

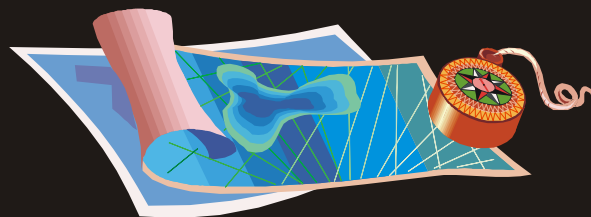
INTERGOVERNMENTAL COORDINATION ELEMENT

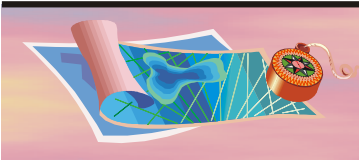
- Introduction
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- Goals, Objectives and Policies
- Exhibits



INTERGOVERNMENTAL COORDINATION

VISION 2020





Vision 2020 Comprehensive Plan Seminole County, Florida

INTERGOVERNMENTAL COORDINATION ELEMENT INTRODUCTION

Seminole County has attempted to engage in meaningful intergovernmental coordination efforts with municipalities and other agencies and levels of government. The Seminole County Board of County Commissioners has indicated that this element is one of the most important elements in the comprehensive plan. Without the efforts of intergovernmental coordination, the success of the goals, objectives and policies in the other elements may not come to fruition.

State law mandates intergovernmental coordination. The Florida Growth Management Act requires all comprehensive plans to be internally consistent and vertically compatible: local plans must be consistent with and further the Comprehensive Regional Policy Plan (CRPP); the CRPP, in turn must be consistent with and further the State Comprehensive Plan. Other applicable provisions of law include: Section 163.33171, F.S. relating to joint agreements; Section 235.192, F.S. relating to local authority to review proposed school site plans; and Chapter 163 F.S. provision that all State and other government development activities must be compatible with the local comprehensive plans unless such development is exempt. Seminole County believes that Vision 2020 is consistent and vertically compatible with the CRPP and the State Comprehensive Plan through its coordination mechanisms with the municipalities within Seminole County, adjacent Counties and bordering municipalities, the Seminole County School Board, and state, federal and other agencies.

The Intergovernmental Coordination Element addresses coordination with multi-levels of government and varying agencies: Coordination with Seminole County Cities; adjacent counties and Cities; state and regional agencies; and independent authorities that have no regulatory authority over land. The Plan Elements or program areas most concerned with intergovernmental issues include land use planning/joint planning or annexation agreements (including water and sewer agreements); coordination with the Seminole County School Board; transportation planning and concurrency management coordination with the Cities and the State; environmental, conservation and resource protection/mitigation; stormwater/drainage problems; and fire protection/emergency services. Five exhibits list coordination efforts of Seminole County with other jurisdictions and agencies. These are *Exhibit IGC: Existing Coordination Mechanisms with Municipalities within Seminole County*, *Exhibit ICG: Existing Coordination Mechanisms with Adjacent Counties and Municipalities*, *Exhibit ICG: Existing Coordination Mechanisms with Authorities, Independent Special Districts*, *Exhibit ICG: Existing Coordination Mechanisms with Regional Agencies* and *Exhibit IGC: Existing Coordination Mechanisms with State and Federal Agencies*.

The Intergovernmental Coordination Element's Goals/Objectives/Policies section contains its own policies in addition to policies that originate from other Plan elements. These other element policies are grouped and given a collective Intergovernmental Element Policy number and further referenced by the policy name and number from the other element. The number of policies from other elements is extensive, demonstrating coordination efforts documented or recommended concerning the topic of the individual elements.

All existing intergovernmental coordination programs are continued by this Plan. Primarily, these include the Council of Local Governments of Seminole County (CLGSC) for policy-level coordination with each of the County's seven Cities and conflict resolution; the Mayors/Managers Working Group; the Planning Technical Advisory Committee (PTAC) which is comprised of the Planning Managers (or equivalent) of the Cities, County and the School Board of Seminole County, interlocal agreements/annexation agreements for various services and planning services/issues; and use of the East Central Florida Regional Planning Council and METROPLAN ORLANDO (the Metropolitan Planning Organization) as regional forums for regional coordination.



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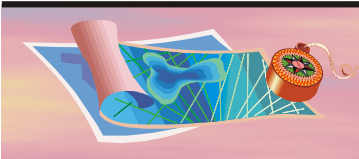


The County has successfully improved coordination with the Seminole County School Board to implement Section 235.192 F.S. that requires the County to review school site plans for off-site impacts, land use compatibility and impact on County services and infrastructure. The County is working with the School Board to implement its second interlocal agreement with them to heighten coordination of school locations.

To ensure that City-County coordination results in efficient provision of services and compatible land uses, Vision 2020 will carry out coordination with those Cities that currently have joint planning interlocal agreements, such as the Cities of Sanford and Oviedo, or annexation agreements, as with the Cities of Altamonte Springs, Winter Springs and Longwood. The County, the School Board and all Cities, except Longwood, have entered into an Intergovernmental Planning Coordination Agreement in 1997 that assures notice to each entity for zoning and land use changes that may be of a multi-jurisdictional significance. It is noteworthy to mention that the County entered into an agreement with all Cities and the School Board in 1995 that provides for conflict resolution and mediation measures among the jurisdictions in times of dispute. In addition the County will continue to encourage the pursuit of joint planning agreements or other coordination agreements, with the remaining Cities in the County. It is the intent of the County to diligently work with the Cities and the School Board to seek better coordination to ensure livable communities for the County's residents for generations to come.

Various other coordination efforts are in place as demonstrated on the exhibits. Of particular interest are the coordination efforts with the many environmental interest groups, such as the Econlochatchee River Work Group whose purpose is to share information concerning the lands in both the Big and Little Econ River Basins and a similar organization, the Wekiva River Work Group. The County will continue to participate in regional transportation issues through its interlocal agreement with METROPLAN ORLANDO (the Metropolitan Planning Organization). The County is proud of its extensive "First Response" Agreements among law enforcement and fire and rescue services for providing emergencies services to the residents and business communities.





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INTERGOVERNMENTAL COORDINATION ELEMENT ISSUES AND CONCERNS

FUTURE LAND USE ELEMENT

Issue FLU 1

Collaborative Planning

To the credit of the Cities in Seminole County, the School Board of Seminole County and Seminole County government, there exists a strong coordination effort already functioning. The task is to make coordination efforts better to alleviate any new land use compatibility issues and to jointly plan growth in Seminole County to achieve livable or sustainable communities for generations to come. The adopted comprehensive plans of the Cities and the County share many common goals: protect established residential areas, promote economic development, guide new growth at appropriate densities/intensities, provide needed urban services, provide services to enhance the quality of life of its residents, as recreational opportunities, address mobility issues and plan for beautification efforts, such as providing shade trees and improving the appearance of the roadways in Seminole County. *Exhibit IGC: Existing Coordination Mechanisms with Municipalities within Seminole County* lists coordination efforts and effectiveness between the County and the seven Cities in Seminole County.

In 1987, the County entered into an interlocal agreement with Winter Springs that identified parcels that would be logical for annexation into the City. Since 1991, the County has entered into agreements with the Cities of Altamonte Springs (1998 and Longwood (1995) regarding annexations of enclaves. The County has developed Joint Planning Agreements (JPAs) with the Cities of Sanford (1991) and Oviedo (1999) and is currently working with the Cities of Winter Springs and Casselberry to adopt JPAs. JPAs are intended to establish future annexation boundaries, ensure compatible land uses at jurisdictional borders, provide for adequate services and facilities, and provide for a formal review process of land use actions. *Exhibit IGC: Joint Planning Areas* displays the geographical boundaries of the existing joint planning areas

In 1997, the County, municipalities within the County and the Seminole County School Board joined in an agreement for the general purpose of establishing a framework for coordination, communication and notification of proposed land use actions, and to build cooperation between affected local governments and the School Board. This agreement also established the Joint Planning Technical Advisory Committee (PTAC) comprised of one County planner, one School Board planner and one city planner from each of the municipalities. Planners from neighboring counties and cities in those counties that border Seminole County have been invited to join PTAC. As an advisory committee, the PTAC serves to enhance intergovernmental coordination of comprehensive plan programs and land use development and helps to ensure consistency between these programs and issues of multi-jurisdictional concern.



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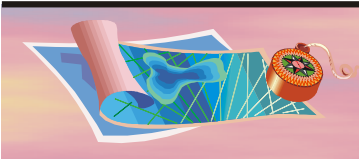


In 1999, the County amended the Plan to address the location of new public elementary, middle and high schools to meet the Provisions of Chapter 163, Florida Statutes. Efforts are currently underway to develop an interlocal agreement among the County, municipalities and the School Board to establish joint processes for collaborative planning as required by Chapter 163, Florida Statutes for the location of new public schools. This interlocal would address the review process for new public schools, co-location of schools with other public facilities, such as parks or libraries, the location and extension of other public facilities needed by the school that are subject to concurrency, such as roads, water or sewer.

Even with these agreements in place, land use related conflicts flare up between the Cities and Seminole County government that deal with the following issues or areas:

- A Issues relating to annexations
 - 1 elimination of residential or non-residential lands in enclaves
 - 2 preventing the creation of any new enclaves
 - 3 proposed uses of lands being annexed that are incompatible to adjacent uses or lands in unincorporated Seminole County
 - 4 annexation and conversion of older residential houses/lots in subdivisions in the County to non-residential uses, as professional office, within the city
 - 5 provisions of water and sewer service and the annexation of right of way containing County utility lines
 - 6 the need for land under development to annex into a city to acquire the city's water and sewer services
 - 7 annexation of lands beyond Seminole County's Urban/Rural Boundary not currently addressed in a Joint Planning Agreement
 - 8 wetland encroachment, particularly beyond the Urban/Rural Boundary
 - 9 development of lands at intensities higher than planned for in the County's comprehensive plan, thus resulting in an impact to county facilities not previously anticipated and planned for by the County, and
 - 10 annexation disputes among Cities
- B Issues relating to differences in land use regulations guiding growth on properties within a city but adjacent or in close proximity to lands in unincorporated Seminole County.
- C Issues relating to the development of lands in municipalities that result in impacts to County lands, such as an increase of traffic affecting established residential areas or cut-through traffic.





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- D areas of concern or land use issues that merit special attention for intergovernmental coordination
 - 1 Potential development of lands along SR 46, west of I-4 to the County Line with Lake County and implementation of the SR 46 overlay zone
 - 2 Celery Avenue/SR 415 area, east of Sanford
 - 3 Lake Monroe area, east of I-4 and lands in vicinity of Seminole Town Center
 - 4 Waterfront development in Sanford
 - 5 Orlando Sanford Airport land use compatibility issues
 - 6 Hillview area near SR 434 and west Maitland Boulevard
 - 7 Downtown Altamonte Springs and redevelopment activities
 - 8 Winter Springs Town Center and Spring Avenue area
 - 9 Annexation of lands by Winter Springs that Seminole County has designated Rural Area which may contain wetland resources
 - 10 Development of housing for UCF students south of Oviedo
 - 11 Downtown Oviedo and proposed rerouting of traffic
 - 12 CR 46A and I-4 interchange area and SR 46 and I-4 interchange area
 - 13 Development along Rinehart Road and CR 46A
 - 14 Redevelopment of the Greyhound Track lands
 - 15 Community Redevelopment Areas on US 17/92
 - 16 Development/redevelopment activities within the SR 434 and CR 427 corridors
 - 17 Development along the southern portion of Lake Emma Road
 - 18 Enhanced availability of transit and mobility options throughout Seminole County
 - 19 Wetland encroachment/protection
 - 20 Cut-through traffic impacting established residential areas
 - 21 Adult entertainment uses
 - 22 Trail planning
 - 23 Billboards and communication towers, and
 - 24 Protection of residential enclaves, not likely to be annexed



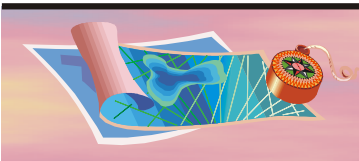


Strategies To Better Intergovernmental Coordination

The County wishes to foster better coordinated land use planning with the Cities in Seminole County. To accomplish this, Seminole County is striving to enter into Joint Planning Agreements with the remaining Cities modeled after the recent one with Oviedo. This agreement sets out long term, agreed upon annexation boundaries and future land use equivalencies, planning for public services and facilities and the protection of wetlands, such as the Black Hammock area, and the honoring of the existing Urban/Rural Boundary and protection of the rural character of the designated Rural Area. The pending interlocal agreement with the School Board will increase information sharing between the Cities, the County and the School Board and foster better communication related to planning issues of school siting.

Exhibit IGC: Enhancing Coordination for Planning Related Issues suggests a number of strategies to better planning coordination between primarily the County and the seven Cities within the County. Even though the 1997 Interlocal Agreement is in effect requiring the Cities, County and the School Board to notify each other of land use proposals on lands along their borders, the jurisdictions, unfortunately, are not consistent in providing the neighboring jurisdiction(s) with the needed notices. One idea is to use new technology resources as e-mailing notices to specific e-mail addresses in the jurisdictions or posting all notices on the local government's or the School Board's webpage. The recipient of the e-mail notices would be responsible for routing the information internally within the jurisdiction. Should the notices be placed on the websites, it would be the responsibility of the neighboring jurisdictions to periodically check for nearby land use proposals. Other ideas to enhance planning related coordination in Seminole County is to designate a planner to be the intergovernmental coordination planner or liaison who would be the point of contact for information sharing among the jurisdictions and could serve as the recipient of the e-mailed notices of land use proposals. Common sense approaches include cultivating the trust of the other planners by working closely with them to resolve any land use disputes and working in concert when dealing with the public on sensitive issues or bring issues to the established Planning Technical Advisory Committee, known as PTAC, to discuss. Other ideas include conducting charettes or joint fact finding meetings to address issues and resolve differences.





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Issue FLU 2

Joint Planning Efforts Beyond The Urban/Rural Boundary In The Rural Areas

Since the adoption of the last major update to the comprehensive plan in 1991, the County has made strides in attempting to provide mechanisms to aid in intergovernmental coordination as cited above in the introduction and new strategies suggested above. Despite efforts by the County and many of the Cities, conflict and resentment exist in specific instances where annexations by a City, coupled with land use/zonings to higher intensities, have occurred or are underway for lands that are identified in the County's designated Rural Area. In certain cases, the lands being annexed are in environmentally sensitive areas as identified in the County's comprehensive plan but are being annexed by Cities with intended urban land uses and zoning. Not only is this a difficult situation to resolve among the governments, this situation often results in resentment by adjacent land owners in the Rural Area who have relied on the County's commitment to rural land uses and protection of environmentally sensitive lands. It results in a perceived undermining of the growth management efforts of the County.

The County will strive to prevent urban uses encroaching into the established rural areas. It will continue to work towards intergovernmental coordination efforts, as have been successfully accomplished with the establishment of the recent Joint Planning Agreement with the City of Oviedo, to come to a consensus as to where logical City boundaries should extend into the Rural Area and at what level of intensity.

Issue FLU 3

Ability To Adapt To New Trends Of Land Use Regulation

A comparative analysis of the land development codes and other regulations/standards of each of the municipalities was performed to assess major differences. These differences tended to be in the way each of the Cities and County have looked to new land use regulation techniques to implement their land use goals. With the use of new techniques comes the need for the neighboring jurisdictions to understand how the techniques work to continue effective intergovernmental coordination. One of the newer land use regulation techniques being implemented in different ways is the use of performance standards. This approach defines permitted levels of intensities of development as opposed to regulating types of land uses. A number of the Cities and the county have incorporated performance standards into their land use categories and zoning codes. These regulations deal with the following measurements of land use intensity: floor areas ratios, density, open space ratios, impervious surface ratio, bufferyards, or massing of buildings. A number of the Cities have created mixed land use districts for land use categories and zoning districts and contain various performance standards relating to land use intensity.

Understanding the differences in how the regulations are applied is the first step in understanding the other jurisdiction's methods of permitting the development of the land. When regulations change, communication between the jurisdictions is essential so that neighboring governments know how the regulations work and how it could impact border parcels between the two jurisdictions. This is critical in situations for land use proposals on border parcels that affect the neighboring residents or business owners. This is where planners from both jurisdictions need to work in concert with the residents or business owners to explain how the new regulations will guide the development of the lands.

Design guidelines are another form of performance standards. Design guidelines may or may not be mandatory. In the cases they are applied, they typically govern streetscape. One example of intergovernmental coordination working with performance standards is between the Cities of Lake Mary and Sanford and Seminole County is the success of the



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Lake Mary Boulevard Overlay zone that has guided the development of Lake Mary Boulevard. These were mandatory design guidelines for the provision of setbacks and in combination with a 15 foot buffer from the right of way with live oak trees. One of the most important features of these design guidelines was the requirement for underground utilities for much of the roadway. Altamonte Springs has recommended design guidelines for the development of its West Town Center and its downtown area which is also a Community Redevelopment Area (CRA). These include streetscape provisions. Seminole County is looking to enhance the appearance of many County roadways, as referenced in the Design and Transportation Elements, through design guidelines for streetscape. US 17/92 has been selected as a pilot project in Seminole County for the establishment of design guidelines in conjunction with the US 17/92 Corridor CRA. These efforts will require coordination with the Cities for planning, designing and maintenance of streetscape features.

Seminole County is looking to use performance standards in the creation of multi-modal levels of service as addressed in the Transportation Element. Performance standards would be set for a geographical area along a roadway and standards relating to mobility would be set for the provision of sidewalks, bikeways, transit opportunities and roadways in order meet a set level of service. For the County to agree to support the creation of the land use tools as Transportation Concurrency Exception Areas (TCEAs) as proposed in some of the Cities, similar types of mobility related performance standards would need to be set in the geographical areas of the TCEAs as in the County's proposed multi-modal levels of service. The County would be looking to preserve the integrity and capacities of County roadways and see that other mobility options would be available. With these new forms of land and roadway regulations, an education process will need to occur among city and county planners to understand these techniques and work with them.

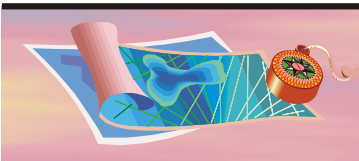
INTERGOVERNMENTAL COORDINATION ELEMENT

Issue IGC 1

Coordination With The Seminole County School Board

Coordination between the School Board and County government is critical because construction and land use decisions made by these two agencies strongly affect each other's facility and service delivery. Due to rapid growth of the County's school age population and continued shortage of school capacity, this coordination is increasingly important.





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In 1999, Seminole County amended the Intergovernmental Coordination Element of the Comprehensive Plan to strengthen its policies regarding coordination with the School Board of Seminole County to meet requirements of Chapter 163, Florida Statutes. Those new coordination policies dealt with the need to enter into formal agreements with the School Board to co-locate other public facilities, such as parks or libraries, near new or existing school sites/plants, the need to share data information and provide a means for the County to review school locations. Implementation of these policies is underway, in addition to a strong history of intergovernmental coordination efforts with the Seminole County School Board.

The County adopted in 1992 an interlocal to collect school impact fees on residential building permits. Quarterly the County forwards these collected fees to the School Board to fund capital improvements, such as land acquisition, pedestrian access, signalization for school or pedestrian access and other improvements. The County will need to continue to work closely with the School Board to investigate alternative funding mechanisms for school capital improvements, such as the upcoming one-cent sales tax revenue referendum scheduled in September of 2001 whereby upon approval, the School Board would receive twenty-five percent of the proceeds.

The School Board participated in the 1997 interlocal agreement between the County, all Cities, except Longwood, and the Seminole County School Board to establish a framework for coordination, communication and notification of proposed land use actions between the entities. A representative of the School Board sits on the Planning Technical Advisory Committee. The County in 1995 adopted as part of the Land Development Code provisions for public school locational criteria and site design standards. Efforts are currently underway to enter into an interlocal agreement with the School Board and the Cities that would address the review process for new public schools, the co-location of schools with other public facilities, such as parks or libraries and the location and extension of other public facilities needed by the school that are subject to concurrency, such as roads, water or sewer. After the interlocal agreement is finalized, Seminole County will need to review the regulations presently in the Land Development Code and amend them as necessary for conformance to the interlocal agreement.

Other coordination efforts include the open invitation for a representative of the School Board to attend the County's weekly Development Review Committee meeting to provide input on development impacting school issues. The School Board by interlocal agreement leases space from the County for use of the County's fiber optic cable and can access available County information, such as the Geographical Information System (GIS). On an informal basis the County and the School Board share statistical information, particularly school enrollment figures and projections (for example, school enrollment data is used in forecasting travel demand). The County commits to continue to actively work with the School Board in making Seminole County a better place to learn.

One partnership between the School Board and the County, that has the potential to be broadened, is the sharing of recreational facilities. Although this is currently occurring at Greenwood Lakes Middle School and Red Bug Lake Elementary School with the adjacent county parks, additional joint use of facilities is feasible. The School Board currently has partnerships with the many of the Cities for the provisions of joint use of facilities and tied to this are numerous recreational programs underway. A good example is the cooperative



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efforts between the School Board and the City of Altamonte Springs by sharing of ballfields and the joint use of the pool at Lake Brantley High School.

Issue IGC 2

Coordination with Electric and Other Private Utilities

Coordination between private utilities and the County is important because utility lines are often located within County rights-of-way, are expensive to relocate and potentially impact surrounding land uses. The County should identify areas of ineffective coordination and adopt corrective measures.

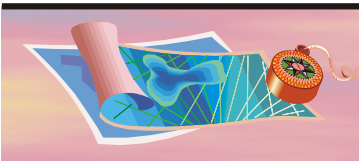
Seminole County has public and private providers of utility services that fall within six transmission utility types: electric power, gas, water, sewer, cable and phone. Several issues are common to each of these: installation, maintenance and upgrade requirements; the location of transmission/distribution lines within or parallel to road rights-of-way; and the capital costs of installing, relocating and maintaining utilities.

The main issue with County/utility coordination involves relocation of overhead and underground lines. Although the County, at the current time, allows utilities to install their lines in County rights-of-way free of charge, they must first obtain a permit from the County. These permits are granted on the condition (among other things) that the company act quickly to relocate or remove their lines upon County request if, for instance, the road is to be widened. Frequently, relocation of utility lines is delayed, resulting in higher construction costs for the County and compromising the safety of the roadway user. The County eliminated its rights to levy and collection of franchise fees in rights-of-ways and, instead, elected to increase the telecommunications tax rate by .12% as permitted by the state legislation that will take effect October 1, 2001.

The County should minimize utility related problems in the future by considering the following actions:

- A The County should continue to provide all utility companies with road construction schedules and plans as soon as they are adopted or changed to ensure timely relocation of facilities.
- B The County should coordinate with Florida Power Corporation and Florida Power and Light to develop a method whereby the County, at an early stage in the design process, reviews and comments on plans to construct electrical substations and transmission lines within the County.





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- C The County shall encourage all utility companies to prepare and maintain accurate and certified as-built mapping records of all existing and proposed utility installations. The County should encourage the major utility companies to participate in any future Countywide geographic information system. Currently, many construction problems occur because utility companies and County departments are not certain where utility lines exist relative to roads, rights-of-way, etc. The County's Geographical Information System (GIS) system could be upgraded to include computer maps of utility service areas, transmission networks and plant facilities, which could be electronically overlaid on road, ROW and legal maps. (Presently only the location of the County's water, sewer and fiber optic cable lines are available on the County's GIS system.)
- D The County shall continue to maintain dominion over and manage its publicly owned right-of-way in a manner which it deems in the best interest of the public.

Issue IGC 3

Coordination With Adjacent Counties, Border Cities, Regional, State And Federal Agencies And Other Public Agencies

Coordination occurs with an array of other agencies and levels of government other than the municipalities in Seminole County. Coordination efforts are summed up in the following exhibits: *Exhibit IGC: Existing Coordination Mechanisms with Adjacent Counties and Municipalities*, *Exhibit IGC: Existing Coordination Mechanisms with Authorities, Independent Special Districts, Utility Companies and School Board*, and *Exhibit IGC: Existing Coordination Mechanisms with Regional Agencies* and *Exhibit IGC: Existing Coordination Mechanisms with State and Federal Agencies*.

In the four exhibits, mentioned above, is a column for the description of the effectiveness of the coordination with other agencies and levels of government. Seminole County Government is of the opinion that coordination is satisfactory with all agencies and levels of government except for one: the Central Florida Regional Transportation Authority (LYNX) who is the transit provider. Coordination concerns were discussed in this element in the Transportation Issues section. One important coordination effort, which has greatly improved over recent years, is the coordination with the School Board of Seminole County. This has been demonstrated by the approval of an interlocal in 1997 regarding notifications of land use activity and the pending interlocal with the School Board that will address locations of schools.

In particular, the County will continue to support the efforts of the Historical Commission on historical matters relevant to the County and work with the state Division of Historical Resources regarding management of the County's valuable historical resources.

In the Evaluation and Appraisal Report, the County committed to assessing coordination efforts with state agencies. This was accomplished and coordination efforts were found to be satisfactory. An example of coordination efforts with a state agency is the monthly meeting that the Engineering Department has with top District Five Florida Department of Transportation staff to discuss and keep each other up to date on road and stormwater projects. The County will continue to work cooperatively with the state and local agencies for the conservation/preservation of the natural resources in Seminole County, for the provision of other public facilities, such as roads and drainage improvements and for housing related issues.



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The Florida Growth Management Commission in February 2001 made recommendations to the Governor of Florida to revise the role of the State in "growth management to focus on a limited number of compelling state interests. The Commission recommends that the regional planning councils develop a regional cooperation agreement to address greater than local issues resulting from local government development approvals and this would replace the Development of Regional Impact (DRI) review process". Additional recommendations empower the East Central Florida Planning Council to review comprehensive plan amendments for regional issues. Although these recommendations did not result in legislative changes in the 2001 Legislative Session, Seminole County Government will stay attuned to any directives from the Office of the Governor, the Florida Department of Community Affairs and forthcoming legislative action regarding changes in the review process for DRIs or comprehensive plan amendments. The County will work appropriately with the State and the Central Florida Regional Planning Council when new directives are issued.

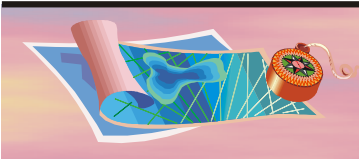
Issue IGC 4

Coordination Related to Telecommunications

Seminole County has taken the opportunity during its road construction projects in the 1990s to install fiber optic cable in the county road rights of way. The County has been able to install its fiber optic cables in state road rights of way also. Currently the County has 185 miles of fiber optic cable in Seminole County. With the extensive amount of fiber optics, the County has successfully offered to the Cities in the County, Seminole Community College and the School Board the ability to connect to the County's fiber optic system. Five of the seven Cities and the School Board have entered into interlocal agreements with the County for use of the County's system which is actually a lease agreement to use the fiber optics. The two remaining Cities have pending local agreements with the County. The advantages of connecting to the County's system are many. These include the ability of city law enforcement officers to gain access to electronic County Court records, thus saving a trip to Sanford for hardcopies, or gaining access to the County's Geographical Informational System (GIS) or the transfer of information for educational purposes for the public schools. It is the intent of Seminole County to continue to partner and share resources rather than have duplicated by others.

Coordination of traffic signals is accomplished via the use of fiber optic cable by computer command. Coordination is underway between the Seminole County, City of Orlando and Orange County to have the ability to communicate across borders for items, such as traffic signal control and accessing other traffic related data. Seminole County Television (SGTV) was formed through an interlocal with the Council of Governments of Seminole County (CLGSC). Seminole County Government is the provider of the system and the Cities and School Board supply information to be aired along with Seminole County. Leasing of fiber optic space is only to the Cities, School Board and government agencies creating a closed system of government users. The County owns and operates its own Public Safety radio towers and is able to lease space to both private and public entities.





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The sharing of information technology has resulted in very favorable coordination efforts with Seminole County Government and other governmental agencies. The County will continue to offer these services.

Issue IGC 5

Coordination Related to Public Safety

Like all counties throughout Florida, the communities of Seminole County are vulnerable to a wide range of natural disasters. To address this vulnerability the Seminole County Working Group for Local Mitigation Strategy was created in October of 1998. The Working Group is comprised of representatives of County Agencies and municipal governments as well as key community groups and private sector organizations, such as the Seminole Community Volunteer Program, Florida Power Corporation, Seminole HEART, Central Florida Red Cross, Seminole County Better Living for Seniors, and the Small Business Development Center at Seminole Community College. The Working Group was charged with the development of a plan to eliminate or minimize the impacts of future disasters on Seminole County. The Working Group meets periodically to ensure the effectiveness of the local mitigation strategy which was developed.

A countywide emergency response coordination is achieved through a system of interlocal agreements. The County has "First Response" interlocal agreements with the Cities of Altamonte Springs, Longwood, Sanford, Winter Springs, Casselberry, Lake Mary and Orange County. The County also has Mutual Aid Agreements with Maitland, Deltona and the City of Oviedo. The County will continue efforts to work towards a "First Response" interlocal agreement with the City of Oviedo.

TRANSPORTATION ELEMENT

Issue TRA 1

Coordination of Countywide Mobility and Funding Needed Improvements

The growth that Seminole County has experienced in the last 15 years has resulted in the need for a more extensive transportation system to serve its residents and business community. Funding needed improvements is an issue of major concern to the County. The County has an ongoing road impact fee program in which a number of the Cities participate. The County was successful in a voter referendum in 1990 to adopt a one cent local option infrastructure sales tax that resulted in a coordinated disbursement of funds through interlocal agreements to allow for the construction of additional road capacity for county and city roadways. The one cent sales tax approved in 1990 did sunset in September of 2001. A second voter referendum was passed in 2001 to continue the one cent sales tax. Seventy-five percent of the revenues would aid in construction/improvements to county or city roadways and be pledged to aid in funding specific needed state road improvements and the remaining twenty-five percent would be allotted to the School Board. Interlocal agreements are in place to direct the disbursement of the revenues with the Cities in Seminole County. Participation by members of the Mayors/Managers Working Group has aided in the cooperative effort in seeing these important interlocal agreements being accepted by each jurisdiction. The additional monies coming from the second generation one cent sales tax will aid each jurisdiction in complying with roadway level of service requirements.

METROPLAN ORLANDO, the regional metropolitan planning organization, coordinates regional transportation planning. METROPLAN ORLANDO (the MPO) is governed by a Board comprised of elected officials from the tri-county area of Seminole, Orange and Osceola Counties and the mayors of the largest Cities. Representing Seminole County, are



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two County Commissioners, the Mayors of Sanford and Altamonte Springs and a representative of the Orlando Sanford Airport. Other members of the Board include representatives of LYNX (the regional transit authority), the Florida Department of Transportation, the Orlando Orange County Expressway Authority and the Airports. The purpose of the MPO is to develop the region's twenty year Long Range Transportation Plan (LRTP) and the five year Transportation Improvement Plan. The 2020 LRTP contains a listing of financially feasible transportation improvements and an additional listing of needed, but unfunded, improvements. The financially feasible improvements would be funded from federal, state and local funds. Supporting committees to the Board, both technical and lay citizens, provide input to the Board's decision making. Seminole County Engineering and Planning Staff and concerned citizens sit on these supporting committees. The MPO allows for a forum for intergovernmental coordination among local and state agencies for transportation planning and funding. Seminole County is supporting the MPO in its efforts to draw additional funding to Central Florida for transportation improvements, especially for I-4 and state roadways and transit improvements.

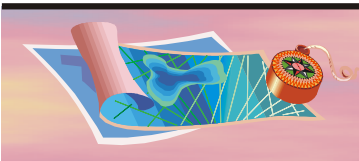
The financially feasible plan 2020 LRTP contains \$7.5 billion in transportation improvements over the span of 2006 to 2020. These include reconstruction of Interstate 4 (I-4) to add capacity from Orange Blossom Trail in Orange County to Central Parkway in Seminole County, six laning of US 17/92 to Lake Mary Boulevard, the construction of a light rail transit system from Seaworld to Central Parkway. Within the five year Transportation Improvement Plan is the reconstruction of the bridge over the St. Johns River, a gateway into Seminole County. Improvements that are needed, but unfunded in the LRTP, include the extension of light rail transit to SR 434 and then to Sanford, continuation of I-4 capacity improvements north of Central Parkway to the forthcoming new bridge over the St. Johns River and commuter rail from DeLand via Seminole County to Orlando. The MPO and Seminole County continue to look for additional revenues to fund improvements. Seminole County has recently been able to acquire special grant monies for road improvements in the County. The MPO has lobbied the legislature for a new bill to redirect rental car revenues to the counties of origin and create a local rental car fee to be used in the three county area of the MPO.

Issue TRA 2

Transit Needs and Funding

Seminole County recognizes that the fixed route bus system that the Central Florida Regional Transportation Authority (LYNX) provides in the County is not adequate for the needs of its residents and business community. The traditional approach of providing fixed bus routes in the region has been to use primarily a radial system where most of the routes originate in downtown Orlando and spiral out to the suburbs. Seminole County Government recently completed a transit study to determine the needs of its residents and business community. The Study recommended looking into the possibility of more cross town routes within the County and the potential for interfacing with VOTRAN, the transit provider in Volusia County, to connect up to routes in Volusia County to capture riders commuting from there





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into Seminole County. The transit study targets transit improvement needs for Seminole County employees. Implementation of the transit study will require careful coordination with multiple agencies, as LYNX, VOTRAN, and the Florida Department of Transportation, to implement.

One pressing concern in transit is the ability to fund operating expenses for transit services in Seminole County. The Seminole County Board of County Commissioners has in recent years pledged all of the revenues of the 9th cent gas tax revenues as the primary source for funding transit operating services. Should the 9th cent gas tax revenues decrease in coming years coupled with the rising cost of LYNX providing transit services, funding operating expenses could be difficult. Seminole County will continue to work with the Cities in the County and LYNX to acquire additional funding for transit. Presently only three out of the seven Cities provide funding for transit. The provision of transit services is a key component of the overall transportation system in Seminole County as described in the Transportation Element that recommends moving to multi-modal levels of service in the County where transit availability would be a factor in calculating levels of service.

Since the loss of support from the Orange County Board of County Commissioners for light rail transit in its County, the momentum for a light rail transit system in the region has suffered. There are several rail and bus rapid transit initiatives under consideration at this time that could serve Seminole County residents and the business community. Seminole County will work within the region to again attempt to see a regional rail system implemented to aid mobility.

Issue TRA 3

Coordination With The Orlando Sanford Airport And Existing Rail Companies

The Orlando Sanford Airport is ranked among the 25 busiest international airports in the nation. It has become a renowned destination airport for charter flights coming from Europe and also provides regular airline passenger service. The total acreage of the airport is over 1,800 acres and is expected to grow in the number of flights, both passenger and cargo. The airport contains a commerce park which is anticipated to develop further once additional water and sewer facilities are constructed.

Two levels of coordination are needed. One is in regard to the protection of residential neighborhoods in the flight paths from adverse noise impacts and the compatibility of uses at the airport with residential uses in close proximity. This concern is discussed in a later section of this element in Housing Issue 3. The second is the coordination with airport and commerce park representatives to support economic development efforts within the airport and adjacent to the airport. The airport is located within the City of Sanford but abuts lands in the County. In the County to the east of the airport are recommended uses of industrial and high intensity planned unit development which would allow such uses as industrial parks, office complexes or business parks. The County's draft Strategic Plan for Economic Development identifies the Airport as a targeted area for growth and as a partner in coordinating development. A primary concern of the County's is the availability of public services to support the development at the airport and adjacent to the airport, mainly road capacity in this area and the provision of adequate access to the airport. Various road improvements are planned for the area to include the extension of Lake Mary Boulevard around the airport to the SR 46/SR 415 intersection. Further coordination will need to occur with the Airport Authority and the City of Sanford to ensure that development be timed concurrent with facility capacity.



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The County will work with the Airport Authority and the state and local environmental agencies regarding airport expansion development plans and any potential impacts to wetlands and other natural resources on airport lands.

The County is home to a major rail station, rail yard and supporting rail uses and CSX tracks. The County will work both directly, as needed, with the rail companies (AMTRAK and CSX primarily) and the City of Sanford regarding concerns, such as road access needs, and indirectly through the METROPLAN ORLANDO, the metropolitan planning organization, and LYNX regarding, rail studies, such as the current study underway by AMTRAK on capacity on the CSX tracks.

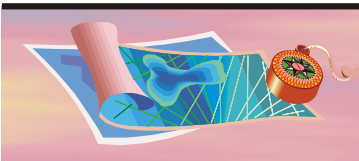
Issue TRA 4

Coordination Of Beautification Of Scenic, Canopy And Gateway Roadways In Seminole County

The image of urbanized areas comes from the streets. One of the major objectives of the Design Element for development and mixed-use corridors is “to improve visual quality of streets and highways”. Coupled with road construction or widening, beautification of roadways has occurred in a number of instances within the County and in the Cities and for the success of these, required coordinated efforts between the Cities and County for implementation. Examples where design standards for streetscape have been applied for roadways under construction include Lake Mary Boulevard, Montgomery Road and Central Parkway. In these cases, design standards were applied for features or amenities, such as lightning, pavement markers, buffers and setbacks, placement of utilities underground and tree cover or other vegetation. The availability of reclaimed water from the Cities for irrigation has greatly enhanced the ability to provide varied landscaping in the right of way or immediately adjacent to the right of way.

Design standards, in a number of cases, have been applied in the County through the use of roadway corridor overlay zones and/or formal interlocal agreements. To date, Lake Mary Boulevard is the best example of the use of the overlay zoning and excellent coordination between County with the Cities of Lake Mary and Sanford for the beautification of a roadway. With the creation of the Community Redevelopment Agency for US 17/92 Redevelopment Corridor, a major emphasis is improving the visual character of US 17/92, a state highway. This agency has the participation and cooperation of most of the Cities touching US 17/92 and the Agency in attempting to revitalize and redevelop parcels along the corridor. The placement of plant materials in the medians, replacement of wire-strung traffic signals with the “mast-arms” style hardware and the gateway features near the Orange County line is a good beginning to beautifying the roadway, and it is hoped to be a catalyst for redevelopment. Seminole County will continue to work with the Cities and the Florida Department of Transportation (for state roadways) to improve the visual appearance of the development and mixed-use corridors in the County to develop scenic, canopy and gateway roads.





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Issue TRA 5

Coordination Needed Among State And Regional Agencies And Local Governments During Construction Of Regional Transportation Improvements

Within the time frame of Vision 2020, major transportation improvements are slated for this area. The construction of the “missing link” of SR 417 from US 17/92 to I-4 is underway currently. The reconstruction of the I-4 Bridge over the St. Johns River has recently begun. The I-4/SR 46 interchange is targeted for reconstruction. Widening of I-4 to six lanes from Lake Mary Boulevard to the St. Johns River Bridge will occur. Light rail is anticipated to come from Orlando to Central Parkway in Altamonte Springs. A major reconstruction of I-4 to add special use/high occupancy lanes will also be constructed prior to 2020 from south of Orlando to Central Parkway. Other county and state roadways will be improved. Commuter rail may run on the CSX lines that would cause the need for upgrading the tracks along the route in Seminole County. With the level of intensity of construction anticipated for roadway and transit projects, careful planning will be needed to coordinate travel patterns.

Currently the Seminole County Traffic Operations staff is able to receive traffic information via computer from the traffic control command center for the Florida Department of Transportation and is looking to interface with the Orange County and City of Orlando command centers for the coordination of traffic signals and other traffic data. This type of coordination will continue to be most effective during construction periods. Seminole County is already anticipating future impacts to travel patterns and is assisting in funding roadway improvements to help move traffic during construction projects on I-4. Two coordination efforts are underway. Seminole County is funding the extension of Lake Mary Boulevard to SR 46 to connect to SR 415 to aid traffic flow for an alternative route to Volusia County and is working with the Florida Department of Transportation to acquire funding of the six laning of SR 434 from the Orange County line to SR 436. SR 434 will connect to the John Young Parkway and will provide an alternative north-south route parallel to I-4 from Osceola County to Altamonte Springs.

Further coordination with the Florida Department of Transportation, LYNX and other agencies must take place to prepare for the maintenance of traffic during construction of major transportation projects. Seminole County will work with the public information officers and construction managers of the Florida Department of Transportation, LYNX, and others to work out alternative travel pattern arrangements during construction.

HOUSING ELEMENT

Issue HSG 1

Coordinating Affordable Housing Programs

The primary issue regarding the coordination of affordable housing programs is the issue of jurisdictional responsibility. The Growth Management Act requires each jurisdiction to address its own affordable housing inventory and needs. Yet, due to the geographic locations of living and working centers, affordable housing may be more appropriately deemed a regional issue, especially in the Central Florida area. Any joint housing effort will require continued intergovernmental coordination mechanisms between jurisdictions and between the County and nonprofit/for-profit affordable housing development organizations.

In addressing concerns over the rising costs of housing, Seminole County adopted the Alternative Density Option (a density bonus program applicable to all residential zoning districts) and the Impact Fee Rebate Program to increase the production of affordable



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housing in Seminole County. The County also created a new zoning classification aimed at reducing housing costs.

The Seminole County Affordable Housing Advisory Committee (AHAC) meets on an ad hoc basis to make recommendations to the Board of County Commissioners regarding new policies and their effect on housing costs for low income households. The County uses several nonprofit housing development organizations, such as The Center for Affordable Housing, the Orange County Housing Finance Authority, and Housing and Neighborhood Development Services of Central Florida, Inc. (HANDS) to implement its affordable housing programs and activities. The County's State Housing Initiatives Partnership (SHIP) and HOME Programs are implemented on a Countywide basis. Since each City participates in these programs, activities are implemented without regard for municipal boundaries.

Issues concerning the Countywide or regional supply of affordable housing include the amount of affordable housing which will be supplied by each City and even adjacent counties in order to satisfy the Countywide need.

Issue HSG 2

City Participation in the Community Development Block Grant (CDBG), SHIP, Emergency Shelter Grants Program (ESG) & HOME Programs

Currently the County's housing program uses grant funds for housing rehabilitation, rental rehabilitation, new rental construction, housing reconstruction, architectural barrier removal (for disabled households), down payment assistance and services to homeless shelters. Issues to be resolved include how to expand owner and rental housing availability on a Countywide basis, the degree to which economic development programs (for jobs for low income persons) should be pursued and what intergovernmental implementation mechanisms should be used to enhance working and living conditions in target areas.

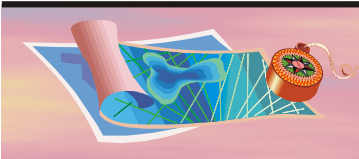
In 1986 Seminole County was designated as an entitlement recipient of HUD's CDBG Program. The participation of each of the County's seven Cities is realized by interlocal agreements. The County also receives funding under the ESG Programs, and the SHIP program. Funded activities are implemented in the County and in each of the County's municipalities.

Issue HSG 3

Coordinated Efforts For Protection Of Established Residential Areas

Through a review of the comprehensive plans of the seven Cities in Seminole County and the County's Plan, there is a common theme of the need to protect established residential areas from adverse impacts. Adoption of the Joint Planning Agreements with the Cities of Oviedo and Sanford and the annexation interlocal agreements with the Cities of Altamonte Springs, Winter Springs and Longwood provided a good starting point to coordinate protection of residential areas. Together the County and the Cities need to work to achieve "sustainable" communities, an idea of the responsible use of resources to meet current needs without jeopardizing the needs of future residents. To achieve this a coordinated effort needs to take place to deal more effectively with causes which could result in adverse





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impacts to established residential areas.

Cut through traffic on residential streets appears to be a common problem to the County and the Cities. Traffic calming devices have been used in various neighborhoods on residential collector and local streets to slow traffic down and hopefully divert traffic back to main roadways. Coordination needs to occur among the Cities and the County to channel non-residential traffic off the interior collector and local streets. Typically, these may be city streets being used for cut through traffic to avoid the more congested county or state roadway. The Cities and the County need to first jointly identify which neighborhoods are being used for cut through traffic and then determine what measures should be taken for each specific situation. This is the type of issue that should be brought before the Planning Technical Advisory Committee for discussion and resolution.

Use of more transitional land uses or identified transitional land use intensities between residential and non-residential uses are needed. Transitional uses act as buffers between residential uses and more intensive non-residential uses. It is typically in annexation requests, that incompatible uses may be proposed adjacent to established residential areas and the use of transitional uses or intensities could alleviate conflict. Appropriate transitional uses or intensities could be established in a Joint Planning Agreement for parcels logical for annexation. Although this was not done in entirety in the Joint Planning Agreement with Oviedo, a provision for compatible and consistent uses was. In the Joint Planning Agreement with Oviedo, a provision was written to establish mutually agreeable future land use designations which will ensure land use compatibility between the County and the City of Oviedo. This is accomplished through a future land use equivalency chart. This chart is used for lands adjacent to the jurisdictional limits of the City of Oviedo and the County and to lands that may be annexed. It is hoped that similar language can be written for future Joint Planning Agreements with the other Cities that could also establish acceptable transitional uses.

The larger aircraft landing and taking off at Orlando Sanford Airport typically use the longer east-west runway. With landings from or take-offs to the west, this causes aircraft noise over established residential neighborhoods in the Sanford and Lake Mary/Heathrow areas. The Airport Authority is preparing a noise assessment study and the County will work with the residents of these affected areas and the Airport Authority to ensure measures are taken to reduce noise impacts to these affected areas.

There are land use issues that are sensitive in nature and cause alarm to neighborhood residents when the subject is brought up. Three of these sensitive issues include adult entertainment uses, communication towers and billboards. Protecting established residential neighborhoods from impacts of these types of uses mandates intergovernmental coordination. The current laws relating to adult entertainment uses require the county to provide for allowable sites where adult entertainment uses may locate. The County joined forces with the City of Sanford to collectively provide allowable sites for adult entertainment uses in order to meet the requirements of the law. This form of cooperation with the City of Sanford provided both jurisdictions knowledge of where these possible sites could be located so that both jurisdictions could continue to make efforts for needed separation of uses. The County, as do the Cities, has separation requirements or other buffer requirements for these types of sensitive uses when they are in proximity to residential areas. However, notification to neighboring jurisdictions is needed for these types of uses above and beyond the current notification requirements for land use proposals or required



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by interlocal agreements. The County will work with members of the planning technical advisory committee to propose a logical system of notification of application for these types of sensitive land uses.

SANITARY SEWER AND POTABLE WATER ELEMENTS

Issue S-W 1

Coordination of Countywide Water and Sewer Service

In order to discourage urban sprawl, avoid duplication of services, maximize the use of existing facilities and plan for the provision of adequate levels of service to unincorporated users, the County relies primarily on its five year master plan and on coordination with other jurisdictions and private utilities for the provision of water and sewer services. These methods include wholesale agreements, service area agreements and interconnection agreements as well as an agreement for reserved sewer capacity with Orlando's Iron Bridge Wastewater Treatment Facility. As the full urbanization of the non-rural portions of the County occurs and as redevelopment of the urbanized area begins, the County will continue to review, renew, revise and seek new cooperative agreements with other jurisdictions, private suppliers and regional agencies as necessary in the area.

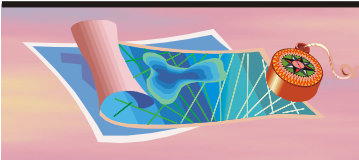
Issue S-W 2

Water Supply

The St. Johns River Water Management District (SJRWMD) has recently completed a report entitled, *Water Supply 2020*, which details the projected water needs of the SJRWMD. Basically, the report demonstrates that by 2020, existing potable water resources, primarily the Floridian aquifer, will be inadequate to supply the demand for service and that by that time other methodologies to supply and conserve water must be developed and be in place. Such methodologies might include recharging the aquifer with highly treated reuse water, siphoning water from surface sources such as the St. Johns River, and enhanced conservation measures such as revised building and landscaping codes and water rate adjustments.

Seminole County has participated with the SJRWMD and other local and regional agencies in producing the *Water Supply 2020* report. The County's Environmental Services Department, Water and Sewer Division, is planning to participate in and contribute to a multiyear surface water feasibility study which will test the viability of drawing surface water from Lake Monroe as a future source of water for the region. Beyond this study, the County will be participating in joint discussions lead by the SJRWMD and various area agencies and jurisdictions on how to best manage and meet future water supply demands.





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SOLID WASTE ELEMENT

Issue SOL 1 **Countywide Waste Disposal and Recycling**

Seminole County has one Class I sanitary landfill, known as the Osceola Road Landfill, and the one Central Transfer Station that serves all Seminole County jurisdictions. Under current regulations, disposal techniques and operational policies, both the landfill and the transfer station are projected to meet the County's needs beyond the 2020 planning horizon.

Over the past ten years, the County has developed and instituted a Countywide recycling program which includes the seven cities. The ongoing recycling program has successfully reduced the amount of solid waste disposed of at the landfill by thirty percent. This amount was mandated by the Solid Waste Management Act and was achieved by the County in 1994 as required by the Act. Currently the County has an interlocal with Orange County to conduct recycling for both jurisdictions and it is administered under a contract with a private company.

The County operates a Household Hazardous Waste Collection Program. The program provides all Seminole County citizens a place to dispose of their chemicals, pesticides, paints, batteries, used oil and other potentially hazardous materials. The County has installed two hazardous waste storage buildings, one at the landfill and one at the transfer station, for the storing of hazardous wastes until a contracted handling carrier removes and properly disposes of the materials. The County conducts an annual Amnesty Day event for the collection of household hazardous materials which is open to all Seminole County citizens.

DRAINAGE ELEMENT

Issue DRG 1 **Development of a Countywide Stormwater Program**

Stormwater management is an intergovernmental issue due to the characteristics of natural drainage systems and the need to control flooding and protect surface water quality. Historically Seminole County has funded the master basin planning of all basins within the County (except the Sanford basin which was funded by the city of Sanford). This initiative provides a platform for coordination with numerous local governments and other agencies to collaborate with implementation of the plans. To continue and expand upon this coordination, Seminole County adopted a resolution in 1989 establishing an Intergovernmental Task Force for Stormwater Management. The Task Force membership, now called the Middle Basin Working Group, is comprised of officials representing Orange County, the SJRWMD, and all municipalities and other concerned agencies within Seminole County. The purpose of this Working Group is to partner with the SJRWMD to increase education, funding for projects, and improve water quality of the middle St. Johns River Basin.

The Seminole County Board of County Commissioner and representatives continue to participate in the Middle Basin Working Group on which all Seminole County Cities, Orange County and SJRWMD are invited to participate. This group's charges shall continue to include coordination of agency and local master basin studies, recommendation of joint funding mechanisms for basin studies and improvements, and recommendations concerning implementation of funding strategies on a Countywide basis.



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Issue DRG 2

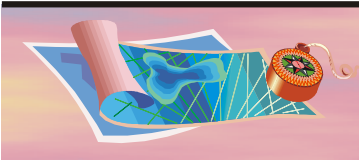
Development of Countywide Water Quality Protection and Monitoring

The County's Water Quality/NPDES Section's primary objectives are monitoring, protecting, and maintaining the quality of surface waters in unincorporated Seminole County. These objectives are achieved through a coordinated sampling program, public education and outreach, County (internal) education and training, volunteer revegetation and clean up projects, water quality improvement projects, and by providing technical assistance to residents and other agencies.

The US Environmental Protection Agency (EPA) required that Seminole County, as well as the seven Cities within the County, apply for and receive a National Pollutant Discharge Elimination System Stormwater Permit (NPDES). (Most other large counties and municipalities throughout the Country were required to obtain this permit, as well.) The overall goal of this permit, as part of the Federal Clean Water Act, is to reduce the amount of pollutants in stormwater runoff that is discharged directly into natural waterbodies, streams and river systems. This goal is achieved through the previously mentioned tasks (monitoring, education, improvement projects, etc.). This goal is also achieved through state regulations that were implemented in the 1980's, which require developments to construct stormwater systems that provide water quality treatment for stormwater runoff (such as retention ponds and other similarly functioning structures). The County is required by the NPDES permit to track many of these tasks throughout the year and to summarize them in an Annual Report, which is submitted to FDEP (Florida Department of Environmental Protection).

The Water Quality/NPDES Section currently monitors (or collects surface water samples) on a quarterly basis (four times a year) at approximately fifty-five locations. These locations include lakes, rivers, creeks and streams. The water quality data from these samples can be seen and explained on the Seminole Watershed Atlas. The atlas is an online tool providing biological information on Seminole County waterbodies. Starting in the fall of 2001, in addition to the water chemistry sampling program, the Water Quality staff will begin conducting biological monitoring/habitat assessments annually at five stream and river locations. This type of monitoring is called SCI (Stream Conditions Index) or Rapid Bioassessment. This monitoring will include assessing impacts on in-stream habitats, as well as the surrounding habitats, types of habitats found, and identifying macroinvertebrates (insects and insect larvae) in the stream/river. This type of assessment will give an overall picture of the health of the stream/river. FDEP, who developed this type of assessment, has been training County staff on this assessment methodology. This information, once collected, will also be available on the Seminole Watershed Atlas. Toward these endeavors, the County should provide by policy the means for continued commitment and coordination.





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CONSERVATION ELEMENT

Issue CON 1 **Multi-Jurisdictional Protection Of Wetlands, Floodplains And Wildlife Habitats**

A major issue in the effective management of wetlands, floodplains, wildlife habitats and groundwater supplies is the multiplicity of regulatory agencies and what appears to be an overlapping system of rules. The County should continue to review all regulatory changes from the St. Johns River Water Management District, the U.S. Army Corp of Engineers and others to achieve consistency among agencies, should continue to pursue the delegation of permitting authority where appropriate and should continue to establish more formal mechanisms with agencies for program development, mitigation efforts and regulatory review. In an attempt to clarify wetland regulations, in the Conservation Element, Policy 7.2, all Special Area Protection regulations for wetlands are documented. Much of the challenge in implementing successful programs to protect the County's resources resides in the large number of programs (both the County's and the State's) and agencies currently in existence. The major agencies and coordinated programs are described below.

A **Wekiva River Protection Act And The Wekiva River Basin Working Group**

This Act requires continued coordination between the Florida Department of Community Affairs (FDCA), the St. Johns River Water Management District (SJRWMD), Department of Environmental Protection (FDEP) and Seminole County to protect the Wekiva River System. Protection measures include the establishment of land use regulations in Seminole County including buffers, density limits, intensity of development and stormwater discharge regulations. The Act requires FDCA certification of comprehensive plan amendments relating to properties located within the Wekiva River Protection Area, certification of development permits located within the Wekiva River Protection Zone prior to approval, local government certification of plan consistency with SJRWMD issuance of surface water permits and the establishment of protection zones by the SJRWMD. These zones required additional permits and restrict development with the designated protection areas. The continued implementation of the Act requires substantial coordination between the County, SJRWMD, FDEP and FDCA.

B **The SJRWMD Has Adopted A Water Management Plan For The Wekiva River Basin.**

Locally, the County works with the Wekiva River Basin Working Group, a special interest advisory agency consisting of technical representatives of state and local agencies and concerned citizens, to identify and resolve issues regarding the Wekiva River Basin. The Working Group acts as a "Watchdog Agency" to see that the water management plan of the SJRWMD and other implementation programs, as set forth in the Wekiva River Protection Act, are carried out. The Working Group acts also as a networking resource for the exchange of information regarding the basin and the river. The County provides support to the Working Group to assist in coordinating conservation efforts in the river basin.

C **The Econlochatchee River Protection Area And The Econlochatchee River Basin Working Group**

The County has adopted through the implementation of the Conservation Element an Econlochatchee River Protection Area that regulates development in the basin, protection of water resources and secures wetland protection. The Econlochatchee River Basin Working Group was formed in 1989 and tasked at the time with the oversight of the preparation of a basin management plan for the Econlochatchee River prepared by SJRWMD. This plan was completed in 1998 and recommended a



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continuation of intergovernmental coordination to aid in improving stormwater drainage and water quality. The County provides support to the Working Group to assist in coordinating conservation efforts in the river basin. Currently the Working Group serves a similar purpose as the Wekiva River Basin Group as a “Watchdog Agency” and a networking group. The County has prepared a drainage basin study for the Big and Little Econlochatchee River Basin and the document is currently under review. The document recommends strategies to improve stormwater drainage.

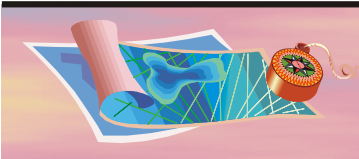
D American Heritage Rivers Program

The St. Johns River has received a national honorary designation as an “American Heritage River” by the U.S. Congress. This esteemed designation opens the doors to the availability of federal dollars for various types of projects or programs that would enhance aspects of the River and its basin. These projects or programs range from resource protection, cultural programs or economic development through eco-tourism. Seminole County is located in the “middle basin”. Efforts in the middle basin include projects ranging from stream bank stabilization to environmental education centers. Seminole County is working with the SJRWMD and the River “Navigator” (delegated person by the federal government to oversee and carry out all programs relating to the Heritage River Program for each designated river) for the implementation of the projects described for the middle basin.

E Natural Lands Program

Seminole County voters in 1990 approved a referendum for a twenty million dollar bond to establish the Seminole County Natural Lands Program. A second referendum in 2000 for the Trails program was approved by the voters and designated an additional five million dollar for the Natural Lands Program. Since the inception of the program, Seminole County has purchased and is managing over 5,000 acres of land in the County. Acquiring and managing these lands has been aided by efforts of the FDEP through the Conservation and Recreation Lands (CARL) program and agencies, such as the Florida Division of Forestry. Continued coordinated efforts by Seminole County with State agencies will ensure these lands are preserved and managed properly for generations to come. Many of the lands that have been acquired are in the designated Rural Area of the County per the Future Land Use Element. These are lands along the St. Johns River and important lands in the Wekiva and Econlochatchee River Basins.





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Issue CON 2

Wetland Protection Program

Recognizing the past successes and the challenges to the future, the County has determined to develop guidelines that vary for different kinds of wetlands in urban versus rural areas. It is the intent of the County to coordinate with the Cities to encourage, through formal agreements, to adopt the County's flood prone and wetland performance standards and regulations for use in reviewing and approving all new development proposals. Specifically for rural areas, sustaining existing land uses and approved development intensities should be a priority, along with preserving and enhancing wetland systems through innovative conservation strategies, such as mitigation via acquisition and possibly the establishment of regional offsite mitigation areas. The County will work with the SJRWMD to establish mitigation areas in rural Seminole County and encourage the Cities to use an "in-county" mitigation area when mitigation is needed as opposed to one located outside the County.

RECREATION AND OPEN SPACE ELEMENT

Issue REC 1

Coordination of Countywide Recreation Needs

Recreation planning is intergovernmental in nature because residents often desire access to neighborhood, community, regional and State recreational facilities, regardless of place of residency. To improve overall recreational opportunities, the County should continue to pursue joint use agreements or other formal or informal agreements with the School Board, Cities and the State to ensure that facility use is maximized and open to all residents, such as, the cooperation between the School Board and the County for the facilities at Greenwood Lakes Middle School and Red Bug Lake Elementary School and the nearby County parks.

In the interest of reducing overall public costs and maximizing the use of existing public facilities, it is increasingly common for local governments to establish agreements that allow nonresidents to use another jurisdiction's recreation facilities or that provide for joint funding. The County has an agreement with Florida Department of Environmental Protection (FDEP) which provided for the State to purchase Spring Hammock Preserve for lease to the County for management and passive recreational uses under the Conservation and Recreation Lands (CARL) program. Seminole County developed a management plan for the Spring Hammock Preserve area. Local support of State and SJRWMD acquisition programs should continue through the local funding of management plans. Further interlocal agreements for development and/or management of some areas for passive recreation joint use programs should be pursued.

The County has interlocal agreements with all of the Cities with the exception of the City of Altamonte Springs to assess a library impact fee for new residential development. The County will continue to work with the City of Altamonte Springs to participate in the impact fee program to support the Countywide library system.

An important multi-agency recreational program is the CARL Wekiva River and Econlochatchee River Acquisition programs, to which the St. Johns River Water Management District (SJRWMD) is also a party. This agreement provides for joint SJRWMD and FDEP funding for acquisition. The County acts as the liaison for these projects. Careful coordination of land development and management issues will be required to successfully acquire and manage these properties.



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The implementation of the Greenways and Trails Master Plan has and will continue to be an example of strong coordination efforts with the Cities, Orange County, the City of Winter Park, the State Office of Greenways and Trails, the Florida Department of Transportation, the Florida Trail Association, METROPLAN ORLANDO and the East Central Florida Regional Planning Council. Additionally, Seminole County through its Natural Lands Program coordinates resource monitoring with the Florida Fish and Wildlife Conservation Commission and the prescribed fire program with the Florida Division of Forestry.

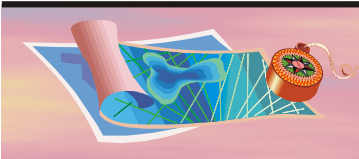
Issue REC 2

Trail Coordination, Development and Protection

Seminole County has developed a Greenways and Trails Master Plan. The current success of the trail program has been a result of a coordinated effort between Seminole County, state agencies and the Cities in Seminole County. Voters demonstrated support for this program by passing a referendum in 2000 to fund the implementation of the Greenways and Trails Master Plan. Part of the success of the program stems from the work of the Seminole County Greenways and Trails Advisory Board. This Board is comprised of residents of the Cities and the unincorporated areas who share a common interest in improving the quality of life of the residents of Seminole County by working together to overcome obstacles and concerns in trail development.

The County's three showcase trails, the Cross Seminole trail, the Seminole Wekiva trail and the Flagler trail are examples of partnerships with the community, state, local agencies and trail support groups. The partnerships with the Cities have accelerated and complimented our trails master plan, as with the City of Altamonte Springs concerning phase I of the Seminole Wekiva trail and the construction of the Rinehart trail with the City of Lake Mary. The Crossings trail, which connects to the Rinehart trail, was constructed in a Florida Power easement. The County is currently developing regulations to regulate drive-way cuts across a trail and to protect trails from the encroachment of incompatible uses or inappropriate actions, such as cutting down trees on a trail. The County will work with the Cities to adopt similar provisions for trail protection.





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INTERGOVERNMENTAL COORDINATIONAL ELEMENT GOALS, OBJECTIVES AND POLICIES

GOAL

The County shall ensure the effectiveness and efficiency of all governmental services and programs by fostering intergovernmental coordination between the county; its municipalities; adjacent governments; utilities and quasi-public agencies; and regional, state and federal governments.

OBJECTIVE IGC 1 COORDINATION OF PLAN WITH ADJACENT LOCALITIES

Seminole County shall coordinate its programs and Comprehensive Plan with the programs and plans of adjacent municipalities and counties to ensure effective and efficient delivery of public services through implementation of the following policies:

Policy IGC 1.1 Joint Planning Committees

The County shall continue to use joint City/County planning committees, such as the Planning Technical Advisory Committee, to ensure consistency between comprehensive plan programs and issues.

Policy IGC 1.2 Multiparty Development Agreements

The County shall continue to seek multiparty agreements (e.g., City/County/developer tri-party agreements) as a means to expedite facility improvements and reduce public costs.

Policy IGC 1.3 Coordinated Concurrency Management Systems

The County shall continue to coordinate with the Cities in the implementation of their concurrency management system (ordinances and standards) for compatible adopted levels of service.

Policy IGC 1.4 Policy Coordination

The County shall continue to participate in the Council of Local Governments of Seminole County (CLGSC) to provide a policymaker forum to coordinate growth plans and programs and to resolve interlocal disputes.

Policy IGC 1.5 Advance Notification of Land Use Requests and Changes in Land Use Regulations

The County shall continue to transmit advance notification of requests for land use, zoning and development approval and changes in land use regulations to Cities that may be affected as required through formal interlocal agreements with the Cities and the School Board of Seminole County.

Policy IGC 1.6 Interlocal Agreements for Land Use

The County shall develop new, update or maintain existing interlocal agreements or Joint Planning Agreements with the Cities for future annexations which include procedures and criteria to implement, at a minimum, the following: compatibility between adjacent future land use designations, consistency between land development regulations, future annexation area, and/or utility service areas and land use compatibility in the designated Rural Area. The County will strive to implement any new local agreements or Joint Planning Agreements by December 31, 2002.



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Policy IGC 1.7

Support to Other Jurisdictions

The Historical Commission shall provide support to other jurisdictions in their efforts to identify, preserve, protect and enhance public accessibility to historical resources.

Policy IGC.1.8

Incorporated Policies

The following policies from other elements are hereby incorporated into this Element by this reference thereto as if fully set forth herein verbatim:

Transportation Element

Policy TRA 14.13 Municipal Participation

The County shall promote and actively pursue the cooperation and participation of the several municipalities in funding their share of the cost for the delivery of transit services. The County shall continue to implement the Road Impact Fee Program on a Countywide basis.

Potable Water Element

Policy POT 4.4 Wholesale Agreements –Water

The County shall enter into wholesale agreements with municipal and/or private utilities to encourage the most cost effective and efficient provision of water services and to avoid duplication of services during County expansion of capacity or lines when and where economically feasible and supportive of the County's long term water planning strategy.

Sanitary Sewer Element

Policy SAN 4.3 Wholesale Agreements-Sewer

The County shall enter into wholesale agreements with municipal and/or private utilities, to encourage the most cost effective and efficient provision of wastewater services, and to avoid unnecessary duplication of services during County expansion of capacity or lines when and where economically feasible and supportive of the County's long term water planning strategy.

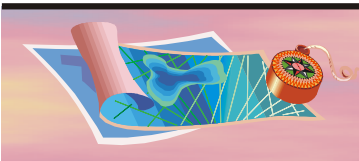
Solid Waste Element

Policy SOL 1.1 Recycling Program

The County shall strive to achieve a minimum 30% reduction in the amount of solid waste disposed of at the County's Class I landfill. Actions which shall be taken include, but are not limited to the following:

- A Continue to operate a Countywide recycling program.
- B Continue the Countywide residential recycling program and further develop such program through mechanisms such as implementation of materials recycling facilities or contracting for recycling processing. The program will at minimum continue to include newspaper, glass, aluminum, ferrous metals and plastic.





Vision 2020 Comprehensive Plan Seminole County, Florida

- C Periodically review relevant technologies for best management practices and assess the potential for use in the County's recycling program.

Future Land Use Element

Policy FLU 7.1 Joint Planning Agreement (JPAs) with the City of Winter Springs

The County shall pursue the adoption of a joint planning agreement with the City of Winter Springs to address, at a minimum, future annexations, provision of services and facilities and land use compatibility in the East Rural Area of Seminole County. The JPA shall also include agreement on future densities and intensities of properties that may be annexed and a procedure for resolution of any future conflicts and/or disputes. It shall also include criteria for when and how the urban boundary can be amended and standards for cut through traffic.

Future Land Use Element

Policy FLU 7.3 Future Service Areas

The County shall provide the most cost-effective services to future development by establishing future service area boundaries and through the use of interlocal agreements by water, sewer, drainage, fire protection, and other public facilities.

Future Land Use Element

FLU 7.8 Planning Technical Advisory Committee

The County shall continue to support the Planning Technical Advisory Committee as an advisory committee to enhance intergovernmental coordination of comprehensive plan programs and help ensure consistency between these programs and issues of multi-jurisdictional concern.

Conservation Element

Policy CON 3.2 Countywide Wetland/ Flood Regulations

The County shall encourage local governments, through joint planning agreements and interlocal agreements, to adopt the County's flood prone and wetland performance standards and regulations for use in reviewing and approving all new development proposals.

Drainage Element

Policy DRG 4.3 Middle Basin Working Group

The County shall continue to coordinate, through the Middle Basin Working Group, the joint review, implementation and funding of basin master plans and associated improvements.

Public Safety Element

Policy PUB 3.2 Intergovernmental Coordination

The County shall pursue interlocal agreements with other jurisdictions to coordinate the delivery of fire protection, emergency rescue and pre-hospital emergency medical care services. This coordinating effort is intended to provide for effective service delivery to the entire County, avoid unnecessary duplication of services, prevent the under-utilization of resources and negate excessive costs.



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Housing Element

Policy HSG 9.1 Housing Program Implementation

The County's Community Development Office shall continue to be the lead agency to formulate a coordinated affordable housing development and assistance program and administer the County's various housing and community development/redevelopment activities.

Design Element

Policy DES 2.4 Coordination on Scenic, Canopy and Gateway Roads

The County shall continue, when appropriate, to pursue interlocal agreements and joint projects with municipalities and private agencies for the designation, implementation and funding of scenic and gateway roadway programs and identify and determine the feasibility of alternative revenue sources for the implementation of scenic corridor programs. A coordinated approach to the design of all roads in development corridors will be explored to seek establishment of a unified base-line for improvements on all highways in the development corridors and mixed-use centers in urban areas. As a condition of future joint planning agreements and other formal agreements, the County shall pursue provisions regarding the maintenance of County roadway overlay standards and other appropriate design standards.

Recreation and Open Space Element

Policy REC 8.3 Joint Projects

The County shall continue to pursue interlocal agreements and joint projects with municipalities and private agencies for the designation, implementation and funding of scenic roadway programs where appropriate.

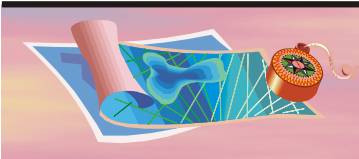
Policy IGC 1.9

Joint Processes for Collaborative Planning

By December 31, 2002, the County shall enter into an or revise/strengthen, as needed, an interlocal or other formal agreement with each of the municipalities within Seminole County, the School Board Seminole County and any unit of local government service providers that will:

- A Establish joint processes for collaborative planning and decision making on population projections and public school siting, the location and extension of public facilities subject to concurrency, and siting facilities with countywide significance, including locally unwanted land uses whose nature and identity are established in the agreement.
- B Clearly articulate generally accepted principles and guidelines for coordination of the County's Comprehensive Plan with the plans of the School Board and other units of local government providing services but not having regulatory authority over the use of land, with adjacent municipalities, adjacent counties, the East Central Florida Regional Planning Council, and with the State Comprehensive Plan, as the case may require and as such adopted plans or plans in preparation may exist.





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- C Establish joint planning areas for collaborative planning to be identified through mutual consent of the parties involved and typically include, but are not necessarily limited to, such considerations as areas subject to future annexation, provision of public services and facilities, land use compatibility, and conflict resolution.

Policy IGC 1.10 Coordinated Efforts to Protect Established Residential Areas

The County will work diligently with the Cities for the protection of established residential uses, through formal and informal agreements. Emphasis will be placed on protecting homes from adverse impacts caused by incompatible land uses, cut through traffic, provide transitional uses where needed on border parcels and provide adequate separation of homes from land uses that are sensitive in nature, such as communication towers.

Policy IGC 1.11 Coordination of Trail Protection

The County shall encourage the Cities in Seminole County through interlocal agreements or other formal agreements to adopt trail corridor protection regulations similar to the County's regulations.



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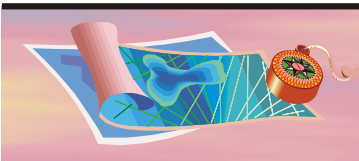


OBJECTIVE IGC 2 COORDINATION OF PLAN WITH OTHER LOCAL AGENCIES

Seminole County shall coordinate its programs and Comprehensive Plan with the programs and plans of the School Board, major utilities, quasi-public agencies and other local governments providing services but not having regulatory authority over the use of land through implementation of the following policies:

- Policy IGC 2.1 Use of School Data for Planning County Infrastructure**
The County shall continue to include school enrollment data in transportation planning and capital programs. The County shall exchange data with the School Board for use in the respective capital planning programs.
- Policy IGC 2.2 Improving School Board/County Staff Coordination**
The County shall continue to coordinate with the School Board to facilitate participation in the County Comprehensive Plan review process and the school planning process.
- Policy IGC 2.3 School Board Representation on the Planning Technical Advisory Committee (PTAC)**
The County will continue to encourage the active participation of a representative of the School Board on the PTAC.
- Policy IGC 2.4 School Board Representation on the Development Review Committee**
The County shall continue providing a position for a School Board representative on its Development Review Committee.
- Policy IGC 2.5 Policy Coordination Between School and County Boards**
The County shall continue to ensure effective coordination of the policies and programs of the School Board and Board of County Commissioners.
- Policy IGC 2.6 Funding Mechanisms for School Capital Improvements**
The County will review and implement, as needed, additional funding mechanisms to assist in funding school capital improvements.
- Policy IGC 2.7 Coordinated Utility Relocation**
The County shall continue to provide utility companies, both private and public, with road design/construction plans and schedules as they are adopted or changed to ensure timely relocation or removal of utilities as deemed necessary by the County.
- Policy IGC 2.8 County Review of Electrical Transmission Facilities**
The County shall continue to coordinate with Florida Power Corporation and Florida Power and Light in providing the County sufficient opportunity, at an early stage in the design process, to review and comment on plans to construct electrical substations and transmission lines within the County.





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Policy IGC 2.9

Plan Coordination

The County shall continue to coordinate its comprehensive planning activities with the plans and programs of the School Board, major utilities, quasi-public agencies and other local governments providing services but not having regulatory authority over the use of land.

Policy IGC 2.10

Historical Commission

The Historical Commission shall advise the Board of County Commissioners on historical matters relevant to the County and surrounding jurisdictions. The Historical Commission shall advise the Board of County Commissioners on the execution of Commission duties as they relate to the history of Seminole County and shall perform advisory functions as described by ordinance and approved by the Board.

Policy IGC 2.11

Historical Museum

The County shall promote, with advice, from the Historical Commission, a Historical Museum which will house, display and describe to the public historic archives, artifacts and other materials detailing the County's history as well as city and regional items of interest pertaining to that history.

Policy IGC 2.12

Incorporated Policies

The following policies from other elements are hereby incorporated into this Element by this reference thereto as if fully set forth herein verbatim:

Future Land Use Element

Policy FLU 7.4 School Sites

The County shall continue coordination and interaction with the School District with regard to locating future school sites, in the acquisition of sites during the development approval process and as to all related matters. The County shall encourage the location of public schools proximate to urban residential areas concurrent with development and the provision of concurrency public facilities, and concurrency public facilities are budgeted for in the appropriate Capital Improvements Plan. At a minimum, public school sites shall be located based on the following criteria:

- A Public school sites shall be located within the County's Urban Growth Boundary or be compatible with compact urban growth patterns; provided, however, that elementary schools, by nature of their service characteristics, are compatible in rural areas but only when located proximate to existing established residential communities;
- B Public school sites shall be served by adequate concurrency public facilities;
- C Public school sites shall be compatible with environmental protection, based on the soils, topography, and other natural resources on site; and
- D An assessment of critical transportation issues, including provision of adequate roadway capacity, transit, and bikeways, shall be made for proposed school sites prior to any development to ensure the safe and efficient transport of students.



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Transportation Element

Policy TRA 14.15 Encourage Coordination with Educational/Training Institutions

The County shall encourage local transit providers to coordinate with the Seminole County School Board, Seminole Community College, University of Central Florida and other educational and training institutions to provide efficient transit services to students and faculty and for educational activities. The County shall continue to coordinate with the School Board in providing safe access to existing and future school sites through the proper design of future roadway, pedestrian, and bicycle improvements and by requiring access control and sidewalks for new developments.

Library Element

Policy LIB 4.1 Coordinate with Public Education System

The County shall continue to coordinate with the public school system regarding curriculum support.

Library Element

Policy LIB 4.2 Coordinate with Private Education

The County shall investigate the feasibility of providing an Inter Library Loan System in conjunction with the Seminole County Public School System to provide curriculum support and to maximize the use of library books regardless of ownership.

Library Element

Policy LIB 4.3 Coordination through Consortium

The County shall assess and implement support coordination programs with private education providers, including, but not limited to, day care centers and home school programs.

Recreation and Open Space Element

Policy REC 3.2 School Facility Joint Use

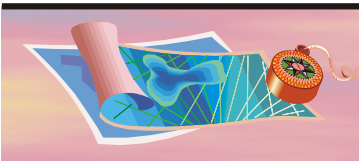
The County shall continue, through its interlocal agreement, to evaluate the opportunities for the joint use of existing school and County recreational facilities and shall pursue the location and design of future recreational sites.

Recreation and Open Space Element

Policy REC 5.5 Florida Trail/Rails to Trails

The County shall coordinate with the Florida Trail Association, the Rails to Trails Conservancy, the DEP Office of Greenways and Trails and other organizations involved in the acquisition and development of trail systems within Seminole County.





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Design Element

Policy DES 7.4. Promoting Environmental Studies

The County shall continue to support the School Board Outdoor Recreation Program at the Spring Hammock Management Area to promote natural studies and environmental and historic awareness.

Transportation Element

Policy TRA 14.17 Economy Studies

The County shall include the airport facilities as economic factors when preparing an economic plan and when coordination with the Economic Development Commission of Mid-Florida, the Private Industry Council, chambers of commerce and other economic development agencies.

Transportation Element

Policy TRA 6.19 Identifying Airport Transportation Needs

The County shall assist the Airport Authority in identifying transportation improvements and funding sources needed for the expansion of the airport in order to correct existing access problems and to provide efficient and safe access to the airport.

Transportation Element

Policy TRA 13.12 Coordinated Capital Plans with Airport Authority and Rail Companies

The County shall coordinate with the Airport Authority and rail companies during the annual CIE updates to ensure participation in the County roads and utilities programs.

Transportation Element

Policy TRA 12.8 Conservation Compliance

The County shall maintain close coordination with the Airport Authority during the expansion of existing or new facility siting improvements and shall endeavor to ensure compliance with the Conservation Element and conservation and natural resource laws, rules and regulations and to ensure protection and conservation of natural resources within the airport.

Drainage Element

Policy DRG 4.4 Infrastructure Coordination

The County shall continue to coordinate the implementation of stormwater projects with roadway, utility or other facility improvements to maximize the efficient use of funds and to coordinate the proper sizing of new and replacement structures.

Policy IGC 2.13

Co-location of Facilities

Recognizing that public schools are an essential component in creating a sense of community, the County and the School District should coordinate better to seek to co-locate public facilities, such as parks, libraries, and community centers, with schools to the greatest extent possible. The County shall encourage School District officials to establish or renew cooperative agreements as may be beneficial to the public at large to jointly purchase, develop, maintain, or operate specific properties or facilities such as recreation facilities, libraries, community centers, playgrounds, and emergency shelters.



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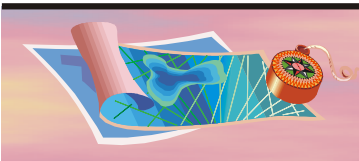


Policy IGC 2.14

Interlocal Agreement with School Board

By December 31, 2002, the County shall encourage the School Board to enter into an interlocal agreement that will establish a formal coordination framework. At a minimum, this agreement shall address: location of new schools, review process for new schools, co-location of public facilities, data coordination, and identify a system of conflict resolution over siting issues.





Vision 2020 Comprehensive Plan Seminole County, Florida

OBJECTIVE IGC 3 COORDINATION OF PLAN WITH REGIONAL, STATE AND FEDERAL AGENCIES

Seminole County shall coordinate its Comprehensive Plan with the plans and programs of regional, State and Federal agencies in order to more effectively and efficiently address cross jurisdictional issues through implementation of the following policies:

Policy IGC 3.1 Compliance of State Development with Local Regulations

The County shall continue to review all State and other government development activities for consistency with the Plan and land development regulations. Such development will be considered subject to local regulation unless found to be statutorily exempt, in which case the County shall rely on other coordination mechanisms, including, but not limited to, informal negotiation, to ensure the compatibility of the development with County land development regulations.

Policy IGC 3.2 Division of Historical Resources

The County will continue to coordinate with the Department of State, Division of Historical Resources on Developments of Regional Impacts and CDBG site reviews, maintenance of the Florida Master Site File (FMSF), and matching grants for identification, evaluation and planning for the management of historical resources within Seminole County.

Policy IGC 3.3 Plan Coordination

Seminole County shall coordinate its comprehensive planning activities with the plans and programs of regional, State and Federal agencies by, at minimum, continuing to coordinate with the following agencies: East Central Florida Regional Planning Council; St. Johns River Water Management District; Metropolitan Planning Organization (METROPLAN ORLANDO); Central Florida Regional Transportation Authority (LYNX), the Florida Departments of Environmental Protection, Transportation, and Community Affairs; the Florida Public Service Commission, the Seminole County Expressway Authority, the Florida Highway Patrol; and the Federal Agencies of Housing and Urban Development, Federal Transit Administration, Federal Environmental Protection Agency, Federal Emergency Management Agency and the Army Corps of Engineers. The County shall also seek legislative action by the Florida Legislature when the needs of the County so require. The County shall continue to work on issues with the Florida Association of Counties and shall consider working with the Florida League of Cities in so much as the County is now a charter County.

Policy IGC 3.4 Coordination During Major Regional Transportation Construction Projects

The County will coordinate with the Florida Department of Transportation, the Central Florida Regional Transportation Authority (LYNX), and other jurisdictions and agencies to prepare in advance for the maintenance of traffic during construction of major regional transportation projects.

Policy IGC 3.5 Incorporated Policies

The following policies from other elements are hereby incorporated into this Element by this reference thereto as if fully set forth herein verbatim:



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Transportation Element

Policy TRA 14.1 Coordinate Plans and Programs

Through its transportation program, comprehensive planning program, representation on boards and committees, and through other activities, the County shall continue to coordinate its transportation plans and programs with the those of:

- A Florida Department of Transportation,
- B East Central Florida Regional Planning Council,
- C Metropolitan Planning Organization,
- D Central Florida Regional Transportation Authority (LYNX),
- E Other transit providers,
- F With any other plans or programs prepared pursuant to Chapter 380, F.S.,

In addition, the County shall coordinate Airport and Rail expansion plans with the appropriate agencies and plans, including but limited to, the

- A Army Corps of Engineers,
- B Federal Aviation Administration,
- C Metropolitan Planning Organization,
- D Military services,
- E Approved Resource Management Plan,
- F Department of Transportation 5-Year Transportation Plan,
- G Adopted Continuing Florida Aviation System Planning Process and
- H All Joint Planning Agreements.

Transportation Element

Policy TRA 14.3 Coordination with the Florida Department of Transportation

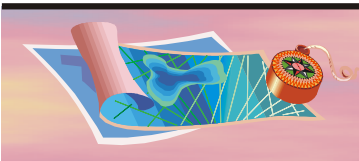
The County shall coordinate the development of the State Highway System with the planning, construction, maintenance and permitting functions of the Florida Department of Transportation through the County programs and activities which parallel these Florida Department of Transportation functions.

Transportation Element

Policy TRA 14.4 Mitigation of Impacts of Extra Jurisdictional Traffic

The County shall coordinate with the Florida Department of Transportation, the Florida Department of Community Affairs and appropriate local governments on a program and schedule for mitigating the impacts of extra-jurisdictional traffic on the County and State road system.





Vision 2020 Comprehensive Plan Seminole County, Florida

Transportation Element

Policy 3.10, 6.17, 9.12 Bicycle and Recreational Trail Planning and Coordination

The County shall continue to fund and construct a countywide network of pedestrian, bicycle, recreational and equestrian trails. The County shall continue to coordinate with the Metropolitan Planning Organization, Florida Department of Transportation, municipalities and other appropriate agencies to study and implement options for coordinated provision of a pedestrian and bicycle/trail network.

Future Land Use Element

Policy FLU 7.5 Resource Management Plans

The County shall continue to coordinate with the Department of Environmental Protection, the St. Johns River Water Management District and the East Central Florida Regional Planning Council in the development and implementation of resource management plans through the following:

- A Continued participation on the Wekiva River and Econlochatchee River Working Groups;
- B Providing staff and financial assistance for developing an Econlochatchee River Management Plan;
- C Forwarding development proposals to State agencies for review and comment on projects located adjacent to State owned lands prior to final actions;
- D Implementing the Spring Hammock Management Plan by providing active and passive recreational and educational uses in the Spring Hammock Preserve Area;
- E Continuing to review the East Central Florida Regional Planning Council work programs and providing assistance in the development of regional resource plans;
- F Continuing to coordinate with the St. Johns River Water Management District in identifying high priority acquisition areas and providing staff and financial resources; and
- G Participating in and supporting the process associated with designation of the Wekiva River as a Wild and Scenic River.

Conservation Element

Policy CON 1.9 Well Capping Program

The County shall continue to coordinate with the Soil Conservation Service and the St. Johns River Water Management District with regard to the capping of County owned free flowing wells and the funding of a joint program for capping of private wells.

Conservation Element

Policy CON 2.3 Best Management Practices

The County shall evaluate every five years, after coordination with the Agricultural Extension Agency, Soil Conservation Service and other appropriate agencies, its Water Conservation and Sensitive Lands Plan and Best Management Practices (BMPs) to minimize agricultural, horticultural and silvicultural impacts to both surface water quantity and quality, wetland and floodplain areas. This shall include a review and incorporation of applicable new BMP's established by the Division of Forestry and other agencies.



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In addition to this Plan, all activities permitted within designated wetland and flood prone areas, including agriculture and silviculture shall, at a minimum, comply with the County's Existing Wetland, Flood Prone and Arbor Ordinances to ensure the protection and function of these resource areas.

Conservation Element

Policy CON 2.7 Intergovernmental Coordination

The County shall continue to coordinate and pursue joint programs with and seek, where available, funding from with the St. Johns River Water Management District, the Florida Department of Environmental Protection and other agencies for surface water management studies and improvements programs. Specific programs that require further coordination include, but are not limited to: Surface Water Improvement Program (SWIM), joint projects toward the restoration of Lake Jesup and the protection of the Econlochatchee and Wekiva River basins.

Conservation Element

Policy CON 3.10 Agency Regulation Coordination

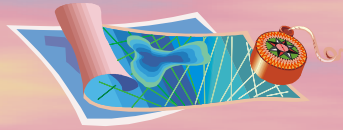
The County shall coordinate with the St. John's River Water Management District, the Department of Environmental Protection, the Florida Department of Community Affairs, the Florida Fish and Wildlife Conservation Commission, and other appropriate agencies during the review of development proposals to ensure that development orders and permits are consistent with the Wekiva River Protection Act, the St. Johns River Water Management District Protection Zone rules, adopted Management Plans, the Florida Fish and Wildlife Conservation Commission regulations for the protection of endangered, threatened or species of special concern (both plant and animal), and all other applicable laws, rules and regulations.

Conservation Element

Policy CON 4.1 Soil Conservation Service

The County shall continue the funding of the Seminole Soil Conservation District as an ongoing Countywide program which provides soils evaluation for the Agricultural Extension Service, reviews of development plans, public facilities location, and wetlands identification.





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Conservation Element

Policy CON 5.1 Air Quality Monitoring

The County shall continue to evaluate the need for expanding existing air quality monitoring stations within Seminole County through coordination with the Florida Department of Environmental Protection, the East Central Florida Regional Planning Council and adjacent municipalities. Consideration, at minimum, shall include the following:

- A Review adequacy of existing monitoring programs;
- B Location of existing and future areas of traffic congestion and major transportation construction areas which may be monitored; and
- C Joint funding of ongoing monitoring programs.

Drainage Element

Policy DRG 2.1 Land Development Code

The County shall continue to amend the Land Development Code (including surface water management standards) to ensure consistency with Chapter 40C-47, F.A.C., and 40C-4 F.A.C., of the St. Johns River Water Management District governing stormwater management

Drainage Element

Policy DRG 3.3 Agency Coordination

The County shall continue to work with the St. Johns River Water Management District, the Soil Conservation Service, Federal Emergency Management Agency and other agencies to update mapping of floodways, identify point sources of pollution, conduct basin specific studies and develop regulations for the protection of drainageways.

Solid Waste

Policy SOL 4.2 Intergovernmental Coordination

The County shall continue to support an intergovernmental approach to the problems and opportunities of waste management, both within and outside the County, through the monthly coordination meetings with the recycling coordinator and any future interlocal agreements.

Recreation and Open Space Element

Policy REC 6.6 St. Johns Water Management District Acquisition

The County shall coordinate with the St. Johns River Water Management District to designate priority open space areas for acquisition under the District's Five Year Land Acquisition Program.

Recreation and Open Space Element

Policy REC 7.6 Acquisition Program - Local Assistance

The County shall support and assist in the acquisition of projects significant resource areas located within Seminole County including, but not limited to, Spring Hammock, Wekiva buffers and the Lower Econlochatchee River Projects. This support may include joint acquisition, development of conceptual management plans and property management. Acquisition and assistance programs to be pursued shall include the Preservation 2000 funding programs, the Trust for Public Lands, the Nature Conservancy, the St. Johns River Water Management District and any local land trust programs.



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Recreation and Open Space Element

Policy REC 1.9 Expanded Path Access

The County shall coordinate with the Florida Department of Environmental Protection to evaluate alternatives and the feasibility of expanding passive recreational uses within the Lower Wekiva State Preserve.

Recreation and Open Space Element

Policy REC 7.5 Agency Coordination

The County shall work in conjunction with the State of Florida, the St. Johns River Water Management District, the Nature Conservancy, the Trust for Public Lands and other appropriate agencies involved in conservation lands to create a Countywide open space system and a Greenways/Trails/Blueways system.

Recreation and Open Space Element

Policy REC 2.4 Transit Access

The County shall coordinate with LYNX and other appropriate transportation providers to evaluate and expand, if necessary, transportation routes to parks and recreational facilities to provide access for special groups including the handicapped, lower income residents, the elderly and the general public.

Recreation and Open Space Element

Policy REC 5.1 Bike Trail Provision

The County shall coordinate with the Metropolitan Planning Organization, Florida Department of Transportation, County municipalities and other appropriate agencies to study and implement options for coordinated provision of a bike/trail network.

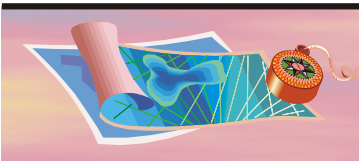
Transportation Element

Policy TRA 6.3.2 ,9.3.2 Monitor Transit Services

The County shall monitor the provision of transit services within the County and, as deemed necessary, actively pursue improvements that increase the safety, efficiency and livability of transit services.

- A The County shall monitor the marketing and public information programs and internal management of local transit providers and, as deemed necessary, actively pursue improvements in these programs to increase the efficiency of transit services.
- B The County shall encourage local transit providers to coordinate and provide adequate mass transit and paratransit services for the transportation disadvantaged in compliance with Federal and State requirements.
- C The County shall require local transit providers to provide bicycle racks on all transit vehicles.
- D The County shall encourage local transit providers to provide service to Orlando Sanford Airport.





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OBJECTIVE IGC 4 IMPACTS OF PLAN ON OTHER JURISDICTIONS

To ensure that the impacts resulting from the implementation of the County Comprehensive Plan upon development in adjacent municipalities, counties, regions and the State are addressed through effective use of the following intergovernmental coordination mechanisms.

Policy IGC 4.1 Incorporated Policies

The following policies from other elements are hereby incorporated into this element by this reference thereto as if fully set forth herein verbatim:

Transportation Element

Policy TRA 14.12 Support Establishment of Mechanisms to Enhance Intergovernmental Coordination

The County shall continue to support the establishment of coordinating committees, interlocal agreements and other formal mechanisms to enhance governmental coordination efforts through continued participation/representation of policy, technical and coordinating committees, related to by way of examples:

- A Monitoring of land development activities and transportation system characteristics;
- B Conducting transportation studies;
- C Planning and programming transportation improvements;
- D Evaluation of development impacts on transportation facilities;
- E Protection of existing and future rights-of-way;
- F Compatibility among adopted transportation standards; and
- G Maintaining level of service standards on transportation facilities.

Transportation Element

Policy TRA 14.14 Multi-jurisdictional Review

The County shall continue to support multi-jurisdictional participation in the development review and approval process of development projects through standing committees and boards, interlocal agreements, and other mechanisms.

Conservation Element

Policy CON 1.6 Intergovernmental Wellfield Protection

The County shall pursue agreements with municipalities and private water utilities for development and implementation of the Wellfield Protection Program.



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OBJECTIVE IGC 5 COORDINATION OF LEVEL OF SERVICE STANDARDS

The County shall coordinate with responsible local, regional and State authorities and private utility companies, as appropriate, in the establishment of level of service standards for public facilities. Upon adoption of the County and adjacent governments' comprehensive plans, the County shall initiate further coordination efforts, if necessary, to ensure consistency with adopted level of service standards.

Policy IGC 5.1 Incorporated Policies

The following policies from other elements are hereby incorporated into this element by this reference thereto as if fully set forth herein verbatim:

Capital Improvements Element

Policy CIE 1.8 Criteria for Public Capital Expenditures

Capital projects shall be evaluated for possible addition to the Capital Improvements Element schedule of projects, relative to identified appropriate and legally available revenue sources using as a guide the degree of compliance with the following criteria for programming public capital expenditures:

- A The elimination of public health and safety hazards;
- B Replacement or rehabilitation of facilities and the elimination of existing capacity deficiencies necessary to maintain level of service standards;
- C Necessity for compliance with statutory or regulatory requirements;
- D Provision of capacity for redevelopment and new development, based upon projected growth patterns;
- E Coordination of improvement programs with State agencies, such as the St. Johns River Water Management District, providing facilities within Seminole County;
- F Provision of capacity within the service areas and urban centers established in the facility elements of this Plan;
- G Compliance with and support of locational policies established in the Future Land Use, public facilities, and other elements of this Plan;
- H Improved efficiency/cost-effectiveness of County operations; and
- I Cost impacts to annual operating budgets.

Capital Improvements Element

Policy CIE 3.1 Adopted Level of Service Standards and Schedules of Capital Improvements. *Exhibit CIE: Facility LOS - All Facilities* shall identify the adopted level of service standards for each public facility. *Exhibits CIE: Facility Program* for individual elements or *Exhibits CIE: Schedule of Improvements* for multiple facility programs shall detail the annually adopted five-year financially feasible capital expenditure program supporting the goals, objectives and policies of the Plan.



Capital Improvements Element

Policy CIE 3.4 Concurrency Management

Seminole County shall continue to operate a concurrency management system pursuant to the Implementation Element which, in conjunction with Policy CIE 3.2 and the other policies of this Capital Improvements Element, will ensure that development orders and permits are issued in a manner that will assure that the necessary public facilities and services will be available at adopted level of service standards concurrent with the impacts of that development.

Capital Improvements Element

Policy CIE 3.5 LOS Monitoring

Seminole County shall adopt a monitoring system which enables the County to determine whether it is adhering to the adopted level of service standards and the schedule of capital improvements. Findings and determinations from the monitoring system shall be used in each annual review and update of this Capital Improvements Element.



Vision 2020 Comprehensive Plan Seminole County, Florida



OBJECTIVE IGC 6 EXCHANGE OF SUPPORT AND DATA

The County shall increase the effectiveness and efficiency of public programs and to minimize costs by providing, seeking and sharing the following support and data.

Policy IGC 6.1 Internet Services

Seminole County will continue to provide information on its internet webpage. This information includes the agendas and minutes of the meetings of the Board of County Commissioner and many of its supporting citizen and staff committees, information on the County Departments, important county documents and progress statements on major work efforts, such as road construction projects. The County will by December 31, 2002 post land use activity notices on its webpage and send notices by electronic mail to the appropriate jurisdiction(s).

Policy IGC 6.2 Sharing of Geographical Information Systems (GIS) Data

The County will continue to allow the Cities and the Seminole County School Board who have an interlocal for use of the County's fiber optic system to access extensive GIS data. The County will annually provide its GIS data to METROPLAN ORLANDO, the regional metropolitan transportation organization, for their annual socio-economic data update. The County will continue to provide access to its basic GIS system via the internet webpage. The County will coordinate with private utility companies to attempt to have private utility lines placed in the County's GIS system.

Policy IGC 6.3 Review of County Plans

The County shall coordinate the transmission of copies of the County's proposed Plan updates, land development regulations, other design standards and Capital Improvements Programs for city, the School Board and adjacent county review and comment prior to Board action.

Policy IGC 6.4 Operation of Seminole Government Television

The County will continue to operate the Seminole Government Television (SGTV) cable television station and provide a forum for the governments in Seminole County to broadcast local government and educational programming, news, announcements and job listings.

Policy IGC 6.5 Sharing of Resources

The County will continue to provide land use data and socio-economic data to the Cities, the School Board and other levels of government and agencies.

Policy IGC 6.6 Incorporated Policies

The following policies from other elements are hereby incorporated into this Element by this reference thereto as if fully set forth herein verbatim:



Transportation Element

Policy TRA 14.2 Monitor and Update Data

In cooperation with Federal, State, regional and local agencies, the County shall continue to monitor and, at least annually, update its information on land development activities and transportation system characteristics.

Transportation Element

Policy TRA 12.9 Conservation Information

The County shall provide current available information on conservation land uses, wetland boundaries, flood plains, threatened or endangered species and other environmentally regulated areas and transmit them to the airport and rail companies as necessary.



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OBJECTIVE IGC 7 CONFLICT RESOLUTION

The County shall endeavor to prevent and resolve conflicts and inconsistencies with other governments and agencies, such as the School Board, through the use of the following formal and informal mediation and conflict resolution techniques.

Policy IGC 7.1 **Regional Planning Council Conflict Resolution**

In cases where the County is unable to resolve intergovernmental conflicts through informal means or existing coordination mechanisms, such as provided for in the 1997 Interlocal Agreement between Seminole County and six of the seven municipalities and the School Board of Seminole County, the County shall, to the extent practicable, use the mediation process provided in the Interlocal Agreement on Mediation and Intergovernmental Coordination which has been adopted by Seminole County, all seven municipalities and the School Board of Seminole County on January 24, 1995. The Interlocal Agreement provides a three step process for mediation to use when informal negotiations have failed. If needed, the County shall adhere to the provisions of Chapter 164, Florida Statutes (the "Florida Governmental Cooperation Act:). The East Central Regional Planning Council (ECFRPC) mediation process shall be considered, in particular, when the issue involved is of regional significance and the ECFRPC would have particular and significant expertise which would be of a unique value in terms of resolving the issue in dispute; and, when the dispute involves the location of a community residential home under Section 419.001(5), Florida Statutes, or its successor provision.

