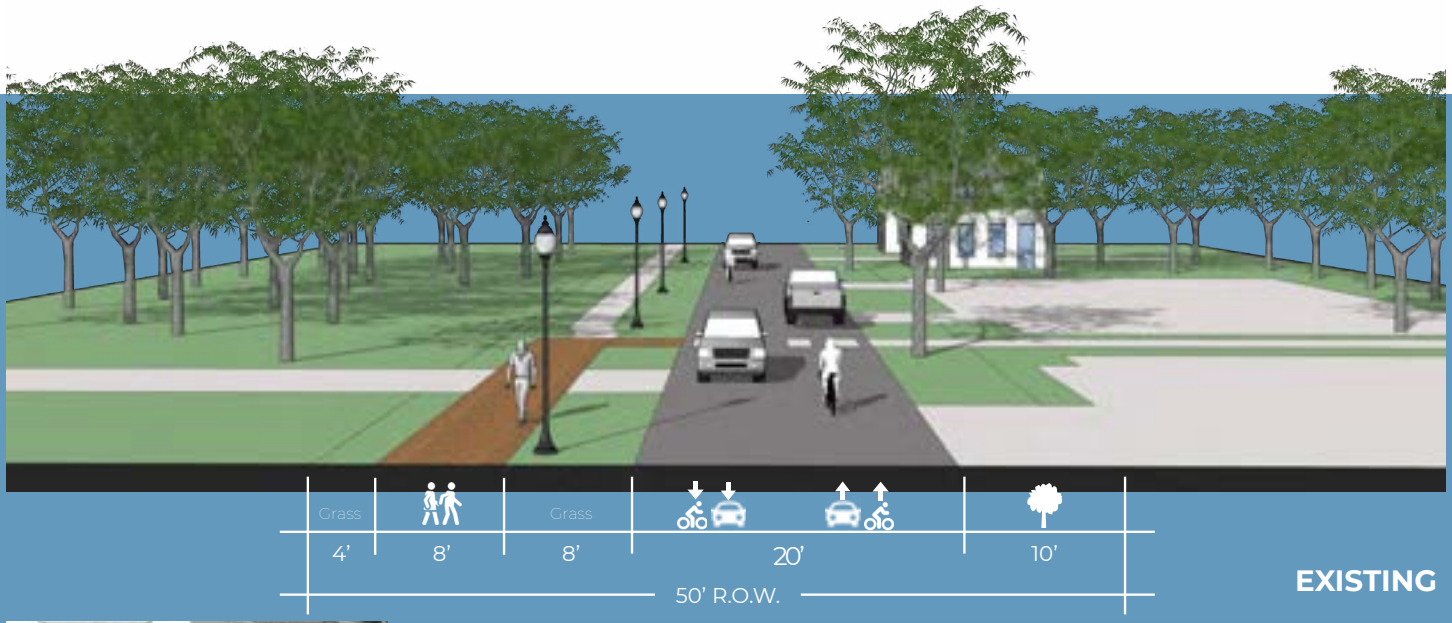


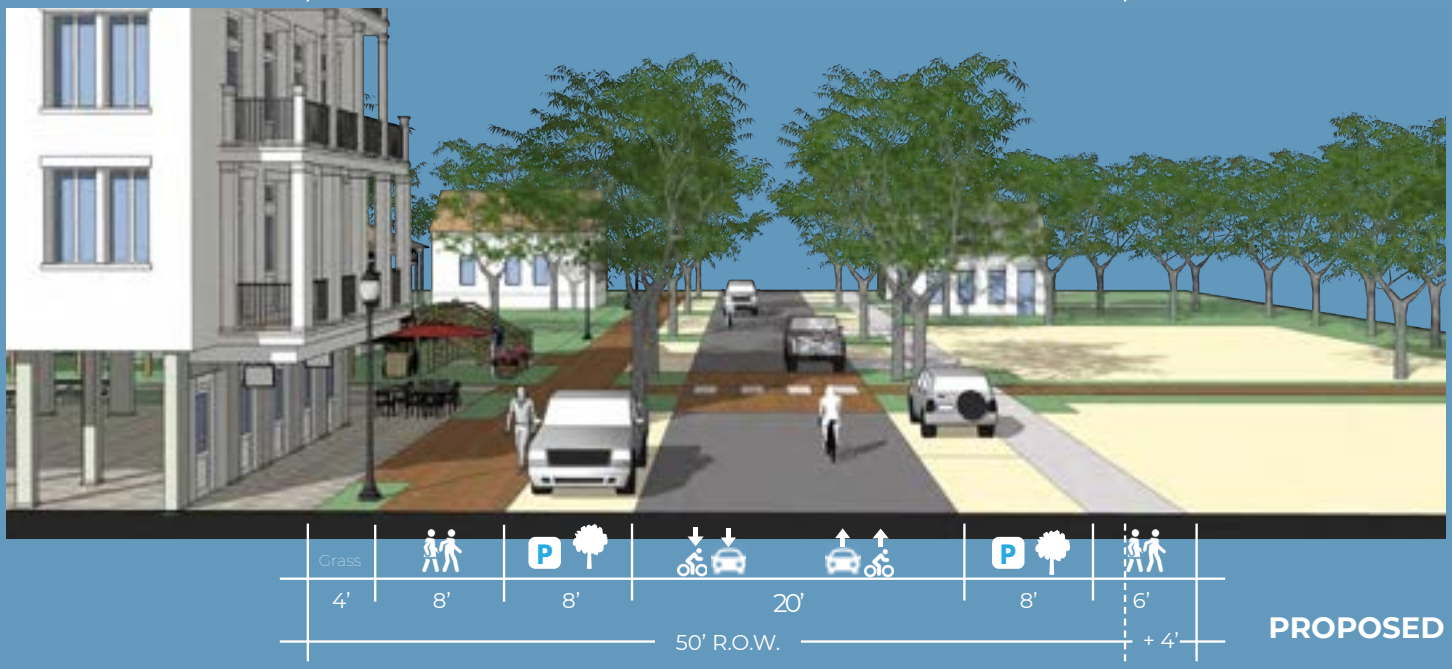


NE 5TH STREET

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 CROSSTOWN 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.

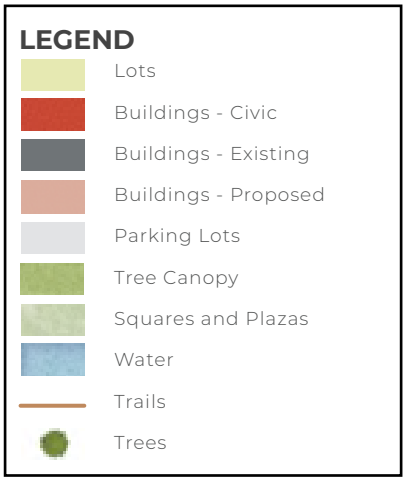
Implementing the 5 Big Ideas Using "Site-Specific" Concepts Supported by a "Local" Illustrative Plan!

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.**



Existing Conditions

NE 1st St
NE 4th Ave
19
NE 1st Terrace
NE 1st Terrace
Putt-Putt
Mixed-Use Buildings
Hotel
Residential
Movie Theater
Highway 19
SE 7th Ave
Jim LeGrone Memorial Park
Kings Bay Dr
SE 5th Terrace
Townhomes
Three Sisters Springs
Mixed-Use Buildings
Townhomes
SE 9th Cir
98

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 malls 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
8
Churchhouse Hammock Trail
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.

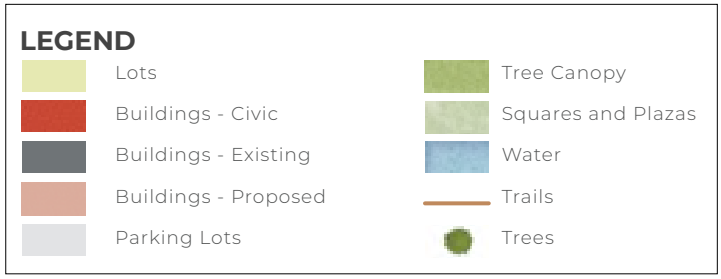
Existing Conditions

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.



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.

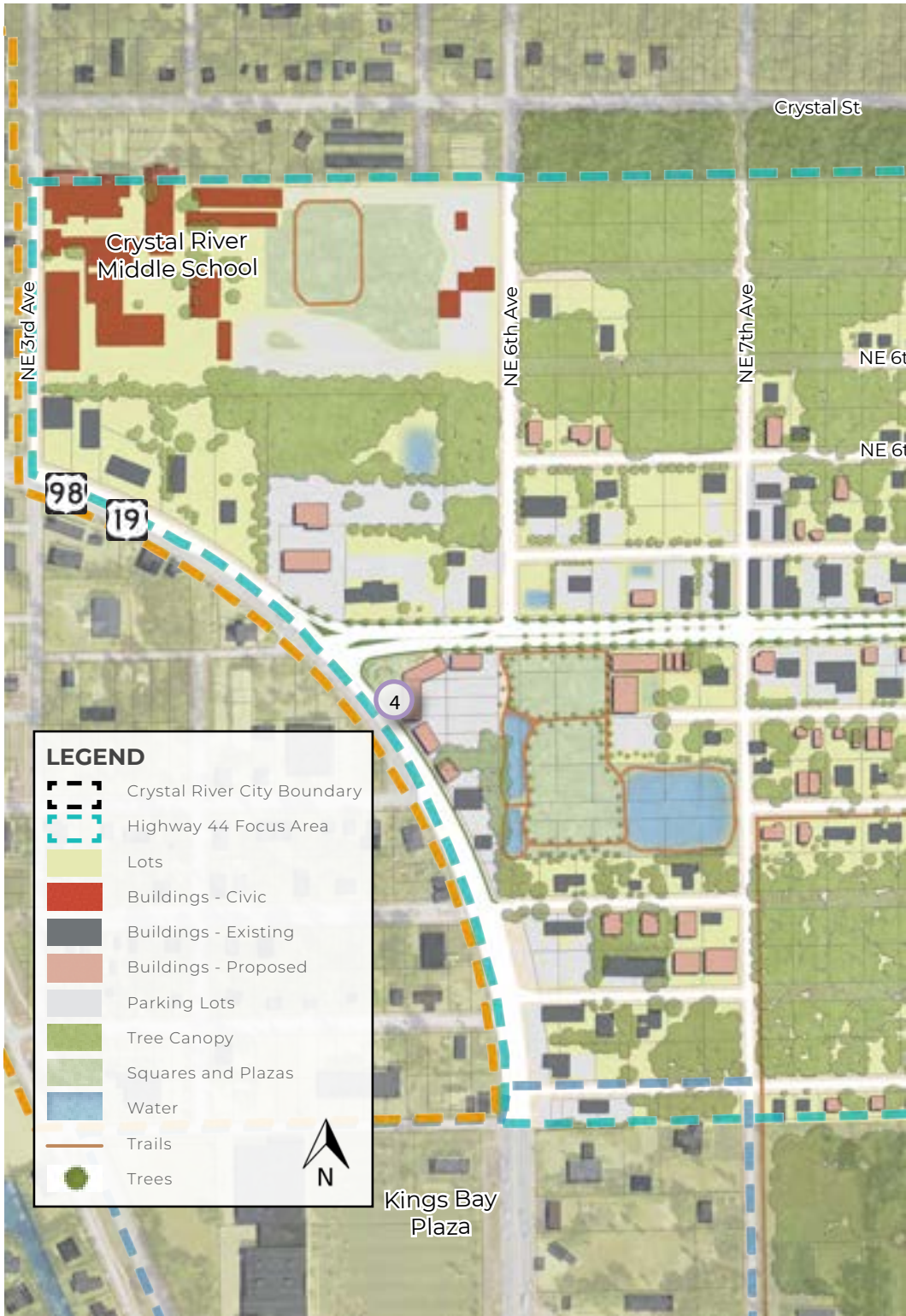
New development can include additional mixed-use buildings, larger office structures, and residential. Care must be taken not to detract from the downtown, but to provide additional housing and uses that support the rest of the city.

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.

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

THE INTERSECTION TODAY

The intersection as it is today is undoubtably 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, 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 CO_2 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.

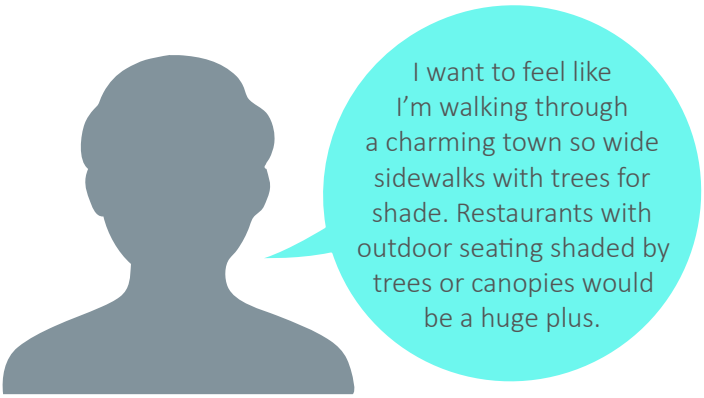
A New Neighborhood Center: A strong intersection with lively buildings can spark pride and investment in the neighborhood.

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.



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

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:

MIXED USE BUILDING

LIVE-WORK/MAKE UNIT

TOWNHOUSE

APARTMENT BUILDING

ACCESSORY DWELLING UNIT

DUPLEX

COTTAGE

COTTAGE COURT

HOUSE

9
NE 6th Street
NE 10th Avenue
2
Highway 44 / NE 5th Street
1
3
5
8
6
NE 3rd Street
NE 8th Avenue
NE 9th Avenue
9

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.

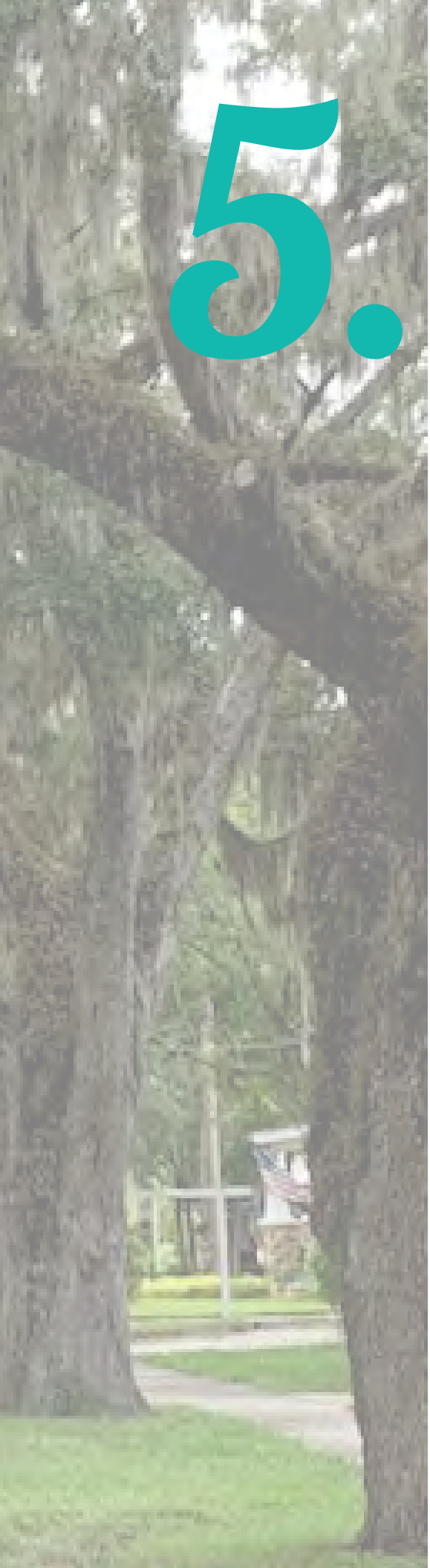
1. Signage should be coordinated throughout Crystal River, with the gateway given prominence through the addition of a water feature and landscaping.

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
	CHAPTER 4 • City-Wide Framework for Change Civic Toolkit: Future Character Areas (pg. 4.8 - 4.9)	Immediate
	CHAPTER 4 • City-Wide Framework for Change Civic Toolkit: Investment Sectors (Pg. 4.20 - 4.21)	Immediate
	CHAPTER 4 • Downtown and the Waterfront 1. Identify opportunity sites for catalytic development to help meet city goals and establish expectations for future development. (pg. 4.30 – 4.33)	Immediate
	CHAPTER 4 • Downtown and the Waterfront 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
	CHAPTER 4 • Downtown and the Waterfront 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 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
	CHAPTER 4 • A City-Wide Framework for Change Future Character Areas • Create a framework for implementing a form-based code(pg. 4.5)	Near-Term

	CHAPTER 3
	• BIG IDEA 5: Increase access to nature and build resilience
	  Proposed Improvements & Policies
	  • Coordinate parking, FEMA, and stormwater regulations (pg. 3.65)
	CHAPTER 4
	• Downtown and the Waterfront
	  2. Promote strategies for infill residential and mixed-use development that acknowledges the challenges posed by FEMA requirements (pg. 4.34)
	• The Copeland Park Neighborhood
	  3. Infill a variety of housing types in the neighborhoods (pg. 4.64 – 4.65)
		Immediate

	CHAPTER 4
	• Downtown and the Waterfront
	  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)
		Long-Term

	CHAPTER 3
	• BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods
	  Civic Toolkit: Housing and Infill Development
	  • Key considerations for housing (pg. 3.20 – 3.21)
		Immediate

	CHAPTER 3
	• BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods
	  Civic Toolkit: Housing and Infill Development
	  • Key considerations for housing (pg. 3.20 – 3.21)
		Near-Term

	CHAPTER 3
	• BIG IDEA 1: Continue to Make Downtown a Vibrant Destination
	  Proposed Improvements and Policies
	  • Cherish the Waterfront: Complete the Riverwalk and Integrate it with Surrounding Uses (pg. 3.6)
		Near-Term

	CHAPTER 3
	• BIG IDEA 1: Continue to Make Downtown a Vibrant Destination
	  Civic Toolkit: Urban Design & Placemaking
	  • Street-oriented Architecture (pg. 3.10)
	CHAPTER 4
	• Downtown and the Waterfront
	  2. 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
	CHAPTER 3 • BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Civic Toolkit: Housing and Infill Development • Key considerations for housing (pg. 3.20 – 3.21) CHAPTER 4 • Downtown and the Waterfront 2. Promote strategies for infill residential and mixed-use development that acknowledges the challenges posed by FEMA requirements (pg. 4.34)	Ongoing
	CHAPTER 3 • BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Proposed Improvements and Policies • Study and adopt parking strategies to manage and maximize parking (pg. 3.7) Civic Toolkit: Urban Design & Placemaking • Parking locations (pg. 3.10) Civic Toolkit: Parking • Recommended Parking Strategies (pg. 3.12 – 3.13) • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements & Policies • Coordinate parking, FEMA, and stormwater regulations (pg. 3.65) CHAPTER 4 • Downtown and the Waterfront 3. Redesign Key Streets in Downtown to Include On-street Parking and Green Infrastructure (pg. 4.35)	Immediate
	CHAPTER 3 • BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Civic Toolkit: Parking • Recommended Parking Strategies 4. Allow Shared Parking 6. Provide Centralized Shared Parking (pg. 3.12 – 3.13) CHAPTER 4 • Downtown and the Waterfront 3. Redesign Key Streets in Downtown to Include On-street Parking and Green Infrastructure (pg. 4.35)	Near-Term
	CHAPTER 3 • BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Civic Toolkit: Parking • 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

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
	CHAPTER 3 • BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Civic Toolkit: Parking • 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
	CHAPTER 3 • BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Civic Toolkit: Parking • Recommended Parking Strategies 7. Improve Parking and Mobility Wayfinding (pg. 3.12 – 3.13)	Near-Term
	CHAPTER 3 • BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Civic Toolkit: Parking • Recommended Parking Strategies 8. Establish Employee Parking locations (pg. 3.12 – 3.13)	Near-Term
	CHAPTER 3 • BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Civic Toolkit: Parking • Recommended Parking Strategies 13. Remote Parking (pg. 3.12 – 3.13)	Near-Term
	CHAPTER 3 • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Civic Toolkit: Planning for Bicyclists • Bike Parking (pg. 3.47)	Near-Term
	CHAPTER 3 • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Civic Toolkit: Planning for Bicyclists • Bike Parking (pg. 3.47)	Near-Term
	CHAPTER 3 • BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Civic Toolkit: Parking • 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
	CHAPTER 3 • BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Civic Toolkit: Parking • Recommended Parking Strategies 10. Implement Metered Parking (pg. 3.12 – 3.13)	Long-Term
	CHAPTER 3 • BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Civic Toolkit: Parking • Recommended Parking Strategies (pg. 3.12 – 3.13)	Long-Term
	CHAPTER 3 • BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Proposed Improvements and Policies • A new city hall (pg. 3.7) CHAPTER 4 • Downtown and the Waterfront 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)	Long-Term
	CHAPTER 4 • Downtown and the Waterfront 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)	Near-Term
	CHAPTER 3 • BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Proposed Improvements and Policies • Continue to support the CRA (pg. 3.7) CHAPTER 4 • Downtown and the Waterfront Seven key actions for implementing the 5 big ideas in downtown and along the waterfront (pg. 4.28 – 4.29)	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.	$$$	
Action 1.6.3	Review the CRA District Vernacular Design Guidelines to determine their effectiveness in achieving the desired goals and refine as needed. The Color Charts should be simplified or removed.	City Council -City Manager -Main Street	$	
Strategy 1.7: Expand Job Opportunities				
Action 1.7.1	Update the zoning code to allow artisan manufacturing and production in the downtown (CRA) future character area, Neighborhood centers, and neighborhood crossroads.	City Council -Planning Dept.	$	
Action 1.7.2	Work with the Citrus County Economic Development Office, Economic Development Authority, and Chamber of Commerce to attract more small and mid-sized companies to Crystal River.	City Council -City Manager -Chamber of Commerce -Economic Dev. Authority -Economic Dev. Office	$$$	
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
	CHAPTER 3 • BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Proposed Improvements and Policies • Create new centers for Crystal River's Neighborhoods (pg. 3.18) CHAPTER 4 • 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
	CHAPTER 3 • BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Proposed Improvements and Policies • Continue to support the CRA (pg. 3.7)	Immediate
	CHAPTER 3 • BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Proposed Improvements and Policies • Expand job opportunities (pg. 3.7) CHAPTER 4 • Downtown and the Waterfront 1. Identify opportunity sites for catalytic development to help meet city goals and establish expectations for future development • Temporary Interventions / Urbanism • Applying a Pink Zone (pg. 4.33)	Near-Term
	CHAPTER 4 • Economic Development Potential Economic Development Strategies • Business Incentive Program (pg. 4.25)	Ongoing
	CHAPTER 3 • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Proposed Improvements and Policies • Complete the regional and local trail networks Civic Toolkit: Planning for Bicyclists • Trail-oriented Development • Become a premier bicycling destination (pg. 3.43) • BIG IDEA 4: Protect and Restore Historic Places Civic Toolkit: Historic Preservation • Benefits of Historic Preservation districts • 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
	CHAPTER 3 • BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Proposed Improvements and Policies • Expand job opportunities (pg. 3.7) CHAPTER 4 • Downtown and the Waterfront 1. Identify opportunity sites for catalytic development to help meet city goals and establish expectations for future development • Temporary Interventions / Urbanism • Applying a Pink Zone (pg. 4.33)	Immediate
	CHAPTER 3 • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Civic Toolkit: Planning for Bicyclists • Completing a regional and local trail network • Recommended bicycle network map (pg. 3.48-3.49) CHAPTER 4 • Economic Development Potential (pg. 4.25)	Near-Term
	CHAPTER 4 • Downtown and the Waterfront 1. Identify opportunity sites for catalytic development to help meet city goals and establish expectations for future development • Temporary Interventions / Urbanism (pg. 4.33)	Near-Term
	CHAPTER 4 • Downtown and the Waterfront 1. Identify opportunity sites for catalytic development to help meet city goals and establish expectations for future development • Temporary Interventions / Urbanism • Applying a Pink Zone (pg. 4.33)	Near-Term
	CHAPTER 3 • BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Proposed Improvements and Policies • Encourage Local Ownership (pg. 3.7) CHAPTER 4 • Economic Development Potential Economic Development Strategies • Assist Retail and Locally Owned Businesses (pg. 4.25)	Ongoing

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
	CHAPTER 3 • BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Proposed Improvements and Policies • Encourage Local Ownership (pg. 3.7) CHAPTER 4 • Economic Development Potential Economic Development Strategies • Assist Retail and Locally Owned Businesses (pg. 4.25)	Near-Term
	CHAPTER 3 • BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Proposed Improvements and Policies • Promote a mix of uses • Cherish the Waterfront • 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) • BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Proposed Improvements and Policies • Prioritize mixed-use development (text box) (pg. 3.19) CHAPTER 4 • A City-Wide Framework for Change Future Character Areas • Create a framework for implementing a form-based code (pg. 4.5)	Near-Term
	CHAPTER 3 • BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Proposed Improvements and Policies • Encourage Local Ownership(pg. 3.7) CHAPTER 4 • Economic Development Potential Economic Development Strategies • 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
	CHAPTER 3 • BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Proposed Improvements and Policies • Encourage Local Ownership (pg. 3.7) CHAPTER 4 • Economic Development Potential Economic Development Strategies • Assist Retail and Locally Owned Businesses • Business Incentive Programs (pg. 4.25)	Near-Term
	CHAPTER 4 • Economic Development Potential Economic Development Strategies • Assist Retail and Locally Owned Businesses • Business Incentive Programs (pg. 4.25)	Near-Term
	CHAPTER 4 • Economic Development Potential Economic Development Strategies • Assist Retail and Locally Owned Businesses • Business Incentive Programs • Business Incentive Program 1. Permit and Impact Fee Waivers (pg. 4.25)	Near-Term
	CHAPTER 4 • Economic Development Potential Economic Development Strategies • Business Incentive Program 2. Permit and Impact Fee Payment Plans (pg. 4.25)	Near-Term
	CHAPTER 4 • Economic Development Potential Economic Development Strategies • Business Incentive Program 3. Property Tax Exemptions (pg. 4.25)	Near-Term
	CHAPTER 4 • Economic Development Potential Economic Development Strategies • Business Incentive Program 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
	CHAPTER 4 • Economic Development Potential Economic Development Strategies • Business Incentive Program 4. Façade Improvement Grants (consider upgrading and expanding the current program) (pg. 4.25)	Near-Term
	CHAPTER 4 • Economic Development Potential Economic Development Strategies • Business Incentive Program 1. Business Assistance Grants (pg. 4.25)	Near-Term
	CHAPTER 4 • Economic Development Potential Economic Development Strategies • Business Incentive Program 6. Building Improvement Grants (pg. 4.25)	Mid-Term
	CHAPTER 4 • Economic Development Potential Economic Development Strategies • Business Incentive Program 6. Brownfields Program (pg. 4.25)	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
	CHAPTER 3 • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Civic Toolkit: Street Design • FDOT Context Classification (pg. 3.27 – 3.29)	Near-Term
	CHAPTER 3 • BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Civic Toolkit: Housing & Infill Development • Planning for Affordability (p. 3.20) CHAPTER 4 • A City-Wide Framework for Change Future Character Areas • Create a framework for implementing a form-based code (pg. 4.5) Civic Toolkit: Investment Sectors • Prioritizing Investment • A strategy for growth 2. Infill Development (pg. 4.20 – 4.21)	Immediate
	CHAPTER 3 • BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Civic Toolkit: Housing & Infill Development • Planning for Affordability (pg. 3.20) • Missing middle housing characteristics (pg.3.21)	Near-Term
	CHAPTER 3 • BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Civic Toolkit: Housing & Infill Development • 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
	CHAPTER 3 • BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Civic Toolkit: Housing & Infill Development • Infill Housing • Key considerations for housing • Missing middle housing (pg. 3.20 – 3.21) CHAPTER 4 • A City-Wide Framework for Change Future Character Areas • Create a framework for implementing a form-based code (pg. 4.5) Civic Toolkit: Investment Sectors • Prioritizing Investment • A strategy for growth 2. Infill Development (pg. 4.20 – 4.21) • Downtown and the Waterfront 1. Identify opportunity sites for catalytic development to help meet city goals and establish expectations for future development • Temporary Interventions / Urbanism • Applying a Pink Zone (pg. 4.33)	Near-Term
	CHAPTER 3 • BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Civic Toolkit: Housing & Infill Development • Planning for Affordability (pg. 3.20 – 3.21)	Near-Term
	CHAPTER 3 • BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Civic Toolkit: Housing & Infill Development • Infill Housing • Housing choices • Planning for Affordability • Key considerations for housing • Missing middle housing Planning for Affordability (pg. 3.20 – 3.21)	Immediate

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.	$$$	

	Reference	Timeframe
	CHAPTER 3 • BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Civic Toolkit: Housing & Infill Development • Infill Housing • Housing choices • Planning for Affordability • Key considerations for housing • Missing middle housing Planning for Affordability (pg. 3.20 – 3.21)	Immediate
	CHAPTER 3 • BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Civic Toolkit: Housing & Infill Development • Infill Housing • Housing choices • Planning for Affordability • Key considerations for housing • Missing middle housing Planning for Affordability (pg. 3.20 – 3.21)	Immediate
	CHAPTER 3 • BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Civic Toolkit: Housing & Infill Development • Infill Housing • Housing choices • Planning for Affordability • Key considerations for housing • Missing middle housing Planning for Affordability (pg. 3.20 – 3.21)	Near-Term
	CHAPTER 3 • 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 • Traditional neighborhood development (TND) (pg. 3.20) • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements and Policies • Adopt design standards for elevated buildings (pg. 3.65) CHAPTER 4 • 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)	Near-Term

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
	CHAPTER 3 • BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Civic Toolkit: Housing & Infill Development • Housing choices • Missing middle housing characteristics 3. Lower Perceived Density (pg. 3.20 – pg. 3.21) CHAPTER 4 • A City-Wide Framework for Change Civic Toolkit: Future Character Areas (pg. 4.8 – 4.19) • Downtown and the Waterfront 2. Promote strategies for infill residential and mixed-use development that acknowledges the challenges posed by FEMA requirements (pg. 4.34) • The Copeland Park Neighborhood 3. Infill a variety of housing types in the neighborhoods (pg. 4.64 – 4.65)	Near-Term
	CHAPTER 3 • BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Civic Toolkit: Urban Design & Placemaking • Street design (pg. 3.8 – 3.9) • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Proposed Improvements and Policies • 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 • FDOT Context Classification (pg.3.27 – 3.29) Streets for walking, shopping, and dining • Complete Streets • Right-sizing • Benefits of road diets include (pg. 3.30 – 3.31) CHAPTER 4 • A City-Wide Framework for Change Civic Toolkit: Future Character Areas (pg. 4.8 – 4.19) • Highway 19 shopping centers 7. 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 1. Transform highway 44 into a complete street and reconnect the neighborhood (pg. 4.53)	Near-Term

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
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements and Policies Utilize Low Impact Development (lid) Techniques (pg. 3.65) Civic Toolkit: Stormwater and Sustainability • Introduction to LID • LID toolkit (pg. 3.73 – 3.75) • Low Impact Development for Crystal River (pg. 3.76 – 3.77) CHAPTER 4 • Highway 19 shopping centers 4. Utilize Low Impact Development techniques and district wide stormwater management systems. (pg. 4.46–4.47) • The Crystal River Mall 6. Utilize Low Impact Development techniques and districtwide stormwater management systems. (pg. 4.48–4.49)	Near-Term
	CHAPTER 4 • A City-Wide Framework for Change Civic Toolkit: Future Character Areas (pg. 4.8 – 4.13) • Downtown and the Waterfront 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 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 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 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.	Near-Term
	CHAPTER 4 • A City-Wide Framework for Change Civic Toolkit: Investment Sectors • A strategy for growth (1-5) (pg. 4.20 – 4.21) • Economic Development Potential Economic Development Strategies • Business Incentive Program • (7 Possible Incentives are cited) (pg. 4.25)	Ongoing

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
	CHAPTER 4 • A City-Wide Framework for Change Civic Toolkit: Future Character Areas (pg. 4.8 – 4.19)	Mid-Term
	CHAPTER 3 • BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Proposed Improvements and Policies • Create new centers for Crystal River's Neighborhoods • 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
	CHAPTER 3 • BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Proposed Improvements and Policies • Crystal River Mall • Reimagine Crystal River Mall as a new regional center(pg. 3.17 – pg. 3.19) CHAPTER 4 • 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
	CHAPTER 3 • BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Proposed Improvements and Policies • Crystal River Mall • Reimagine Crystal River Mall as a new regional center(pg. 3.17 – pg. 3.19) CHAPTER 4 • A City-Wide Framework for Change Future Character Areas • 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
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements & Policies • Create new parks and invest in and expand existing ones (pg. 3.65) Civic Toolkit: Parks, Squares, and Open Space • Copeland Park (pg. 3.79)	Near-Term
	CHAPTER 3 • BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Proposed Improvements and Policies • The Copeland Park Neighborhood • Reconnect and invest in The Copeland Park Neighborhood CHAPTER 4 • A City-Wide Framework for Change Civic Toolkit: Future Character Areas (pg. 4.8 – 4.19) • The Copeland Park Neighborhood 2. Add mixed-use buildings along highway 44 & create a neighborhood center (pg. 4.60 – 4.63)	Near-Term
	CHAPTER 3 • BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Proposed Improvements and Policies • Reconnect and invest in The Copeland Park Neighborhood CHAPTER 4 • Economic Development Potential Economic Development Strategies • Business Incentive Program 4. Façade Improvement Grants 5. Business Assistance Grants 6. Building Improvement Grants (pg. 4.25)	Near-Term
	CHAPTER 4 • The Copeland Park Neighborhood 5. Create a feeling of arrival along highway 44.(pg. 4.70 – 4.71)	Mid-Term
	CHAPTER 3 • BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods Proposed Improvements and Policies • The Copeland Park Neighborhood • Reconnect and invest in The Copeland Park Neighborhood Civic Toolkit: Housing & Infill Development • 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

	CHAPTER 3
	• BIG IDEA 2: Revitalize Aging Retail Centers and Invest in Neighborhoods
	  • Create new centers for Crystal River's Neighborhoods
	  • Create New, Crossroads Centers
	CHAPTER 4
	• A City-Wide Framework for Change
	  Civic Toolkit: Future Character Areas (pg. 4.8 – 4.19)
	• The Copeland Park Neighborhood
	  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)
		Mid-Term

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
	CHAPTER 3 • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Proposed Improvements and Policies • Adopt and implement a Complete Streets policy • Implement context sensitive street design (pg. 3.24 – 3.25) Civic Toolkit: Street Design • Streets for walking, shopping, and dining • Complete Streets • Right-sizing • Benefits of road diets include: (pg. 3.30 – 3.31)	Immediate
	CHAPTER 3 • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Proposed Improvements and Policies • Adopt and implement a Complete Streets policy • Implement context sensitive street design (pg. 3.24 – 3.25) Civic Toolkit: Street Design • Streets for walking, shopping, and dining • Complete Streets • Right-sizing • Benefits of road diets include: (pg. 3.30 – 3.31)	Near-Term
	CHAPTER 3 • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Proposed Improvements and Policies • Sidewalk inventory and master plan (pg. 3.25)	Near-Term
	CHAPTER 3 • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Proposed Improvements and Policies • Make turkey oak drive into a truck route (pg. 3.25)	Long-Term

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.	$	

	Reference	Timeframe
	CHAPTER 3 • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Civic Toolkit: Street Design • An Introduction to City Streets • Reimagining highway 44 • Highway 44 today • Turkey oak as a truck route • Action steps for highway 44 2. Modify SIS Facility Designations (pg. 3.38 – 3.41)	Long-Term
	CHAPTER 3 • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Proposed Improvements and Policies • Implement context sensitive street design • Create a Local Classification of Street Types to Guide Improvements on City Streets (pg. 3.25)	Near-Term
	CHAPTER 3 • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Proposed Improvements and Policies • Implement context sensitive street design • Update Street Design Standards and Public Works Standards (pg. 3.25)	Near-Term
	CHAPTER 3 • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Proposed Improvements and Policies • Implement context sensitive street design • State Roads (pg. 3.25)	Immediate
	CHAPTER 3 • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Proposed Improvements and Policies • Implement context sensitive street design • State Roads (pg. 3.25) Civic Toolkit: Street Design • FDOT Context Classification (pg. 3.27 – 3.29) • Reimagining highway 19 • Highway 19 today • Making highway 19 a crossable and complete street in downtown • Action steps for highway 19 2. Adjust Context Classification A. 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

	CHAPTER 3
	• Reimagining highway 19
	  • Making highway 19 a crossable and complete street in downtown
	  • Action steps for highway 19
	  3. Modify SIS Facility Designations
	  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

	CHAPTER 3
	• Reimagining highway 19
	  • Making highway 19 a crossable and complete street in downtown
	  • Action steps for highway 19
	  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

	CHAPTER 3
	• Reimagining highway 19
	  • Making highway 19 a crossable and complete street in downtown
	  • Action steps for highway 19
	  5. Implement Short-Term Recommendations
	  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

	CHAPTER 3
	• Reimagining highway 19
	  • Making highway 19 a crossable and complete street in downtown
	  • Action steps for highway 19
	  5. Implement Short-Term Recommendations
	  B. Plant trees within the planting strips between the road and the sidewalks. (pg. 3.34 – 3.37)
		Near-Term

	CHAPTER 3
	• BIG IDEA 1: Continue to Make Downtown a Vibrant Destination
	  Civic Toolkit: Parking
	  • Recommended Parking Strategies
	  3. Maximize On-Street Parking
	  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
	  • Making highway 19 a crossable and complete street in downtown -Action steps for highway 19
	  6. Implement Long-Term Recommendations
	  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

	CHAPTER 3
	• Reimagining highway 19
	  • Making highway 19 a crossable and complete street in downtown
	  • Action steps for highway 19
	  4. Improve Intersections & Crossings
	  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

	CHAPTER 3
	• Reimagining highway 19
	  • Making highway 19 a crossable and complete street in downtown
	  • Action steps for highway 19
	  4. Improve Intersections & Crossings
	  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

	CHAPTER 3
	• BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets
	  Civic Toolkit: Street Design
	  • FDOT Context Classification (pg. 3.27 – 3.29)
	• Reimagining highway 44
	  • Highway 44 today
	  • FDOT 3r resurfacing project
	  • Hybrid street design
	  • Action steps for highway 44
	  6. Implement Long-Term Recommendations
	  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

	CHAPTER 3
	• BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets
	  Civic Toolkit: Street Design
	  Safe crossings and intersections
	  • Traffic control devices
	  • Crosswalk enhancements
	  • Pedestrian, street & intersection improvements (pg. 3.32 – 3.33)
		Near-Term

	CHAPTER 3
	• BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets
	  Civic Toolkit: Street Design
	  Safe crossings and intersections
	  • Traffic control devices
	  • Crosswalk enhancements
	  • Pedestrian, street & intersection improvements (pg. 3.32 – 3.33)
		Mid-Term

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

	Reference	Timeframe
	CHAPTER 3 • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Proposed Improvements and Policies • Create safer crossings on highway 44 and highway 19 (pg. 3.24) Civic Toolkit: Street Design • Safe crossings and intersections • Reimagining highway 44 as a crossable and complete street in downtown (pg. 3.34)	Immediate
	CHAPTER 3 • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Proposed Improvements and Policies • Implement context sensitive street design • State Roads (pg. 3.25) Civic Toolkit: Street Design • FDOT Context Classification (pg. 3.27 – 3.29) • Reimagining highway 44 • Highway 44 today • Hybrid street design • Action steps for highway 44 1. Adjust Context Classification A. Adjust the Context Classification from C3 to C4 within the study area. (pg. 3.38 – 3.41)	Immediate
	CHAPTER 3 • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Proposed Improvements and Policies • Implement context sensitive street design • State Roads(pg. 3.25) Civic Toolkit: Street Design • FDOT Context Classification (pg. 3.27 – 3.29) • Reimagining highway 44 • Highway 44 today • FDOT 3r resurfacing project • Hybrid street design • Action steps for highway 44 3. Enhance Center Median and Side Planting Areas 6. Upgrade Bike Facilities (pg. 3.38 – 3.41)	Immediate

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

	CHAPTER 3
	• Reimagining highway 44
	  • Highway 44 today
	  • FDOT 3r resurfacing project
	  • Hybrid street design
	  • Action steps for highway 44
	  5. Improve Intersections
	  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)
		Immediate

	CHAPTER 3
	• Reimagining highway 44
	  • Highway 44 today
	  • FDOT 3r resurfacing project
	  • Hybrid street design
	  • Action steps for highway 44
	  5. Improve Intersections
	  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)
		Near-Term

	CHAPTER 3
	• Reimagining highway 44
	  • Highway 44 today
	  • FDOT 3r resurfacing project
	  • Hybrid street design
	  • Action steps for highway 44
	  2. Modify SIS Facility Designations
	  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)
		Near-Term

	CHAPTER 3
	• Reimagining highway 44
	  • Highway 44 today
	  • FDOT 3r resurfacing project
	  • Hybrid street design
	  • Action steps for highway 44
	  6. Implement Long-Term Recommendations
	  B. Include separated bike lanes on both sides of the roadway. (pg. 3.38 – 3.41)
		Long-Term

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
	CHAPTER 3 • BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Proposed Improvements and Policies • Continue to build citrus avenue and northeast 5th street as local main streets (pg. 3.6) CHAPTER 4 • Downtown and the Waterfront 3. Redesign Key Streets in Downtown to Include On-street Parking and Green Infrastructure • Design Elements for Downtown Streets in the C4 and C5 Context Classification • 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”. 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)	Near-Term
	CHAPTER 4 • Downtown and the Waterfront 3. Redesign Key Streets in Downtown to Include On-street Parking and Green Infrastructure • Design Elements for Downtown Streets in the C4 and C5 Context Classification • 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) • NE 1st avenue (pg. 4.36)	Mid-Term

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
	CHAPTER 4 • Downtown and the Waterfront 3. Redesign Key Streets in Downtown to Include On-street Parking and Green Infrastructure • Design Elements for Downtown Streets in the C4 and C5 Context Classification • 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) • NE 3rd street (pg. 4.37)	Long-Term
	CHAPTER 4 • Downtown and the Waterfront 3. Redesign Key Streets in Downtown to Include On-street Parking and Green Infrastructure • Design Elements for Downtown Streets in the C4 and C5 Context Classification • 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) • NW 1st avenue (pg. 4.39)	Near-Term
	CHAPTER 4 • Downtown and the Waterfront 3. Redesign Key Streets in Downtown to Include On-street Parking and Green Infrastructure • Design Elements for Downtown Streets in the C4 and C5 Context Classification • 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)	Ongoing

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

	CHAPTER 3
	• BIG IDEA 1: Continue to Make Downtown a Vibrant Destination Proposed Improvements and Policies
	  • Continue to support the CRA (pg. 3.7)
	CHAPTER 4
	• Downtown and the Waterfront
	  3. Redesign Key Streets in Downtown to Include On-street Parking and Green Infrastructure
	  • Design Elements for Downtown Streets in the C4 and C5 Context Classification
	  • 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)
		Immediate

	CHAPTER 3
	• BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets
	  Proposed Improvements and Policies
	  • Complete the regional and local trail networks (pg. 3.25)
		Near-Term

	CHAPTER 3
	• Completing a regional and local trail network
	  • Recommended bicycle network map (pg. 3.48 – 3.49)
	CHAPTER 4
	• City-Wide Framework for Change
	  Civic Toolkit: Future Character Areas
	  Neighborhood centers & crossroads
	  • Neighborhood centers
	  • Fort Island Trail (pg. 4.8 - 4.9)
		Mid-Term

	CHAPTER 3
	• BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets
	  Civic Toolkit: Planning for Bicyclists
	  • Current bicycle planning (pg. 3.42 – 3.43)
		Near-Term

	CHAPTER 3
	• BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets
	  Proposed Improvements and Policies
	  • Complete the regional and local trail networks
	  • Expand and enhance the bike network (pg. 3.24 – 3.25)
		Near-Term

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 • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Proposed Improvements and Policies • Complete the regional and local trail networks • Expand and enhance the bike network (pg. 3.24 – 3.25) Civic Toolkit: Planning for Bicyclists • Expanding Crystal River's bicycle network (pg. 3.44)	Near-Term
	CHAPTER 3 • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Civic Toolkit: Planning for Bicyclists • Current bicycle planning (pg. 3.42 – 3.43)	Ongoing
	CHAPTER 3 • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Civic Toolkit: Planning for Bicyclists • Bike Parking (pg. 3.47)	Immediate
	CHAPTER 3 • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Civic Toolkit: Planning for Bicyclists • Trail-oriented Development (pg. 3.42 – 3.43) CHAPTER 4 • City-Wide Framework for Change Civic Toolkit: Future Character Areas Neighborhood centers & crossroads • Natural (pg. 4.16)	Immediate
	CHAPTER 3 • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Civic Toolkit: Planning for Bicyclists • Bike Parking (pg. 3.47)	Near-Term
	CHAPTER 3 • BIG IDEA 3: Build Safe, Comfortable, and Interesting Streets Civic Toolkit: Planning for Bicyclists • 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
	CHAPTER 3 • Historic Preservation Creating local historic districts (Pg 3.56)	Immediate
	CHAPTER 3 • BIG IDEA 4: Protect and Restore Historic Places Civic Toolkit: Historic Preservation Creating local historic districts • Components of a local historic district program (pg. 3.56) Potential historic districts 1. Citrus Ave District 2. Waterfront District 3. Michigan Town / Springdale Edition District 4. Crystal Park District (pg. 3.57 – 359)	Near-Term
	CHAPTER 3 • BIG IDEA 4: Protect and Restore Historic Places Civic Toolkit: Historic Preservation Creating local historic districts • Components of a local historic district program (pg. 3.56) Potential historic districts 1. Citrus Ave District 2. Waterfront District 3. Michigan Town / Springdale Edition District 4. 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
	CHAPTER 3 • BIG IDEA 4: Protect and Restore Historic Places Civic Toolkit: Historic Preservation Creating local historic districts • Components of a local historic district program • Components of any Local Historic District program should include: 1. An ongoing survey and evaluation process. • Considerations for Creating a Local Historic District (pg. 3.56) Potential historic districts 1. Citrus Ave District 2. Waterfront District 3. Michigan Town / Springdale Edition District 4. Crystal Park District (pg. 3.57 – 3.59)	Near-Term
	CHAPTER 3 • BIG IDEA 4: Protect and Restore Historic Places Civic Toolkit: Historic Preservation Creating local historic districts • Components of a local historic district program • Components of any Local Historic District program should include: 2. 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
	CHAPTER 3 • BIG IDEA 4: Protect and Restore Historic Places Civic Toolkit: Historic Preservation • Types of historic districts • Local Districts (pg. 3.53)	Near-Term
	CHAPTER 3 • BIG IDEA 4: Protect and Restore Historic Places Civic Toolkit: Historic Preservation Benefits of Historic Preservation districts • Rehabilitation credits • Creating local historic districts • Components of a local historic district program • Components of any Local Historic District program should include: 3. 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
	CHAPTER 3 • BIG IDEA 4: Protect and Restore Historic Places Civic Toolkit: Historic Preservation Creating local historic districts • Components of a local historic district program • Components of any Local Historic District program should include: 4. Adequate budget allocations for qualified Historic Preservation staff in the City. (pg. 3.56)	Near-Term
	CHAPTER 3 • BIG IDEA 4: Protect and Restore Historic Places Civic Toolkit: Historic Preservation Creating local historic districts • Components of a local historic district program • Components of any Local Historic District program should include: 5. Cooperative educational efforts with the private sector and citizen groups. (pg. 3.56)	Ongoing
	CHAPTER 3 • BIG IDEA 4: Protect and Restore Historic Places Civic Toolkit: Historic Preservation Creating local historic districts • Components of a local historic district program • Components of any Local Historic District program should include: 6. Coordination of preservation initiatives with education, citizen participation, history, public art, and other programs. (pg. 3.56)	Ongoing
	CHAPTER 3 • BIG IDEA 4: Protect and Restore Historic Places Civic Toolkit: Historic Preservation Creating local historic districts • Components of a local historic district program • Components of any Local Historic District program should include: 7. Adaptive reuse policies supported by tax or other incentives. (pg. 3.56)	Near-Term
	CHAPTER 3 • BIG IDEA 4: Protect and Restore Historic Places Civic Toolkit: Historic Preservation Creating local historic districts • 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
	CHAPTER 3 • BIG IDEA 4: Protect and Restore Historic Places Civic Toolkit: Historic Preservation Creating local historic districts • Create a Historic Preservation fund 3. 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. 4. The selection committee would make their recommendations to the City Commission, who in turn would approve or deny an application for funds. 5. 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
	CHAPTER 3 • BIG IDEA 4: Protect and Restore Historic Places Civic Toolkit: Property maintenance codes • Property maintenance codes • Adopt a Property Maintenance Code for Crystal River.(pg. 3.60)	Immediate
	CHAPTER 3 • BIG IDEA 4: Protect and Restore Historic Places Civic Toolkit: Property maintenance codes • Property maintenance codes • Adopt a Property Maintenance Code for Crystal River. (pg. 3.60)	Immediate
	CHAPTER 3 • BIG IDEA 4: Protect and Restore Historic Places Civic Toolkit: Property maintenance codes • Property maintenance codes • Adopt a Property Maintenance Code for Crystal River.(pg. 3.60)	Immediate
	CHAPTER 3 • BIG IDEA 4: Protect and Restore Historic Places Civic Toolkit: Property maintenance codes • Property maintenance codes • Adopt a Property Maintenance Code for Crystal River. (pg. 3.60)	Near-Term
	CHAPTER 3 • BIG IDEA 4: Protect and Restore Historic Places Civic Toolkit: Property maintenance codes • 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
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements & Policies • Increase access to the bay (pg. 3.64)	Ongoing
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements & Policies • Continue to invest in the bay's health and the king's bay restoration project (pg. 3.65)	Ongoing
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements & Policies • Continue to invest in the bay's health and the king's bay restoration project (pg. 3.65)	Ongoing
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements & Policies • Increase access to the bay (pg. 3.65) (had trouble locating this in chapter 3 or 4)	Mid-Term
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements & Policies • Continue to invest in the bay's health and the king's bay restoration project (pg. 3.65) (Had trouble locating this in chapter 3 or 4)	Mid-Term
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements & Policies • Increase access to the bay (pg. 3.65) (Had trouble locating this in chapter 3 or 4)	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
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements & Policies • Protect wetlands • Regulate human-controlled activities which cause adverse impacts to wetlands. (pg. 3.64)	Near-Term
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements & Policies • Protect wetlands • Provide protection for isolated wetlands.(pg. 3.64)	Ongoing
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements & Policies • Protect wetlands • Strengthen the biological component of the permitting process by recognizing the value of wetlands for wildlife habitat.(pg. 3.64)	Near-Term
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements & Policies • Protect wetlands • Provide incentives to encourage landowners to protect existing wetlands.(pg. 3.64)	Near-Term
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements & Policies • Plant and maintain proper urban street trees(pg. 3.64)	Near-Term
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements & Policies • Plant and maintain proper urban street trees(pg. 3.64)	Near-Term
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements & Policies • 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
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements & Policies • Adapt to climate change(pg. 3.64)	Near-Term
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements & Policies • Adapt to climate change(pg. 3.64)	Long-Term
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements & Policies • Adapt to climate change(pg. 3.64)	Near-Term
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements & Policies • Adopt design standards for elevated buildings(pg. 3.64)	Immediate
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements & Policies • Adopt design standards for elevated buildings(pg. 3.64)	Near-Term
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Civic Toolkit: Property maintenance codes • Community rating system (crs) • Freeboard Impacts on Community rating system (crs) Class(pg. 3.66 – 3.67)	Immediate
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements & Policies • Create district-wide stormwater systems (pg. 3.65)	Near-Term
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements & Policies • 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
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements & Policies • Expand the sanitary sewer system (pg. 3.65)	Immediate
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Civic Toolkit: Stormwater & Sustainability Stormwater management considerations • Requirements in Crystal River (pg. 3.66 – 3.67)	Ongoing
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Civic Toolkit: Stormwater & Sustainability Stormwater management considerations • Innovative approaches to stormwater management 1. Overtreatment and Redevelopment Criteria 2. Off-site Stormwater Management (pg. 3.78)	Near-Term
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Civic Toolkit: Stormwater & Sustainability Stormwater management considerations • Innovative approaches to stormwater management 3. In-Lieu Fee System(pg. 3.78)	Near-Term
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Civic Toolkit: Stormwater & Sustainability Stormwater management considerations • Innovative approaches to stormwater management 4. Comprehensive Stormwater Master Plan(pg. 3.78)	Near-Term
	CHAPTER 3 • •BIG IDEA 5: Increase Access to Nature and Build Resilience Civic Toolkit: Stormwater & Sustainability Stormwater management considerations • Innovative approaches to stormwater management 5. Stormwater Utility Fee(pg. 3.78)	Near-Term
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements & Policies • 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 imperious 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
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Civic Toolkit: Stormwater & Sustainability Stormwater management considerations • Innovative approaches to stormwater management 6. Single-Family Residences – Impervious Surface Reduction(pg. 3.78)	Near-Term
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Civic Toolkit: Stormwater & Sustainability • Introduction to LID(pg. 3.73)	Immediate
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Civic Toolkit: Stormwater & Sustainability Stormwater management considerations • Innovative approaches to stormwater management CHAPTER 4 • Downtown and the Waterfront 3. Redesign Key Streets in Downtown to Include On-street Parking and Green Infrastructure (pg. 4.35)	Near-Term
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Civic Toolkit: Stormwater & Sustainability • Introduction to LID(pg. 3.73) • LID toolkit • Low Impact Development(pg. 3.74 – pg. 3.75)	Near-Term
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Proposed Improvements & Policies • Create new parks and invest in and expand existing ones (pg. 3.65) CHAPTER 4 • Downtown and the Waterfront 6. Enhance and Expand Parks in the Downtown and Increase Access to the Waterfront, Especially at Hunter Springs Park. (pg. 4.44)	Ongoing
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Civic Toolkit: Parks, Squares & Open Space • 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
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Civic Toolkit: Parks, Squares & Open Space • Yeomans Park(pg. 3.79)	Near-Term
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Civic Toolkit: Parks, Squares & Open Space • Hunter Springs Park(pg. 3.79)	Mid-Term
	CHAPTER 3 • •BIG IDEA 5: Increase Access to Nature and Build Resilience Civic Toolkit: Parks, Squares & Open Space • Copeland Park(pg. 3.79)	Immediate
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Civic Toolkit: Parks, Squares & Open Space • Town Square Park Expansion (pg. 3.79)	Near-Term
	CHAPTER 3 • BIG IDEA 5: Increase Access to Nature and Build Resilience Civic Toolkit: Parks, Squares & Open Space • New Parks in Neighborhood centers(pg. 3.79)	Mid-Term
	CHAPTER 4 • Downtown and the Waterfront 7. Create a gateway feature to downtown along the crosstown trail • Trailhead and gateway feature (pg. 4.44)	Near-Term