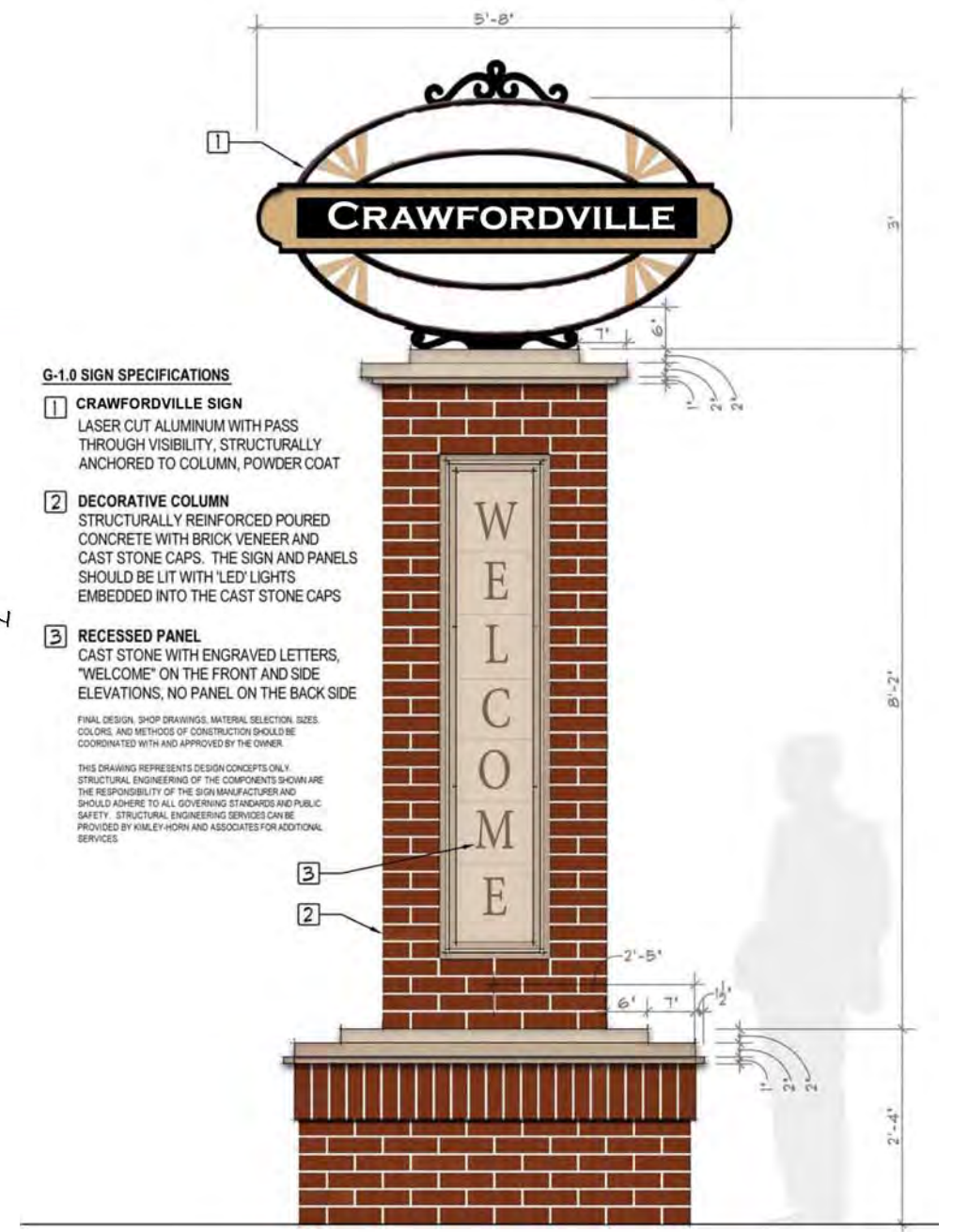
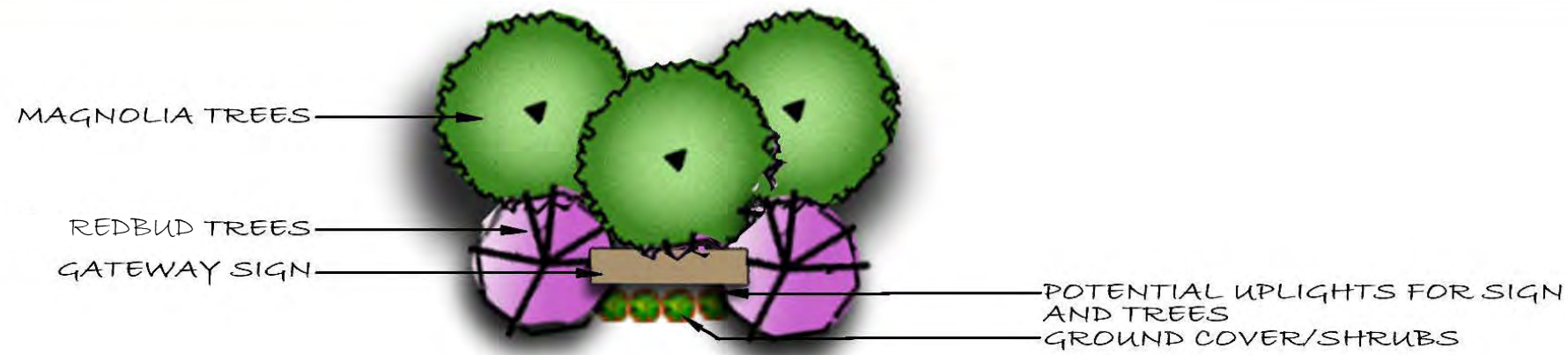


Sample Gateway Feature Concepts



G-1.0 SIGN SPECIFICATIONS

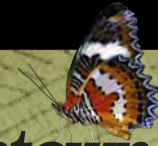
- 1 CRAWFORDVILLE SIGN
LASER CUT ALUMINUM WITH PASS THROUGH VISIBILITY, STRUCTURALLY ANCHORED TO COLUMN, POWDER COAT
- 2 DECORATIVE COLUMN
STRUCTURALLY REINFORCED POURED CONCRETE WITH BRICK VENEER AND CAST STONE CAPS. THE SIGN AND PANELS SHOULD BE LIT WITH 'LED' LIGHTS EMBEDDED INTO THE CAST STONE CAPS
- 3 RECESSED PANEL
CAST STONE WITH ENGRAVED LETTERS, "WELCOME" ON THE FRONT AND SIDE ELEVATIONS, NO PANEL ON THE BACK SIDE

FINAL DESIGN, SHOP DRAWINGS, MATERIAL SELECTION, SIZES, COLORS, AND METHODS OF CONSTRUCTION SHOULD BE COORDINATED WITH AND APPROVED BY THE OWNER.

THIS DRAWING REPRESENTS DESIGN CONCEPTS ONLY. STRUCTURAL ENGINEERING OF THE COMPONENTS SHOWN ARE THE RESPONSIBILITY OF THE SIGN MANUFACTURER AND SHOULD ADHERE TO ALL GOVERNING STANDARDS AND PUBLIC SAFETY. STRUCTURAL ENGINEERING SERVICES CAN BE PROVIDED BY KIMLEY-HORN AND ASSOCIATES FOR ADDITIONAL SERVICES.



Note: Sample gateway features and specifications are for illustrative purposes only and are not intended to be considered final or for use in construction of a physical structure



Community Parks Concept Plans

The existing parks within the Crawfordville area are key amenities for visitors and residents alike. The development of concept plans for the community parks would help provide direction for the development of new park spaces as well as recommend improvements that would make Crawfordville's existing parks more user friendly. Hudson and Azalea parks have great potential to be a core gathering space as they are situated immediately adjacent to proposed Town Center 1 and are located in the middle of the transition area between Town Center 1 and 2. Currently these two adjacent parks are disconnected by a cross street and fencing around each park. Community parks concept plans would provide solutions for connectivity problems such as this and help create a chain of parks to support the proposed cottage commercial district and a parade route located off of US 319.

Implementation

A concept plan should be created for the currently undeveloped Crabapple Park. This concept plan should identify appropriate recreational uses for the park and connectivity for bicyclists and pedestrians. Access to the park from Azalea Drive should also be addressed in order to provide better connectivity with Azalea Park and Hudson Park.

A concept plan should also be developed to improve connectivity between Azalea Park and Hudson Park. Together these parks would serve as the primary recreational resource within the Crawfordville area. The concept plans could help create spaces in the parks for venues such as outdoor concerts and community festivals.

Connectivity improvements should be addressed to better connect Hickory Park to Hudson Park by providing pedestrian friendly crossings at US 319.

Once the concept plans are completed, funding for park improvements could be from grants such as the Florida Recreation Development Assistance Program (FRDAP) and the Florida Recreational Trails Program (RTP), FDOT Safety Funds, and Community Redevelopment Agency funds if the County decides to establish a community redevelopment area.



Crabapple Park at
Wakulla Arran Road



Crabapple Park at Cherry Avenue



Azalea Park Amenities



Hudson Park Looking Toward Azalea Park



Enterprise Zone Modifications

7.5 square miles of Wakulla County's over 20 miles of Enterprise Zones extend through Crawfordville along US 319 from Bloxham Cutoff to Medart. Figures 13 and 14 show the existing Enterprise Zones in Wakulla County. The zones are intended to provide opportunities for state and local incentives for residential, commercial, and industrial business. These incentives include jobs tax credits, business equipment sales tax refunds, building materials sales tax refunds, property tax credits, and a community contribution tax credit program. The Florida Department of Revenue is responsible for processing enterprise zone tax incentive applications. Leveraging Enterprise Zones for economic development is consistent with the Wakulla County Community and Economic Development Plan and could be used to support the recommendations in the Crawfordville Town Plan. To better support growth and economic development in the Crawfordville area, modifications should be made to the existing Enterprise Zone boundaries to better reflect the Crawfordville limits proposed in this plan.

Implementation

The current geographic configuration of the Crawfordville Enterprise Zone promotes development that is dependent upon US 319 for access and promotes development in a linear manner along the US 319 corridor. Efforts should be made to modify the Enterprise Zone boundary to better match the Crawfordville area defined in this plan. Modifications to the enterprise zone should consider promoting development at a higher intensity both on US 319 and on connecting major roadways, and should promote the development of the proposed Town Centers in Crawfordville. Coordination between the local enterprise zone coordinator, Enterprise Florida, and the Florida Department of Revenue will be required to modify the Enterprise Zone area.

Enterprise Zone boundaries should be modified to better support growth and economic development consistent with the recommendations in this plan



Figure 13: Crawfordville Area Enterprise Zone

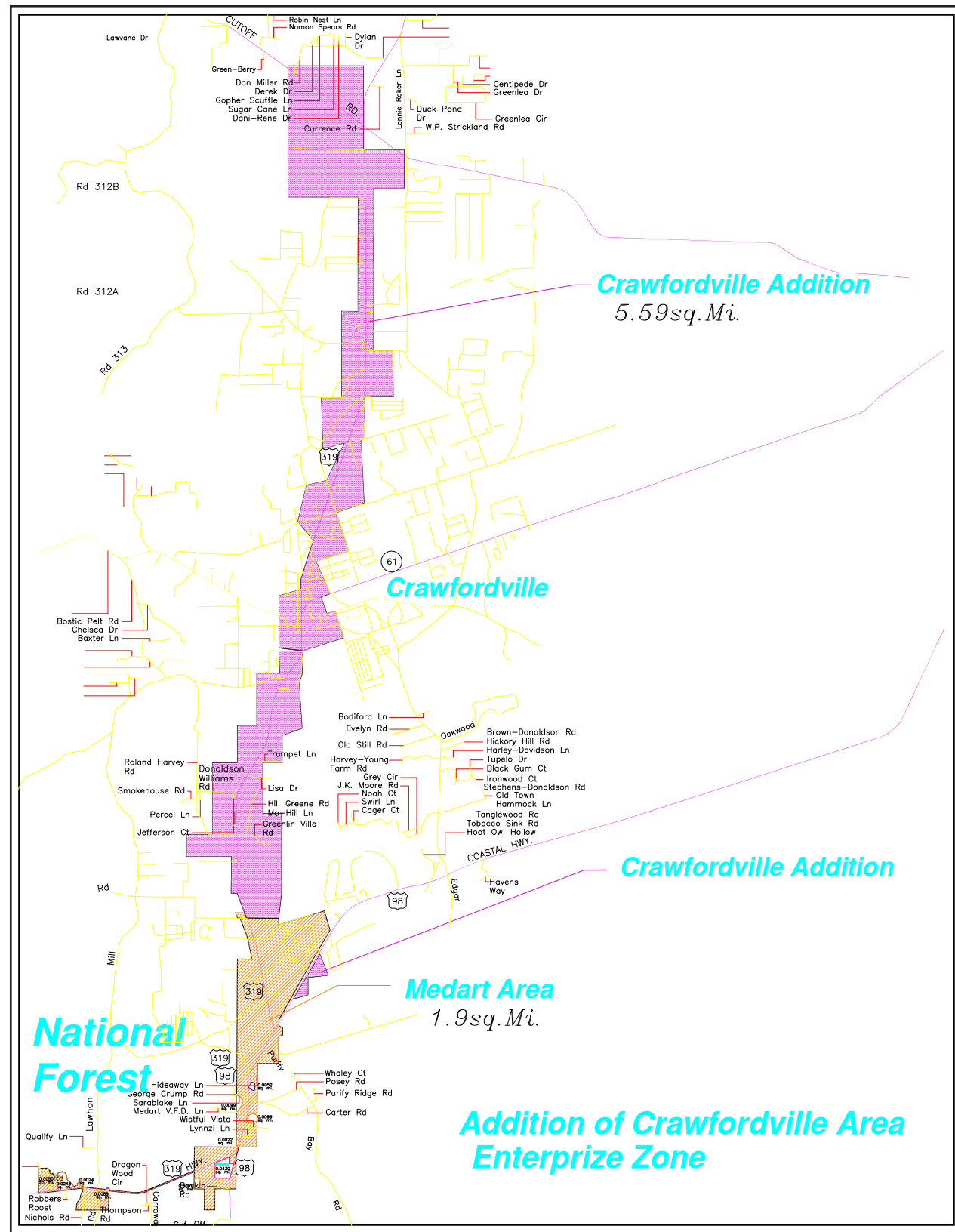
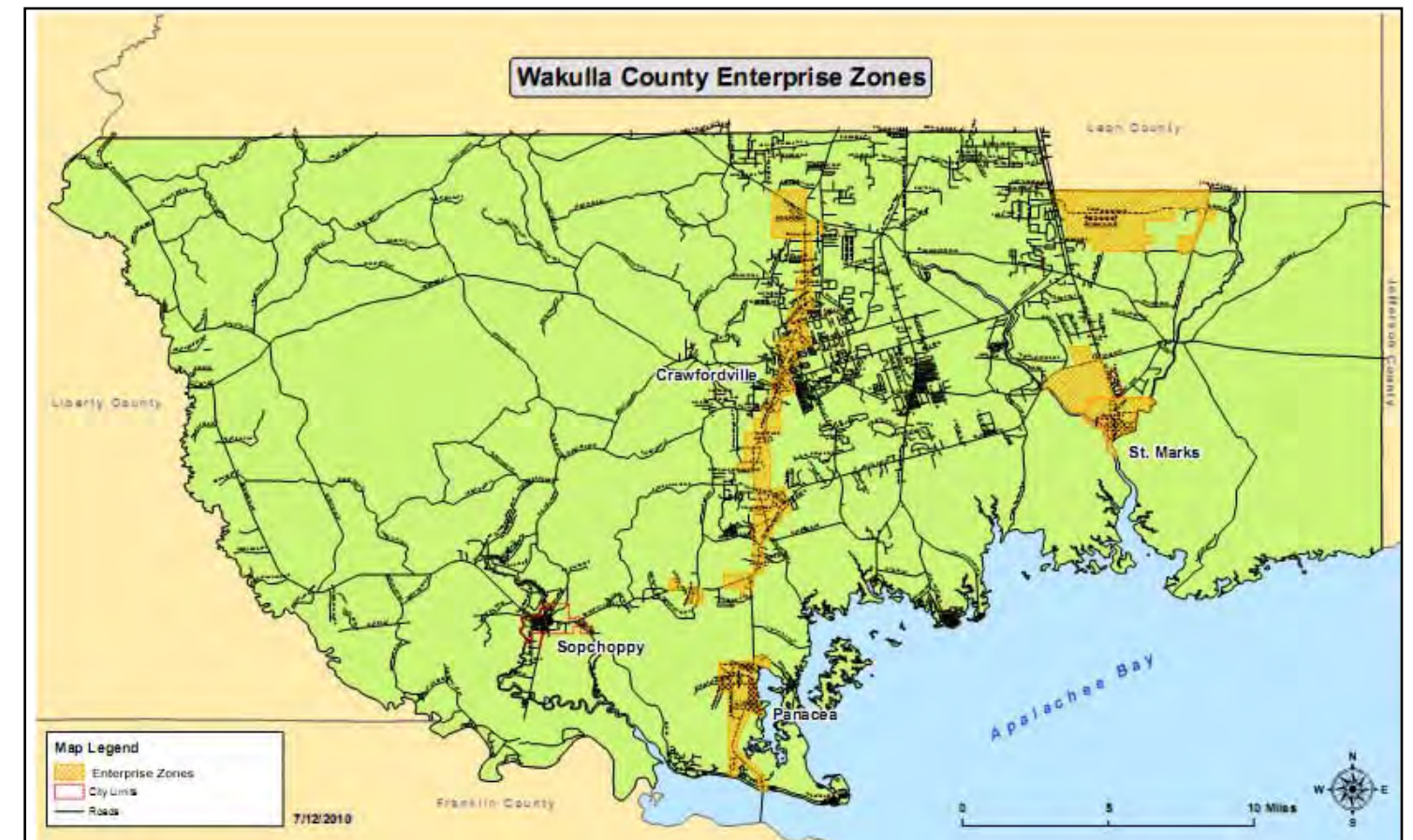


Figure 14: Enterprise Zones in Wakulla County



Transportation Enhancements

US 319 Improvements

US 319 through Crawfordville is currently a rural typical section with two travel lanes and paved shoulders. Although this roadway typical section was appropriate at the time US 319 was designed, it is not appropriate for the existing and anticipated growth and development of the Crawfordville area.



Existing Crawfordville Highway in Core Area

The Florida Department of Transportation developed design plans for US 319 from US 98 to Leon County in three phases. Phase I (FDOT Item Number 2204954) addresses the corridor from US 98 to Lost Creek and includes reconstruction of the 2 lane rural highway to a 4 lane divided urban/suburban roadway with storm water ponds and a parallel bridge at Lost Creek. Phase II (FDOT Item Number 2204953) addresses the corridor from Lost Creek to Ivan Church Road and is a reconstruction of the 2 lane rural highway to a 4 lane divided urban/rural roadway with storm water ponds. Phase III (FDOT Item Number 2204952) addresses the corridor from Ivan Church Road to Leon County and is a reconstruction of the 2 lane rural highway to a 4 lane divided rural road with storm water ponds.

The Crawfordville Town Plan only impacts Phase II of the FDOT design plans. In Phase II, the proposed typical section for the corridor between Ivan Church Road and Wakulla Aaron Road would not change from the FDOT proposed typical section. From Wakulla Arran Road to Harvey Mill Road, the typical section recommended would include four 11-foot travel lanes, five-foot bicycle lanes on each side of the roadway, on-street parking on both sides of the roadway, and six-foot sidewalks on both sides of the roadway. This typical section is illustrated in Figure 15 and in the graphics on the subsequent pages.

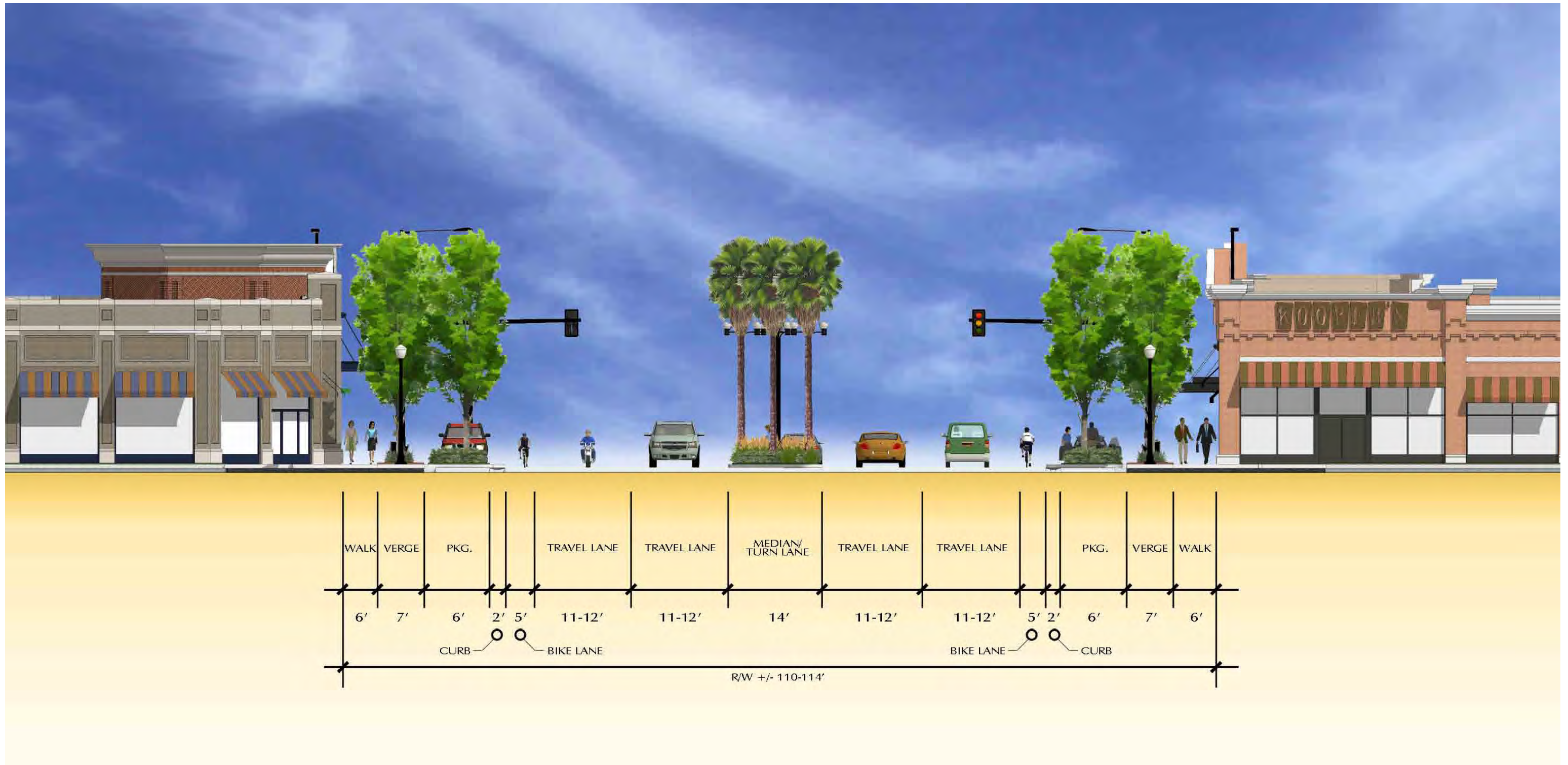


Currently Planned Typical Section for US 319 Crawfordville



Existing Crawfordville Highway Section South of Core Area

Figure 15: Proposed Crawfordville Highway Typical Section



Crawfordville Town Plan

Wakulla County's Downtown



Proposed Birds Eye View of US 319 South

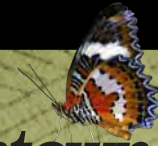


Proposed US 319 Looking North



Crawfordville Town Plan

Wakulla County's Downtown



Proposed US 319 Looking South Towards Wakulla Arran Road Intersection



Proposed US 319 Looking South





Figure 16: Proposed US 319 Improvements

Implementation/US 319 Alternative Construction Strategy

Due to the magnitude of the US 319 improvements, the implementation strategy should be phased. Based on Level of Service (LOS) analysis, the phasing should begin with four key intersections:

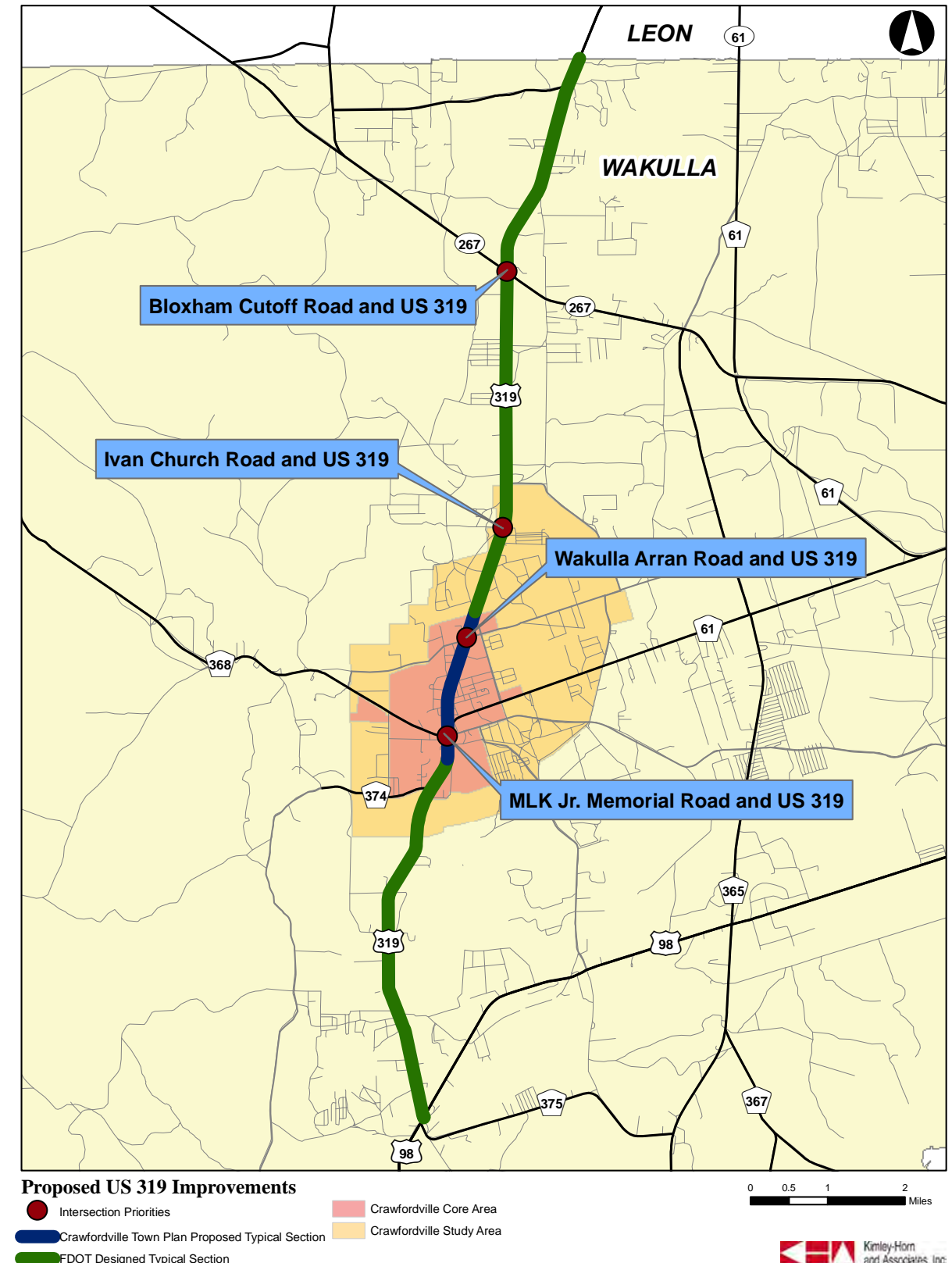
- Wakulla Arran Road and US 319
- Ivan Church Road and US 319
- Martin Luther King Jr. Memorial Road and US 319
- Bloxham Cutoff Road and US 319

Step 1: Consistent with the recommendations in the *Traffic Operations Assessment* of US 319 (2008), these key intersections should be reconstructed as 4 lane intersections with 1500 foot tapers on US 319 and appropriate tapers on side streets. This solution has been implemented successfully in the Capital Regional Planning Agency (CRTPA) area and will provide more capacity for growth and economic development in Crawfordville area. The estimated cost is 3 to 5 million dollars per intersection. Additional storm water facilities will be needed during design and construction, providing an opportunity for the County to tie into the storm water facilities and create a storm water utility. Wakulla County should facilitate discussions with CRTPA and FDOT District 3 staff to discuss these intersection improvements as interim steps while funding is sought for the full 150 million dollar project to widen and resurface US 319. If this strategy is used, it is anticipated that construction could begin within 5 to 6 years. Once commitments are received that these projects will move forward, development can proceed with development mitigation paid per the County's existing Proportionate Fair Share ordinance.

Step 2: After the intersection improvements are addressed within the Crawfordville Town Plan area, the widening and streetscape projects can be implemented based on available funding. Coordination with staff at the FDOT District 3 will be necessary to modify the currently planned typical section to include on-street parking as shown in the proposed typical section in Figure 14. The widening and streetscape projects should begin at the proposed Town Centers and move toward the interior of the Crawfordville Town Plan area.

Step 3: Following the construction of the segment of US 319 in the Crawfordville Core area, the remaining segments of US 319 should be constructed as designed by FDOT.

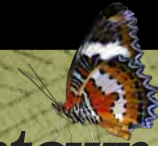
All future development and redevelopment in the Crawfordville area should be constructed with this plan in mind. This should include provisions for right-of-way, utilities, and the recommendations outlined in this plan. Figure 15 shows the segments and intersections included in the alternative construction strategy and the following graphics demonstrate the phased vision for the US 319 corridor: Existing conditions, interim widening with streetscaping, and fully implemented vision.





EXISTING CONDITIONS ON US 319
ARE SHOWN WITH TWO TRAVEL
LANES AND A DEDICATED LEFT AT
WAKULLA ARRAN ROAD.

EXISTING CONDITIONS THROUGH US 319



STREETSCAPE IMPROVEMENTS TO US 319 ARE SHOWN WITH THE ADDITION OF LANDSCAPED MEDIANS, ADDITIONAL TRAVEL LANES AND PARKING ISLANDS TO SOFTEN THE STREETSCAPE WHILE PROVIDING SHADE FOR PEDESTRIAN USE.



INTERIM STREETSCAPE IMPROVEMENTS



PROPOSED VISION DEPICTS POSSIBLE IMPROVEMENTS WITH TWO TRAVEL LANES, DEDICATED LEFT TURN LANES, BIKE LANES, STREET LIGHTING AND ON-STREET PARKING.

PROPOSED VISION

Pedestrian Connectivity

One of the major themes of the visioning that was reiterated during the Business and Property Owners Workshop and the Design Charrette was the need to connect residential areas in the community to both the parks and recreational facilities and the commercial activities in Crawfordville. The following corridors are recommendations for sidewalk connections from residential neighborhoods to commercials and recreational hubs in Crawfordville. Figure 17 illustrates the proposed pedestrian network for the Crawfordville area.

Wakulla Arran Road (East of US 319)

Wakulla Arran Road connects the commercial portion of US 319 located at the northern most portion of the core Crawfordville area within the project study area with businesses, such as McDonald's, Huddle House, Walgreens, and Capital City Bank, to residential neighborhoods, such as the Gardens of Saralan, Fox Run, and The Hammocks. Sidewalks along Wakulla Arran Road would improve pedestrian connectivity between these areas. For this connectivity, approximately 0.74 miles of sidewalks is needed. Additional survey and coordination will be required because right-of-way varies from no dedicated right-of-way to 60 feet of right-of way along the segment.



Sidewalks could connect pedestrians to commercial development

Trice Lane

Connecting Trice Lane from Wakulla-Arran Road to Shadeville Highway would provide pedestrian access from the Community Center and multiple residential areas to the commercial developments at Wakulla-Arran Road and US 319. This connection is 0.91 miles in length and will require additional survey and coordination because right-of-way varies from no-dedicated right-of-way to 60 feet of right-of-way along the segment.

Taff Drive

The addition of sidewalks along Taff Drive from US 319 to Trice Lane would provide connections from the commercial areas, which currently include Winn-Dixie, Ace Hardware, and several eating establishments to both platted but undeveloped residential subdivisions such as Commodore Commons and developed residential neighborhoods such as Camelot Townhomes. Taff Drive is approximately 0.36 miles. The right-of-way for Taff Drive is 60 feet.

Harvey Pittman Road

Sidewalks on the 0.44 mile section of Harvey Pittman Road would provide pedestrian connections between the proposed sidewalks on Trice Lane and Mimosa Street, increasing the connectivity between residential developments and the US 319 corridor. Additional coordination will be required for this sidewalk project due to right-of-way constraints. The existing right-of-way is 50 feet from Mimosa Street to Raker Lane, but no right-of-way is dedicated along the remainder of the roadway.

Mimosa Street and Hickory Street

Sidewalks on 0.33 miles of Mimosa Street from US 319 to Hickory Avenue and on Hickory Avenue from Mimosa Street to US 319 would provide connections between commercial areas on US 319, residential areas, and Hickory Park. Mimosa Street and Hickory Street both have 50 feet rights-of-way.



Sidewalks could connect pedestrians to Crawfordville area parks

Cottonwood Avenue, Dogwood Drive, Dispennette Drive, and Mary Avenue

A pedestrian network created though the addition of sidewalks on 0.08 miles of Cottonwood Avenue between Hickory Avenue and Dogwood Drive, 0.09 miles of Dogwood Drive between US 319 and Dispennette Drive, 0.19 miles of Dispennette Drive between Dogwood Drive and Shadeville Highway, and 0.13 miles of Mary Avenue between US 319 and Dispennette Drive would provide additional

connections between the commercial development on US 319, the community center, residential areas, and other proposed pedestrian networks. Rights-of way are 50 feet on Cottonwood Avenue, 50 feet on Dogwood Drive, 50 feet on Dispennette Drive, and 50 feet on Mary Avenue.

Wakulla Arran Road (West of US 319)

Sidewalks on Wakulla Arran Road should extend from Oak Street to US 319. This connection would be 0.3 miles and would provide access from the Senior Center and adjacent residential neighborhood and other residential areas to the commercial developments on US 319. Accessing the proposed sidewalks on Wakulla Arran Road via the proposed sidewalks on Oak Street would improve safety for Crawfordville Area seniors. This sidewalk project will require additional coordination due to right-of-way constraints. No right-of-way is dedicated between US 319 and Azalea Drive. The right-of-way within the Hudson Heights community is 50 feet.

Oak Street

Sidewalks on Oak Street from US 319 on the south to the Senior Center and Health Department on the north and with connections via Myrtle Avenue, Cherry Avenue, and Wakulla Arran Road would improve pedestrian access from the Senior Center and adjacent Senior Housing and the residential neighborhoods along Oak Drive to both Azalea Park and to commercial areas such as Midtown Center and the businesses on US 319.



Sidewalks could provide pedestrian connections to senior apartments

Approximately 0.61 miles of sidewalks on Oak Street is needed. The right-of-way for Oak Street is 60 feet.

Myrtle Avenue

Sidewalks on Myrtle Avenue would provide connectivity between Oak Street and Azalea Drive. This connectivity would provide better access for pedestrians from residential neighborhoods to Azalea Park and commercial areas along US 319. Sidewalks could be added when the 0.17 mile length of Myrtle

Avenue is paved. The existing right-of-way on Myrtle Avenue is 66 feet.

Cherry Avenue

Like Myrtle Avenue, Cherry Avenue also connects Oak Street to parks and commercial opportunities. Cherry Avenue could also connect residential areas to Crabapple Park when it is developed. Sidewalks could be included when the 0.15 mile length of Cherry Avenue is paved. The existing right-of-way on Cherry Avenue is 66 feet.

Azalea Drive

Like sidewalks on Oak Street, the addition of sidewalks to Azalea Drive from US 319 on the south to Wakulla Arran Road on the north with connecting sidewalks on Wakulla Arran Road from Oak Street to US 319 would serve to improve access from the Senior Center and adjacent Senior Housing and the residential neighborhoods along Oak Drive to both Azalea Park and to commercial areas such as Midtown Center and the businesses on US 319. Azalea Drive is 0.5 miles in length with a right-of-way of 66 feet.



Sidewalks could provide better connections to Azalea and Hudson Parks

Ochlockonee Street

Ochlockonee Street sidewalks would improve connectivity with the parks and would support the proposed parade route and proposed cottage commercial industry zoning as shown on Figure 5a. The sidewalks would extend along 0.6 miles of Ochlockonee Street. The right-of-way on Ochlockonee Street is 50 feet.

MLK Jr. Memorial Road

Sidewalks on MLK Jr. Memorial Road from US 319 to Home Stretch Lane, a roadway segment approximately 0.67 miles would provide greater connection between the residential development on MLK Jr. Road, including Bridlewood Apartments and Magnolia Gardens, and the commercial

development both on Feli Way and on US 319. MLK Jr. Memorial Road has a dedicated right-of-way of 100 feet, which is more than adequate for the inclusion of both sidewalks and bicycle lanes.

Shadeville Highway

Like the addition of sidewalks to MLK Jr. Memorial Road, sidewalks on Shadeville Highway would connect the residential developments, including the Bridlewood Apartments, to the commercial development on Feli Way and on US 319. Additionally, the sidewalks would provide important connections to the new Wakulla County Community Center located at the former River of Life Church property. With a dedicated right-of-way of 66 feet, there is adequate right-of-way for sidewalks and bicycle lanes.

Feli Way

Commercial properties are currently located on Feli Way and at the intersection of Feli Way and MLK Jr. Memorial Road. These commercial areas would be better connected to residential areas, the community center, and commercial areas on US 319 with the network of sidewalks formed by including sidewalks for the 0.24 miles of Feli Way and the proposed sidewalks on both MLK Jr. Memorial Road and Shadeville Highway. Additional coordination will be required for this project because Feli Way is a private road although commercial developments are located on both sides of the roadway.



Sidewalks on Feli Way could connect people to businesses

Bream Fountain Road

The recently paved Bream Fountain Road connects the Magnolia Gardens subdivision to US 319 at the Wakulla County Administration offices. The addition of sidewalks along 0.45 miles of the road would connect the Magnolia Gardens neighborhood to segment where US 319 intersect with MLK Jr Memorial Road, Shadeville Highway, and Arran Road. The feasibility of adding sidewalks will require additional investigation and coordination because there is no dedicated right-of-way for Bream Fountain Road.

Rehwinkel Road and Tafflinger Road

The addition of sidewalks along the 0.4 mile section of Tafflinger Road/Rehwinkel Road from Dan's Drive to MLK Jr. Memorial Road would connect the largest residential subdivision in the Crawfordville Town Plan study area, Magnolia Garden's (including Greiner's Addition), to proposed sidewalk network connections at Bream Fountain Road, MLK Jr. Memorial Road, and Feli Way.

Cedar Avenue, Sabal Palm Drive, and Dogwood Drive

Connections from residential areas to Hudson Park, the proposed Cottage Commercial area, and US 319 can be made via Cedar Avenue, Sabal Palm Drive, and Dogwood Drive. The sidewalks would extend 0.19 miles along Cedar Avenue. The sidewalks on Sabal Palm Drive and Dogwood Drive could be installed in conjunction with the paving of 0.14 miles of Sabal Palm Drive and 0.19 miles of Dogwood Drive west of US 319. Sabal Palm Drive and Cedar Avenue both have a right-of-way of 75 feet and Dogwood Drive has a right-of-way of 50 feet.

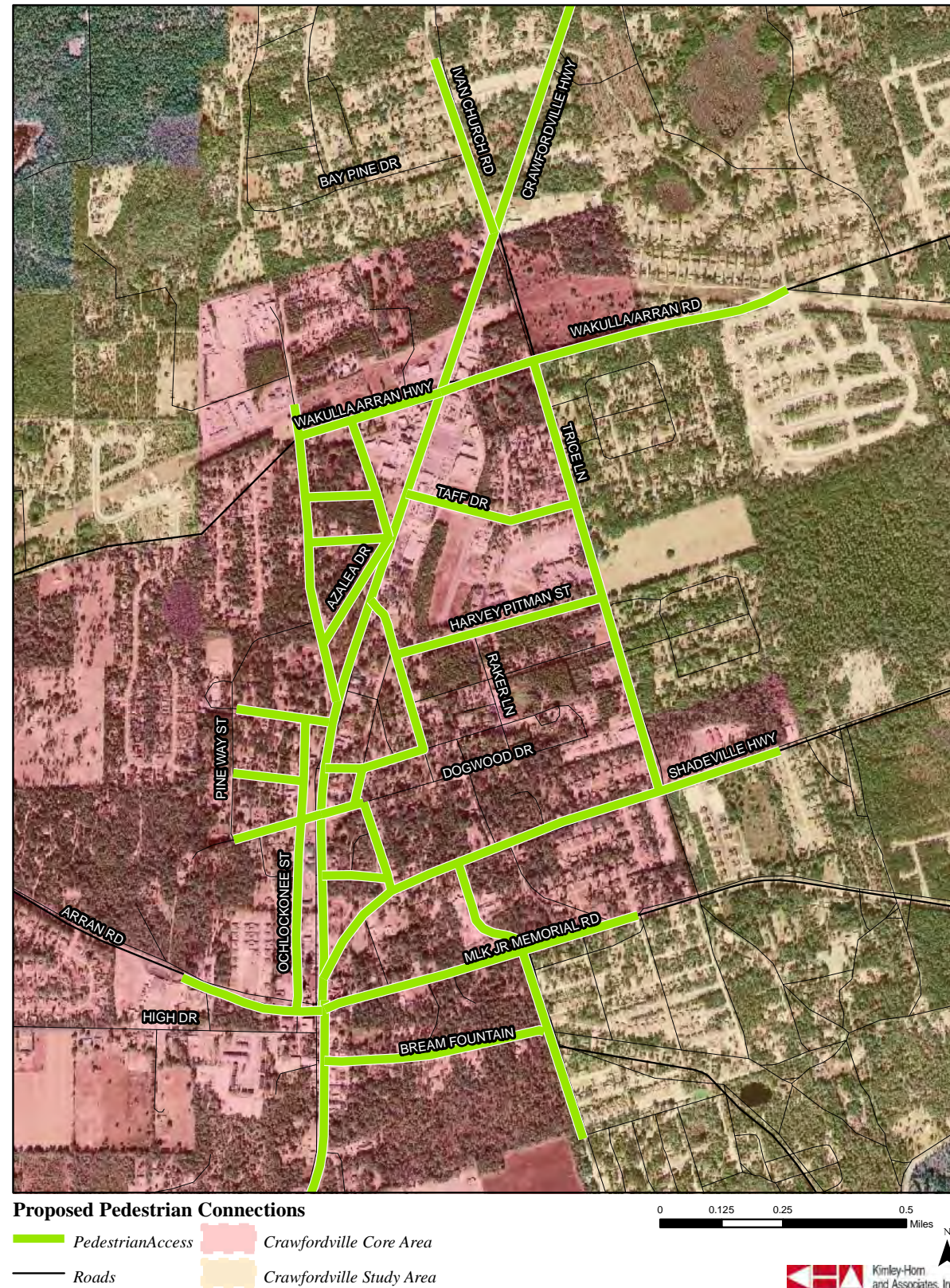


Sidewalks could connect people to parks

Ivan Church Road

To connect the Bridlegate subdivision to the commercial areas along US 319, sidewalks should be added from just north of Bridle Gate Drive south to Crawfordville Highway. This segment of sidewalks would be approximately 0.37 miles. As future development occurs between Ivan Church Road and Crawfordville Highway, the sidewalks could be extended north to Crawfordville Highway near the Wal-Mart shopping center. Within the Bridlegate subdivision, the right-of-way is 60 feet. No right-of-way is dedicated at either the northern or southern ends of Ivan Church Road at US 319.

Figure 17: Proposed Pedestrian Network



Pedestrian Facility Enhancements

To improve the safety of pedestrians in the Crawfordville area, enhanced crosswalks should be installed. These crosswalk enhancements should be implemented at significant pedestrian connections within Crawfordville, such as a connection across US 319 between Hudson Park and Hickory Park, the connection across US 319 at Wakulla Arran Road, and future connections that become significant when redevelopment occurs within Crawfordville. The enhancements could include pedestrian actuated signals, the use of materials with visual and textural differences, or motion detecting crossing caution lights that are activated when bicyclists or pedestrians are present at the intersection. The motion detected crossing caution lights only flash when bicyclists or pedestrians are present, therefore motorists pay more attention when the lights are flashing.

Implementation

The Capital Region Transportation Planning Agency (CRTPA) has a dedicated set of funds for sidewalk design and construction. Wakulla County should coordinate with the CRTPA to implement the proposed pedestrian facilities. As improvements to US 319 proceed, pedestrian safety and the use of enhanced pedestrian crossings should be included in the improvements. The County should evaluate the available options, such as using brick pavers, truncated dome concrete stamps, or decorative thermoplastic crosswalk inlays to determine which option provides the best value for the cost. Options are also available for Manual on Uniform Traffic Control Devices (MUTCD) compliant low power LED flashing signs and in-pavement lights.

Funding for the enhancements may be available from Florida Department of Transportation Safety Funds, Safe Routes to Schools (SRTS) Program funds for projects in close proximity to Crawfordville Elementary School, or general revenue funds. If the County establishes a Community Redevelopment Agency (CRA), funds from the CRA could be used for projects within the boundaries of the Community Redevelopment Area.





Figure 18: Potential Bicycle Corridors in Wakulla County

Multiuse Trail Connectivity

Wakulla County is currently home to the Tallahassee-St. Marks Historic Railroad State Trail, or more commonly called, the St. Marks Trail. According to the Florida Department of Environmental Protection, Office of Greenways and Trails, future trails are proposed for the County. The main proposed trail is the Georgia, Florida, and Alabama Trail, locally known as the Gopher, Frog, and Alligator Trail or simply the GF&A Trail. The GF&A Trail is proposed to extend from within Leon County, through Wakulla County, and into Franklin County. Given the extent of this trail, the GF&A Trail could serve as a regional attractor. Additional proposed trails would connect to the existing St. Marks Trail and the Proposed GF&A Trail to create the Capital City to the Sea Loop Trail. Being located in the center area of the loop that would be formed by the proposed trails, Crawfordville could leverage its geography through connections that could bring visitors to Crawfordville area businesses. Figure 18 show proposed trails in Wakulla county and Figure 19 shows the proposed multiuse trail connection recommendations.

GF&A Trail Connector

The most feasible connection to the proposed GF&A Trail is along Arran Road. A paved multi-use trail along Arran Road from the proposed GF&A Trail to US 319 would connect the proposed trail to the commercial corridor. This segment is 2.80 miles in length. A second connection from the proposed GF&A Trail to Crawfordville could be a paved multi-use trail along Wakulla Arran Road. This segment would be 2.01 miles in length. The County currently has a Community Traffic Safety Team project to extend sidewalks along Arran Road from the School District Offices to Crawfordville Elementary School. The County should evaluate the feasibility of developing a multiuse trail in lieu of the sidewalk in order to accommodate more pedestrians and to create a partial connector to the GF&A Trail.

St. Marks Trail Connector

In addition to connections to the proposed GF&A Trail, a 9.54 mile connection to the existing St. Marks Trail could be constructed along Shadeville Highway from US 319 to Bloxham Cutoff Road and then to the St. Marks Trail. Because both Shadeville Highway and Bloxham Cutoff Road are State facilities, coordination with the Florida Department of Transportation would be required.



Shadeville Highway offers a connection from Crawfordville to the St. Marks Trail

