

**AN ORDINANCE FURTHER AMENDING THE SEMINOLE COUNTY COMPREHENSIVE PLAN, PURSUANT TO CHAPTER 163, PART II, FLORIDA STATUTES; AMENDING THE TEXT OF THE INTRODUCTION, FUTURE LAND USE, HOUSING, IMPLEMENTATION, INTERGOVERNMENTAL COORDINATION, RECREATION AND OPEN SPACE, AND TRANSPORTATION ELEMENTS TO UPDATE TEXT AND EXHIBITS TO ENSURE COMPLIANCE WITH STATE LAW; PROVIDING FOR LEGISLATIVE FINDINGS; PROVIDING FOR SEVERABILITY; PROVIDING FOR EXCLUSION FROM CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, the Board of County Commissioners of Seminole County enacted Ordinance Number 08-44 which adopted the Seminole County Comprehensive Plan (“the Plan”), which Plan has been subsequently amended from time-to-time and in accordance with State law; and

**WHEREAS**, the Board of County Commissioners has followed the procedures set forth in Section 163.3184, Florida Statutes, in order to further amend certain provisions of the Plan as set forth in this Ordinance relating to amendments under the State Coordinated Review Process; and

**WHEREAS**, the Board of County Commissioners has substantially complied with the procedures set forth in the Implementation Element of the Plan regarding public participation; and

**WHEREAS**, the Seminole County Local Planning Agency held a Public Hearing, with all required public notice, on November 2, 2016, for the purpose of providing recommendations to the Board of County Commissioners with regard to the Plan amendments set forth in this Ordinance; and

**WHEREAS**, the Board of County Commissioners held Public Hearings on December 13, 2016 and May 23, 2017 with all required public notice for the purpose of hearing and considering the recommendations and comments of the general public, the Local Planning Agency, other public agencies, and other jurisdictions prior to final action on the Plan amendments set forth in this Ordinance; and

**WHEREAS**, the Board of County Commissioners hereby finds that the Plan, as amended by this Ordinance, is consistent and in compliance with the requirements of



163.3177, 163.3180, 163.3191, and 163.3245, Florida Statutes, with the Strategic Regional Policy Plan of the East Central Florida Regional Planning Council, and with the principles for guiding development in designated areas of state and regional importance, with Section 187.201, Florida Statutes, and with Part III of Chapter 369, Florida Statutes, where applicable; and

**WHEREAS**, the Plan amendments set forth in this Ordinance have been reviewed by the required State Reviewing Agencies and comments prepared by those Reviewing Agencies have been considered by the Board of County Commissioners; and

**WHEREAS**, the Seminole County Home Rule Charter requires that an Economic Impact Statement be prepared to address the potential fiscal impacts and economic costs of each Text Amendment enacted by this Ordinance upon the public and taxpayers of Seminole County and such Economic Impact Statement has been prepared and has been made available for public review and copying prior to the enactment of this Ordinance in accordance with the provisions of the Seminole County Home Rule Charter.

**NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF SEMINOLE COUNTY, FLORIDA:**

**Section 1. Recitals/Legislative findings:**

The above recitals are true and correct and form and include legislative findings which are a material part of this Ordinance.

**Section 2. Amendment to County Comprehensive Plan Text:**

The text of the Plan is hereby amended as set forth in Exhibits "A1 through A9" (attached to this Ordinance and incorporated by this reference) as described in the following table.

Words that are ~~stricken~~ are deletions; words that are underlined are additions.

Ord. Exhibit	Amendment Number	Amended Elements And Exhibits	LPA Hearing Date	Board Hearing Dates
A1- A9	2016.TXT01	Introduction, Future Land Use, Housing, Implementation, Intergovernmental Coordination, Recreation and Open Space, and Transportation	November 2, 2016	December 13, 2016 May 23, 2017

**Section 3. Severability:**

If any provision of this Ordinance or the application to any person or circumstance is held invalid, it is the intent of the Board of County Commissioners that the invalidity will not affect other provisions or applications of this Ordinance which can be given effect without the invalid provision or application and, to this end, the provisions of this Ordinance are declared severable.

**Section 4. Exclusion from County Code/Codification:**

(a) It is the intent of the Board of County Commissioners that the provisions of this Ordinance will not be codified into the Seminole County Code, but that the Code Codifier will have liberal authority to codify this Ordinance as a separate document or as part of the Land Development Code of Seminole County in accordance with prior directions given to the Code Codifier.

(b) The Code Codifier is hereby granted broad and liberal authority to codify and edit the provisions of the Seminole County Comprehensive Plan, to reflect these amendments.

**Section 5. Effective Date:**

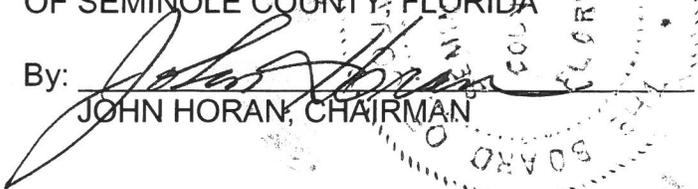
(a) In accordance with Sections 125.66 and 163.3184, a certified copy of this Ordinance will be provided to the Florida Department of State and the State Land Planning Agency, respectively.

(b) The effective date of this plan amendment, if the amendment is not challenged in a timely manner, shall be the date the Department of Economic Opportunity posts a notice of intent determining that this amendment is in compliance. If the amendment is challenged in a timely manner, or if the State Land Planning Agency issues of notice of intent determining that the amendment is not in compliance, this amendment shall

become effective on the date that the State Land Planning Agency or the Administrative Commission enters a final order determining this adopted amendment to be in compliance. No development orders, development permits or land uses dependent upon this amendment may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administrative Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status, a copy of which resolution will be sent to the State Land Planning Agency.

**ENACTED** this 23<sup>rd</sup> day of May, 2017

BOARD OF COUNTY COMMISSIONERS  
OF SEMINOLE COUNTY, FLORIDA

By:   
JOHN HORAN, CHAIRMAN

## EXHIBIT A1

# INTRODUCTION ELEMENT Purpose, History and Definitions

### **BUILD-TO LINE**

The line defining where construction of a building façade is to occur on a lot. A build-to line runs parallel to, and is measured from, the front property line and is established in areas where pedestrian walkability is to be encouraged. Front yard surface parking lots are generally not permitted where a build-to line is established.

### **COMMUNITY PARK**

A community park typically ranges in size between 10 to 20 acres. The core experience features a mixture of uses, including team and league sports. The facility is intended to provide "something for everyone" and to be located not far from home. A community park may be located in urban, suburban or rural areas. Access may be by walking, biking, driving or transit. Common facilities may include: sports courts, ballfields, paths and trails, open spaces, playgrounds, restrooms, dog parks and vehicular and bicycle parking. The service area for urban and suburban development is 5 miles; for rural development, the service area is 10 miles. is designed to serve the recreation needs of several communities, a city or a county, and may provide some areas and facilities that are resource-based. Typical areas and facilities include ball fields, sport courts, multipurpose jogging/walking trails, community centers along with natural areas, playgrounds and picnic areas. A size range between 10 to 50 acres is desirable, although larger areas are found often where a large portion of a site is set aside for passive recreation and preservation.

### **COMPACT DEVELOPMENT**

A land use development pattern that features most of the following: clustering of structures and shared or reduced infrastructure and infrastructure costs; preserved agricultural, environmentally significant or historic areas; a mix of uses that enables a concentration of population and/or employment; interconnected streets that enable multimodal mobility; innovative and flexible parking approaches and medium to high densities of population where appropriate. Compact development patterns can also be used for a single use (such as an employment center or a single family or townhouse development), and are appropriate in rural, suburban and urban settings, wherever preservation of land and reduced infrastructure costs are appropriate.

### **COMPLETE STREET**

Streets that are planned and designed in a context sensitive manner, operated and maintained to safely accommodate people of all ages and abilities, including pedestrians, cyclists, transit users, motorists and freight and service operators. Depending upon context, urban complete streets may include sidewalks, marked and signalized crosswalks, pedestrian islands or medians, bicycle facilities and transit lanes; rural complete streets may include

widened, paved or stabilized shoulders, trails and riding paths. A complete streets program recognizes that streets may serve multiple uses, including through travel, local access, recreational activities, social, and retail needs. While there is no singular design for a complete street, the intent of a complete street is to improve safety for all users while increasing mobility options. A public right-of-way (generally an arterial or collector road corridor) that serves as a mobility corridor to accommodate all travelers, including bicyclists, mobility-challenged travelers, motorists, pedestrians and public transit riders. At a minimum, complete streets: include separate bicycle and pedestrian facilities; safely and efficiently accommodate transit users, bicyclists, pedestrians and motorists; and provide easy and safe access to adjacent land uses in a manner that does not create obstacles for pedestrians and bicyclists. Complete streets may also include: audible pedestrian signals; bus and carpool lanes where feasible; lighted public transit shelters; marked and signalized crosswalks; medians for pedestrian crossings; shared driveways to minimize curbcuts; shade features; street lighting; traffic-calming features; and transit and pedestrian priority signalization.

### **GREEN INFRASTRUCTURE, REGIONAL SCALE**

A strategically planned and managed network of natural areas, parks, greenways, working landscapes (such as agricultural areas with conservation values and floodways) and other open spaces that supports native plant and animal species, ensures clean water; conserves ecosystem values and functions; protects, restores or mirrors the natural water cycle; and provides a wide array of benefits to people and wildlife. Open vegetated spaces, linked wherever possible, containing Florida-friendly vegetation wherever feasible, including such spaces as natural areas, greenways in urban and rural areas, wetlands, parks, forests, treed mobility corridors, wildlife corridors, blueways with uplands, conservation easements, preserved floodplains and similar areas that naturally sequester carbon dioxide and reduce the heat island effect in urban areas.

### **GREEN INFRASTRUCTURE, NEIGHBORHOOD OR SITE SCALE**

Stormwater management systems that imitate nature by using vegetation, soil and other small scale or larger scale elements to absorb or manage stormwater. Green infrastructure may be used instead of or together with 'gray infrastructure', such as conventional storm sewers and stormwater treatment facilities that discharge to surface water bodies. Smaller scale green infrastructure elements may include rain harvesting (disconnecting downspouts and using rain barrels); planter boxes; rain gardens (also known as bioretention cells); green roofs and bioswales. Larger scale elements may include permeable pavements for onsite sidewalks and parking lots, and to connect to offsite sidewalks and trails; use of indoor bicycle lockers to reduce need for surface parking; 'green' streets and alleys (use of bioswales, permeable pavements for pedestrian, bicycle and multipurpose trail areas, trees, and planter boxes as a standard part of the street and alley design); urban tree canopy areas on sites and in neighborhoods; and designated conservation areas, open space areas and preservation easements on sites and within neighborhoods.

### **NEIGHBORHOOD PARK**

The Neighborhood Park is walkable, close-to-home recreation of approximately 5 acres or less. Typical amenities include benches, pavilions, picnic areas, bicycle paths, basketball or sports courts, playgrounds, walking and jogging trails, and unprogrammed open space. a "walk-to" park generally located along streets where people can walk or bicycle without encountering heavy traffic. Neighborhood Parks may be provided through the development review process, direct acquisition and joint use through schools or the municipal jurisdiction.

## **REDEVELOPMENT/INFILL NEEDS ANALYSIS (INCLUDING REDEVELOPMENT OF ENERGY CONSERVATION OVERLAY AREAS)**

The public process of determining the need for revitalization of an urbanized portion of the land use pattern within a jurisdiction or an area, due to one or more of the following factors: an existing urban land use pattern in need of urban services that cannot be adequately served by those services and facilities; a blight finding; a declining urban core or urban concentration with loss of jobs and/or property value; abandonment of a significant number of structures accompanied by an increase in public expenditures and/or loss of property value; and/or the presence of brownfields or vacant undeveloped or underdeveloped infill sites.

### **NEIGHBORHOOD SCALE BUSINESS**

A neighborhood scale business ranges in size between 6,500 to 10,000 square feet. The neighborhood scale retail business provides frequently needed goods for household consumption. (Examples: prepared breakfast and lunch sandwiches; carry-out family or single-serve meals and baked goods; prepackaged foods such as baby food, prepackaged beverages, including dairy and dairy substitute products; frozen foods; fresh produce; prewrapped meat and fish; limited household cleaning supplies; personal sanitation products and paper goods.) No fuel pumps or car repair services are provided and no outside storage or outside activities are permitted.

The neighborhood scale service business provides frequently needed personal services. (Examples: clothing alteration; haircuts and/or styling; homework assistance; optician service; tax preparation and watch and jewelry repair).

### **PEDESTRIAN AND BICYCLE FRIENDLY**

The density, layout and infrastructure that encourages walking and biking within an area, subdivision, neighborhood or development, including 'build-to lines' for structures, accessible sidewalks and street lighting, clearly marked and signalized crosswalks, street furniture and shade trees, transit shelters where transit is available, and bike paths or multi-purpose paths, including connectivity to other trails, bike paths or sidewalks.

### **QUALITY/LEVEL OF SERVICE (Q/LOS)**

For bicycle and pedestrian transportation, the Q/LOS is a measure of the user's perception of the quality of a transportation service and the traveler's satisfaction with that service. For bicycle Q/LOS, the measure is based on the bicyclist's perception of these variables: presence or absence of designated bike lane/bike path or paved outside through lane; motorized vehicle volumes; motorized vehicle speeds and pavement condition. For pedestrian Q/LOS, the measure is based on these variables: existence and width of a sidewalk; presence of ADA ramps; street lighting; distance of separation of pedestrians from motorized vehicles; safety of crosswalks (presence of crosswalk marking, accessible signalization and accessible medians); motorized vehicle volumes and motorized vehicle speeds.

For fixed transit (bus), the Q/LOS for Seminole County is based primarily on measurable service frequency, measured either in frequency of buses per hour, or headway (time between arrival of each bus.) However, since transit users are also pedestrians, the Q/LOS is also affected by the transit rider's perception of safety, including variables such as

presence or absence of accessible transit shelters, safety and accessibility of crosswalks, street lighting, and presence or absence of sidewalks.

## **REGIONAL PARK**

Regional parks are typically 20 or more acres in size. The core experience for the user of a regional park is a day-long excursion with multiple things to do. Facilities common to regional parks include bandshells, ballfields, community centers, trails, passive recreational opportunities (such as camp grounds), skate parks, dog parks, vehicular and bicycle parking and restrooms. Large, resource-based areas that serve two or more communities or counties and are usually located within an hour's driving distance of the residents they serve. A space allowance of 20 acres per 1,000 population is suggested. The park should serve a population of over 100,000 and should range in size from a minimum of 250 acres to as much as several thousand acres.

## **REVITALIZATION**

The imparting of new economic and community life in an existing neighborhood, area or business district while at the same time preserving the original building stock to the extent feasible, as well as historic character. Re-establishing the economic and social vitality of urban areas through the use of techniques such as infill development and incentives, to take advantage of existing investments in public infrastructure and reduce potential urban sprawl.

## **TRANSIT SUPPORTIVE USE**

A mix of land uses that reinforces the transit system by attracting transit riders (providing quick access, good location and usefulness), and potentially stimulating ridership growth. Examples of uses attractive to riders include: coffee and tea houses; fast casual and fast food restaurants; personal service providers (barbers, beauticians, opticians and the like); and retail sales of easily carried goods. Examples of uses that potentially stimulate increased ridership include: office uses, technical and community/state college campuses, multi-family residential development and mixed uses. The supportive nature of this mix of uses is also related to location within a ¼ mile walking distance or ½ mile bicycling distance of a transit stop or station, and the manner in which the uses are arranged (with 'build-to' lines rather than setbacks from sidewalks, and with no front yard parking lots that can discourage pedestrians).

## **URBAN CENTER**

A developed or developing area that has an investment in urban facilities and services (including centralized public water and wastewater), with a mixture of residential and nonresidential uses. Public uses, including but not limited to libraries, parks, police substations, public schools and central public squares supportive of place making may also be included. The development pattern includes walkability and supports multiple modes of mobility (pedestrian, bicycle and transit). An urban center may also be concentrated around or adjacent to a major employment base, such as a college or university campus, a major tourism or recreational facility, a full service hospital or a city.

## **URBAN CENTERS AND CORRIDORS ENERGY CONSERVATION OVERLAY**

An overlay located on urban centers and corridors within urban unincorporated Seminole County that have been identified as in need of redevelopment. The redevelopment is needed to retrofit land use patterns that are not energy efficient into a more energy efficient

encourage future development patterns that can be served by a multi-modal transportation system.

### **WALKABLE DEVELOPMENT; WALKABILITY OF DEVELOPMENT**

A built environment that supports and accommodates frequent pedestrian activity through features such as, but not limited to: well-lighted and ADA-compliant continuous and connected sidewalks or pedestrian paths (as part of a street network or on sites with multiple buildings); land uses oriented toward pedestrians rather than automotive and freight management land uses; surface parking at side or rear of properties rather than between sidewalk/pedestrian path and main entrances; sidewalks/pedestrian paths visible from main entrances and front windows of buildings; street trees and/or covered building entrances (particularly at transit stops) for shelter and shade without obstructing sight distances; directional signs and self-guided informational maps along sidewalks or pedestrian paths on sites with multiple buildings; street furniture (benches, garbage receptacles, drinking fountains, planting areas) to allow brief respite to walkers; number of driveways crossing sidewalks or pedestrian paths reduced/consolidated to minimize car-pedestrian conflicts and sidewalk or path is continued across driveway; traffic calming devices or lower speed limits to slow vehicular traffic near signalized raised and/or striped pedestrian crosswalks; curb extensions at intersections; pedestrian-priority signalization; and either shorter blocks or mid-block pedestrian crossings and ADA-compliant medians.

## **FUTURE LAND USE ELEMENT**

### **Issue FLU 2      Concurrency Management**

The Growth Management Act adopted by the Florida Legislature in 1985 included a requirement for "concurrency", contained in Section 163.3180, Florida Statutes. ~~This requirement was and~~ intended to ensure availability of services to meet needs of new development at the time that ~~the~~ services were required. ~~The Department of Community Affairs issued rules to guide local and county governments to comply with the statute. Rule 9J-5.006(3)(c)3, Florida Administrative Code, required that facilities and services at locally adopted level of service standards must be available concurrent with the impacts of development, or that development orders and development permits were conditioned on the availability of facilities and services.~~

Since 1985, the Legislature has amended Chapter 163, Part II of Florida Statutes several times, including a revision to the name of the Act that now governs local comprehensive planning (The Community Planning Act). Section 163.3180, Florida Statutes has also been amended several times. ~~to further define timing of service availability. Timing R~~requirements include:

#### **Sanitary Sewer, Solid Waste, Drainage, adequate (sufficient) Water Supplies and Potable Water Facilities:**

- A These services are the only public facilities and services subject to the concurrency requirement on a statewide basis as of 2011. Consistent with public health and safety, these sServices shall be in place and

available to serve a new development no later than the issuance of a certificate of occupancy or its equivalent.

- B ~~In addition,~~ Prior to approval of a building permit or its functional equivalent, Seminole County is required to consult with the applicable water supplier to determine whether adequate water supplies, including private on-site wells, to serve the new development will be available no later than the anticipated date of issuance by the County of a certificate of occupancy or its functional equivalent.
- C The County ~~may is also allowed to~~ meet the concurrency requirement for sanitary sewer, ~~including private wells,~~ through the use of on-site sewage treatment and disposal systems approved by the Department of Health to serve a new use, where consistent with the County Plan.

#### **Parks and Recreation Facilities to serve New Development:**

As of 2011, these services are not subject to concurrency requirements on a statewide basis. Local governments that do apply concurrency to these services must provide the principles, guidelines, standards and strategies, including adopted levels of service, to guide the application of concurrency to this service. The standard in place as of 2016 to guide the application of concurrency for parks and recreation facilities to serve new development in unincorporated Seminole County is that the services are rRequired to be in place or under construction no later than one year after issuance of a certificate of occupancy or its functional equivalent; however, acreage for such facilities are required to be dedicated or acquired by the County prior to issuance of the certificate of occupancy, or funds in the amount of the developer's fair share shall be committed no later than the County's approval to commence construction. Adopted Levels of Service for concurrency purposes are contained within the Capital Improvements Element.

#### **Transportation Facilities needed to serve New Developments:**

As of 2011, these services are not subject to concurrency requirements on a statewide basis. Local governments that do apply concurrency to these services must provide the principles, guidelines, standards and strategies, including adopted levels of service, to guide the application of concurrency to this service. The standard in place as of 2016 to guide the application of concurrency for transportation facilities to serve new development in unincorporated Seminole County is that the services within the rural area of Seminole County are rRequired to be in place or under actual construction within three years after the County approves a building permit or its functional equivalent that results in traffic generation where transportation concurrency (compliance with roadways levels of service) is required. For portions of the County that are contained within thea Dense Urban Land Area/Transportation Concurrency Exception Area, development approval is governed by compliance with thea adopted Multimodal Mobility Strategy that emphasizes multiple modes of transportation and Quality Levels of Service. Adopted Levels of Service for concurrency purposes in the rural area are contained within the Capital Improvements Element. Quality Levels of Service guidelines used during the Development Review

Process are found within Policy TRA 2.1.1. The Development Review process for transportation analysis for projects in the Transportation Concurrency Exception Area is found in Chapter 10 of the Seminole County Land Development Code.

**Public School Capacity:**

As of 2011, these services are not subject to concurrency requirements on a statewide basis. Local governments that do apply concurrency to these services must provide the principles, guidelines, standards and strategies, including adopted levels of service, to guide the application of concurrency to this service. The standard in place as of 2016 to guide the application of concurrency for public schools facilities to serve new development in unincorporated Seminole County is that the services are  
rRequired to be in place or under actual construction within three years after the issuance of final subdivision or site plan approval, or the functional equivalent. School concurrency is satisfied if the developer executes a legally binding commitment to provide mitigation proportionate to the demand for public school facilities to be created by actual development of the property, consistent with provisions of the 2007 Interlocal Agreement for Public School Facility Planning and School Concurrency as amended in January 2008.

**Issue FLU 4**

**Exhibit FLU: Future Land Use Map, Based On Growth, Economic Development—and, Redevelopment, Revitalization and Multimodal Needs**  
**Mobility Needs.**

Following completion of the County's 2006 EAR, the Florida Department of Transportation announced funding for a commuter rail system to serve Seminole, Orange, Osceola, and Volusia counties. The four stations proposed to serve Seminole County were located within the cities of Sanford, Lake Mary, Longwood and Altamonte Springs. Most land surrounding the stations is incorporated, but portions of land abutting the Sanford and Altamonte Springs stations are unincorporated.

The stations themselves and their parking areas are the responsibility of Seminole County. These station sites and surrounding sites hold significant potential for may attract future mixed-use developments that may, in turn, support the County's multimodal mobility strategy. Potential land use alternatives for sites in proximity to commuter rail locations were evaluated by the County with the help of consultants retained with the assistance of US Housing and Urban Development Sustainable Communities Regional Planning grants within the 2014-2015 time period ~~as part of the 2006 Evaluation and Appraisal amendment analysis needed to update the Comprehensive Plan and continued to be evaluated during the 2015-16 Evaluation and Appraisal process.~~

Given the anticipated growth stimulus of the four SunRail commuter rail stations, and incentives ~~intended~~ to encourage redevelopment of areas within the Mixed Development Future Land Use and the Urban Centers and Corridors Overlay (see relevant FLU Exhibit-FLU Series—Urban Centers and Corridor Overlay) ~~that are~~ consistent with the Central Florida Regional Growth Vision, Seminole County is anticipated to may attract a greater

share of the ~~projected~~ regional jobs and population growth projected by the Regional Vision for 2030.

## Issue FLU 6

### **Infill Development, Redevelopment (including Urban Centers and Corridors Overlay areas), and Neighborhood Protection /Reversal of Decline and Blight**

~~One of the Major Issues addressed by the 2006 Evaluation and Appraisal Report was "Infill Development and Redevelopment". The Report found that future land use designations that allow flexibility by recognizing the complex nature of infill development and redevelopment, sound policies, and innovative programs are all required for infill and redevelopment activities to succeed.~~ Successful infill development and redevelopment will enhance economic development, reverse decline and remove blight, while protecting adjacent uses through design standards. Successful infill development also helps to prevent urban sprawl. The County's redevelopment strategy has two major focuses: (1) community development target areas; and (2) economic redevelopment areas.

Redevelopment, revitalization and removal of blight can be is assisted achieved by identifying appropriate future land use designations and overlay zones on the Official Future Land Use Map and on Exhibit FLU: Future Land Use Pattern 2027 Map and by adopting policies that encourage community development oriented-redevelopment of areas identified as "target areas". Target areas for community development are identified for purposes of preservation and revitalization of existing neighborhoods, consistent with Federal and State funding programs. (These "target areas" are not the same locations as the areas identified as appropriate for "target industries".)

~~The 2006 Evaluation and Appraisal Report, under the Major Issue "Infill Development and Redevelopment" also called for designation of areas in need of economic redevelopment as mixed development sites. The Seminole County 2008 EAR-based administratively-initiated Official Future Land Use Map amendments, designated ing portions of the US 17-92 corridor as "Mixed Development" Future Land Use, responded to both the 2006 CRA Action Plan and the findings of the 2006 EAR. Enabling infill development and redevelopment supports both the "Centers" and "Corridors" themes of the Central Florida Regional Growth Vision, as well as the principles of that Vision. The identification of the Urban Centers and Corridors Overlay supports the Central Florida Regional Growth Vision Goals, as well as the County's Multimodal Transportation System and Mobility Strategy. The overlays support these Goals and Strategies, and the Multimodal Transportation System, by through incentivizing a more compact mixed development land use pattern that can be served by, and support, public transportation and other mobility alternatives.~~

## Issue FLU 8

### **~~Special Area Plans, Transportation-Land Use Coordination, and Evaluation and Appraisal Report Amendments~~**

~~Following the completion of the 2006 EAR, After State and Federal officials announced the availability of funds for a commuter rail connecting Seminole, Orange, Osceola and Volusia counties, Seminole County recognized. Based on the need to improve coordination of this transportation effort with land use planning, Seminole County requested and received additional time to complete its EAR-based amendments.~~

Analyses of potential land use changes for sites located near the commuter rail stations were undertaken as part of the update of the Transportation Element ~~at that time and EAR-based amendment process~~. Meetings with the cities in which the stations ~~are will be~~ located ~~were are~~ part of a ~~continuing~~ planning process ~~that to~~ created policies acceptable to each jurisdiction ~~to that can~~ foster a long-range land use pattern supportive of commuter rail.

As a part of the County's Mobility Strategy development in response to the ~~2009 Senate Bill 360, which County~~ designated ~~of~~ the nonrural portion of unincorporated Seminole County and most of the cities as "Dense Urban Land Areas" and "Transportation Concurrency Exception Areas", staff technical meetings were held to coordinate mobility strategies ~~with Representatives of transit provider LYNX and the cities, the City of Maitland and Orange County staff also attended~~. Discussions involved anticipated land development around the SunRail stations and at other core concentration areas, as well as methods to support alternate modes of transportation. ~~Seminole County was a sub-grantee for planning grants from the US Department of Housing and Urban Development (HUD) for "Sustainable City" grants to study potential future land use designation changes around SunRail stations, as well as identify alternate mobility options to improve access to the SunRail stations.~~ Seminole County will continue to evaluate the long term feasibility of partnering with ~~the cities and~~ private interests to construct ~~transit supportive uses such as other~~ rail stations with passenger amenities, ~~such as news stands, beverage to go kiosks and the like. The County will also monitor the need for special area studies to examine the need for land use amendments supportive of commuter rail.~~

**CONSERVATION:**  
**PRESERVING NATURAL LANDS, AIR, WATER, WILDLIFE HABITAT, AND HISTORIC RESOURCES IN SEMINOLE COUNTY AND THE REGION**

**Policy FLU 1.16 Encourage More Efficient Urban Land Use Patterns Supportive of Multimodal Transportation**

The County shall continue efforts to direct and guide urban uses to ensure the most efficient land use patterns by:

- A Directing and incentivizing growth and redevelopment toward lands designated for Mixed Development (MXD) ~~or Higher Intensity Planned Development (HIP), lands included within the Urban Centers and Corridor Overlay~~, through incentives such as those identified in *Policy FLU 5.15 Mixed-Use Developments* ~~and Policy FLU 5.17 Urban Centers and Corridors Overlay~~. These land use designations ~~and the overlay~~ encourage mixed or multiple use development patterns that can be served by multiple modes of transportation and can be walkable ~~and/or bicycle friendly~~, thus increasing mobility choices for employees, residents and customers ~~and reducing air pollution generated by gridlocked roadways.~~ In addition, The County shall encourage redevelopment within the identified Urban Centers and Corridors Overlay (see *FLU Series – Urban Centers and Corridors Overlay*), into a walkable compact land use pattern, easily served by multiple modes

of transportation, through incentives identified in *Policy FLU 5.17 Urban Centers and Corridors Overlay*;

- B Continuing to participate in planning efforts with LYNX, including the LYNX Five-Year Improvement Program, and funding of LYNX routes, to improve transit headway in areas where more concentrated and compact development will be located, focusing in particular upon the US 17-92 Community Redevelopment Area (CRA) Corridor, the four SunRail stations, and the ~~major transit~~ corridors within the Urban Centers and Corridors Overlay;
- C Continuing to financially support the SunRail commuter rail system, which will provide an additional alternative travel mode to remove automobile trips from the Seminole County and regional roadway network and support the principles of the Central Florida Regional Growth Vision; and
- D ~~Consider Adopt~~ revisions to the Land Development Code as needed that provide density and intensity incentives to mixed development projects within the US 17-92 CRA corridor, and ~~density and intensity additional incentives bonuses~~ to encourage compact, walkable redevelopment and infill development projects within the Urban Centers and Corridors Overlay area, as specified in *Policy FLU 5.17 Urban Centers and Corridors Overlay*. ~~Such revisions may that will~~ include ~~incentives bonuses~~ for the ~~provision inclusion~~ of pedestrian and transit supportive land use patterns supportive infrastructure. The US 17-92 corridor, SunRail station areas and corridors within the Urban Centers and Corridors Energy Conservation Overlay area are intended by ~~LYNX and~~ Seminole County for public transit improvements. Incentives to encourage redevelopment within those areas, where transit is to be emphasized, ~~will supports~~ the Seminole County multimodal mobility strategy.

### **CENTERS:**

#### **CONTINUING TO SUPPORT A VARIETY OF PLACES TO LIVE, WORK, AND PLAY**

##### **Policy FLU 2.11 Use of Design Standards for Roadways Serving East Rural Area Neighborhoods (Rural "Complete Streets")**

The County shall protect the character of the East Rural Area through the use of design standards that require public facilities serving the Rural Area, including roadways intended as "Complete Streets" in the East Rural Area, to shall be designed in a context sensitive manner to ensure protection of the character of the Rural Area.

~~A context sensitive facility considers abutting land uses as well as engineering requirements in determining roadway features. Therefore, roadways serving the East Rural Area Neighborhoods may emphasize features such as widened shoulders for use by bicyclists and pedestrians, rather than paved sidewalks or bicycle lanes. In addition, roadways serving the East Rural Area Neighborhoods may include trails for hiking and for equestrian uses such as lighting, sidewalks, bicycle lanes and drainage.~~

**Policy FLU 2.3 Residential Development Supportive of the Multimodal Transportation Network and Residential Compatibility**

The County shall ~~support its multimodal~~ encourage the compatibility of the transportation network ~~through ensuring that and existing and future~~ residential neighborhoods adjacent to major urban transit corridors are designed to enable the safe use of multiple modes of transportation. This policy will be accomplished ~~collector and arterial roadways~~ by:

- A Requiring ~~additional setbacks and buffers for new lower density urban~~ residential development adjacent to ~~future major~~ urban collector and arterial roadways that are intended as multimodal corridors to include features that allow safe circulation of the residents, such as frontage roads with limited access points to the multimodal corridor; pedestrian and transit-rider facilities, such as flashing lights at marked or elevated crosswalks; and direct connections to transit stops, trails and sidewalks along the multimodal corridor to support the County and regional multimodal transportation network. In addition, pedestrian safety improvements must be considered in the design of all County planned improvements to multimodal corridors located adjacent to residential neighborhoods to minimize the impacts of future roadway improvements;
- ~~B Encouraging the use of context sensitive planning for future transportation improvements adjacent to existing residential neighborhoods;~~
- ~~CB Encouraging the use of context sensitive planning for future transportation improvements adjacent to existing residential neighborhoods;~~
- ~~DC~~ Requiring development plans, (and redevelopment projects and infill development where feasible) proposed for located at major urban intersections to include pedestrian, bicycle and transit oriented features. These features are needed in order to ensure safe facilitate access of pedestrians to any crosswalks near the major intersections, to enable safety of bicyclists to using any bicycle features near the major intersections, and to enable transit riders to easily and safely access any transit stops near the major intersection if the arterial roadway is served by transit. Infill development and redevelopment projects that are located along major arterial roadways included within the Urban Centers and Corridors Overlay must be planned as pedestrian-oriented, with either requirements to build to a sidewalk located on the corridor, or with minimal setbacks from that sidewalk or pedestrian path. to allow for outside uses for any first floor retail or restaurant uses. Such redevelopment and infill projects must share vehicle access from the arterial, and may not be designed to provide multiple individual vehicle accesses for each individual use; and

**OBJECTIVE FLU 4 REDEVELOPMENT, REVITALIZATION AND RENEWAL OF BLIGHTED AND DECLINING AREAS, AND REDEVELOPMENT OF URBAN CENTERS AND CORRIDORS OVERLAY AREAS**

The County shall continue to encourage the redevelopment and renewal of blighted and declining areas, in partnership with the cities participating in the US 17-92 Community Redevelopment Authority, and through County actions, to maintain and enhance neighborhood viability, discourage urban sprawl, prevent strip development and support the Central Florida Regional Growth Vision. The County shall also encourage redevelopment of areas identified as contained within the Urban Centers and Corridors Overlay Series (FLU Series – Urban Centers and Corridors Overlay) to achieve a more compact, walkable land use pattern.

**Policy FLU 4.1 Redevelopment and Revitalization of Low Income Neighborhoods**

The County shall continue to administer Community Development Block Grant (CDBG) funded programs for target areas (geographic areas within which a minimum of 51% of the households earn incomes that do not exceed 80% of the area median income). Programs shall be shaped by input received from residents of the target areas, including the desires of residents to renovate and revitalize existing housing, remain in neighborhoods and 'age in place', and will provide specific infrastructure, housing, community service, and financing options to stabilize and revitalize target areas.

**Policy FLU 4.2 Infill/Redevelopment Strategies and Performance Framework for the US 17-92 CRA Area, Redevelopment Corridors and Urban Centers**

Pursuant to *Objective IGC 8 Joint Planning for US 17-92 Community Redevelopment Area* and its policies, the County shall, in partnership with cities participating in the US 17-92 Community Redevelopment Agency (CRA), continue to refine the CRA strategy to encourage infill and development opportunities within the US 17-92 CRA area, implement the updated CRA Master Plan of 2012, and jointly encourage revised City and County Future Land Use Elements and Land Development Regulations as needed, to encourage beneficial infill development and redevelopment through measures which may include, but are not limited to, those measures listed in this Policy. In addition, The County shall continue to encourage a more compact and walkable land use pattern in its major transit redevelopment corridors and urban centers through the measures provided in this Policy:

\*\*\*

- G Redevelopment of areas within the Urban Centers and Corridors Overlay (see *Exhibit FLU: Urban Centers and Corridors Overlay*) shall be incentivized in accordance with strategies and ~~the~~ performance frameworks of contained in Policy FLU 5.17 Urban Centers and Corridors Overlay. The incentives will to encourage a phased revitalization into a more compact, walkable land use pattern that can be served by multiple modes of transportation.

**Policy FLU 4.3 Flexible Development Standards Setback and Parking Lot Flexibility for Infill Development, Community Development Block Grant Eligible Target Areas, and Urban Centers and Corridors Overlay Redevelopment**

In support of infill development, revitalization of Community Development Block Grant eligible Target Areas, and the ~~and~~ Urban Centers and Corridors Overlay ~~redevelopment~~, the Land Development Code (LDC) will be amended as needed in accordance with a schedule adopted by the Board of County Commissioners. Revisions may be needed to: provide flexibility in ~~the~~ placement of buildings and setbacks to enable for the purposes of revitalization of existing neighborhoods and commercial areas; ~~preserv~~ing and ~~enhanc~~ing existing large canopy trees and natural vegetation; ~~support~~ing the County's multi-modal mobility strategy by reducing required minimum parking in areas well served by transit, commuter rail, and other mobility alternatives; and ~~supporting the creation of~~ a compact, walkable land use pattern by allowing reduced building setbacks and build-to lines for infill projects in areas served by transit. When applicable, the Code shall:

- A Permit the use of existing native vegetation in required landscape buffers;~~;~~
- B Preserve desirable canopy trees and other existing native vegetation during and after site development, even when the result is reduction in the number of parking spaces;~~;~~
- C Permit reduction of minimum parking requirements along major transit corridors, and within approximately 1/2 mile of SunRail stations for new developments planned as walkable and transit-ready, based on parking studies demonstrating that such reduction will not impact surrounding neighborhoods; ~~and~~
- D Allow build-to lines, rather than minimum setbacks and front yards, for infill mixed-~~use~~, multi-family, neighborhood commercial, retail commercial (CN, C-1 and C-2 uses) and office development projects located along major transit corridors and within approximately 1/2 mile of SunRail stations;~~;~~

E In addition to ~~this~~ flexibility for infill development projects, the County shall ~~consider~~ create flexible land development code provisions in general for on-site parking lot landscaping and parking standards and building setbacks that: encourages ~~the~~ preservation of existing large canopy trees; ~~it~~ emphasizes pedestrian safety and ~~the~~ use of Crime Prevention Through Environmental Design (CPTED) principles; ~~it~~ allows reduced minimum parking standards where site plans include on-site transit shelters, or cases in which conditions of approval include such features as van or car pools, and/or ~~or~~ staggered peak work hours for multiple uses ~~in order~~ to facilitate shared employee parking; ~~it~~ or and improves access to any nearby off-site transit stops or SunRail commuter rail stations; and.

F The County will also consider code changes to allow infill development, redevelopment and renovation of existing structures on existing lots of record within Community Development Block Grant eligible Target Areas on a case-by-case basis at the discretion of the Planning and Development Division Manager, without variances. This provision can be applied when the lot or lots in question were legal lots at time of platting, but do not meet current lot size and setback standards.

**Policy FLU 4.5 Encourage Infill and Redevelopment of Existing Development Corridors and Centers and within the Urban Centers and Corridors Overlay**

In addition to ~~the~~ Code amendments identified in *Policy FLU 4.3 Flexible Development Standards Setback and Parking Lot Flexibility for Infill Development* and *Policy FLU 4.4 Urban Open Space, On-Site Recreational Amenities and Buffering Performance Frameworks for Infill/Redevelopment Areas*, the County shall continue to encourage infill development and redevelopment of Community Development Block Grant Eligible Target Areas, and Urban Centers and Corridors Overlay Redevelopment ~~and Policy FLU 4.4 Urban Open Space, On-Site Recreational Amenities and Buffering Performance Frameworks for Infill/Redevelopment Areas~~. ~~The~~ the County shall encourage infill development by providing incentives to ~~promote~~ encourage compact walkable redevelopment within existing transit ~~development~~ /redevelopment corridors and urban centers, especially those within the Urban Centers and Corridors Overlay. ~~The County may also~~ consider ing amendments to the Official Future Land Use Map for Mixed Development land use where appropriate, and shall ~~support~~ encourage infill and redevelopment in the US 17-92 Corridor through the use of Tax Increment Financing (TIF) funds while available, and similar mechanisms to assist property owners with the costs of rehabilitating sites. The County shall also ~~enable~~ encourage phased redevelopment intended to achieve a compact walkable land use pattern supportive of multimodal mobility within the Urban Centers and Corridors Overlay. Phased redevelopment would be approved in accordance with the performance frameworks of *Policy FLU 5.17 Urban Centers and Corridors Overlay*.

**OBJECTIVE FLU 5 FUTURE LAND USE MAP FOUNDATION: GROWTH MANAGEMENT POLICIES FOR COMPATIBILITY, MIXED USE AND HIGH INTENSITY TARGET AREA DEVELOPMENT, PREVENTION OF URBAN SPRAWL, SUPPORT OF CENTRAL FLORIDA REGIONAL GROWTH VISION AND PERFORMANCE STANDARDS FOR**

**REDEVELOPMENT, AND INFILL DEVELOPMENT AND SUPPORTING MULTIMODAL MOBILITY, INCLUDING PUBLIC TRANSIT, WHERE FEASIBLE ALTERNATIVES**

The County shall continue to develop and enforce innovative planning techniques and land development regulations designed to support the Central Florida Regional Growth Vision by protecting residential neighborhoods as distinct, attractive and safe places to live; enhancing the economic viability of the community as a part of the diverse, globally competitive regional economy; promoting the efficient use of infrastructure and providing for a multimodal Mobility Strategy that includes a variety of transportation choices, including public transit where feasible; and preserving natural resources, open space, recreational areas, agricultural/rural areas, water resources and regionally significant natural areas. The Future Land Use Map series embodies strategies designed to build long term community value, discourage urban sprawl and ensure that public facilities and services are provided in the most cost-effective and efficient manner.

**Policy FLU 5.1 Adopted Future Land Use Map Series and Official Future Land Use Map**

The County has adopted a Future Land Use Map Series, as depicted in the following exhibits: *Exhibit FLU: FLU Series - Areas of Archaeological Potential; Cones of Influence; County Potable Water Service Areas and Treatment Plants; Environmentally Sensitive Lands Overlay; Flood Plains, Future Land Use Pattern Map 2027; Future Land Use Acreage; Preservation/Managed Land; General Soils; Geneva Freshwater Lens; Greenways, Blueways, and Major Trails; Recharge Areas; Wetlands and Resource Protection Areas.* All other Exhibits included in the Future Land Use Element (FLU) are adopted as a part of the FLU element. The purpose of this map series is to provide geographic information about important land use features of Seminole County that are considered during the process of evaluating either a proposed future land use designation change, or a development order. This map series is also adopted to comply with the requirements of Section 163.3177, Florida Statutes.

As noted in the section of the Implementation Element entitled "Future Land Use Map Maintenance", the graphic entitled "Seminole County Future Land Use Pattern 2027" contained in the Future Land Use Element depicts the distribution of the Future Land Use pattern at a scale of 1"= 1 mile, but it is not a parcel-based graphic and the boundaries of the land use designations, as shown in the graphic, are not parcel-based. Therefore, the graphic entitled "Seminole County Future Land Use Pattern 2027" is not the official Future Land Use Map of Seminole County and should not be used for purposes of determining or predicting whether a particular development may be allowable on a particular parcel of land. The graphic entitled "Seminole County Future Land Use Pattern 2027" is included in the Future Land Use Element to accomplish the following: provide a reader with the long term vision of the land use pattern of Seminole County; provide information about the planning horizon of the Comprehensive Plan; and, meet the statutory requirements to include, within the adopted map series, the proposed distribution of future land uses.

The Official Future Land Use Map is maintained in digital format in order to provide information on a parcel basis and is accessed through the County

webpage at the following address:

<http://seminolegis.maps.arcgis.com/apps/webappviewer/index.html?id=668252d321334112be7534024b972bc6>.

Although the Official Land Use Map is provided on a parcel basis, information on the boundaries of individual parcels is not warranted to reflect all replatting, private property exchanges or other actions taken that may change the boundaries of parcels. In addition, although Future Land Use designations are drawn with the use of parcel boundaries where possible, there will be occasions where the boundary of a Future Land Use designation and a parcel do not coincide. In such instances, goals, objectives and policies of the Seminole County Comprehensive Plan and the adopted map series (including features such as environmentally sensitive lands) will be used to guide decisions about which Future Land Use designation applies to portions of a parcel.

Information about the future land use of a parcel is also available from the Development Services Department during normal business hours or by emailing the Development Services Department at [PlanDesk@seminolecountyfl.gov](mailto:PlanDesk@seminolecountyfl.gov).

The digitized map is amended by ordinance as needed. The ordinance number of the most recently adopted amendment is noted on the Seminole County Comprehensive Plan webpage near the hotlink to the Official Future Land Use Map. The address of the Seminole County Comprehensive Plan webpage is:  
<http://cdn.seminolecountyfl.gov/departments-services/development-services/planning-development/codes-regulations/comprehensive-plan>.

**Policy FLU 5.16 Detailed Information Regarding ~~Notation of~~ Planned Development Sites Amendments on the Official Future Land Use Map Development Detail Exhibit in Support Document**

The development details of density and/or intensity of sites designated as "Planned Development" future land use from 2007 to the present is accessible via the webpage for the County's Planned Development (PD) Land Use Table. The table can be found at the following address on the Seminole County Comprehensive Planning website:  
<http://cdn.seminolecountyfl.gov/departments-services/development-services/planning-development/codes-regulations/comprehensive-plan/pd-land-use.stml> . The table identifies each PD development by name and generalized density/intensity information, and also links to the ordinance of adoption. The ordinance of adoption material provides additional detail about each PD, including any special conditions.

A specific digital map layer linked to the PD table is found at the following address:  
<http://seminolegis.maps.arcgis.com/webappviewer/index.html?id=c2922b6fbd154695ab1cfe81a4d1ed38>.

The information is also available from the Seminole County Planning and Development Division during regular business hours or by contacting PlanDesk@seminolecountyfl.gov.

~~Effective July 24, 2007, the development details of density and/or intensity of all new sites designated as "Planned Development" future land use shall be notated on the Exhibit FLU: FLU Series — Planned Development Future Land Use Development Detail contained in the Support Document, after adoption of the amendment.~~

### **Policy FLU 5.17 Urban Centers and Corridors Overlay**

A **Location.** ~~Seminole County hereby establishes an~~ The Urban Centers and Corridors Overlay is as shown on *Exhibit FLU Urban Centers and Corridors Overlay*, a graphic that illustrates the pattern of the overlay but is not parcel-based. The overlay is consistent with the Central Florida Regional Growth Vision.~~;~~ The overlay is located within the unincorporated Dense Urban Land Area and affects unincorporated parcels; within ½ mile radius of major urban ~~activity~~ centers and the SunRail commuter rails stations, and within ¼ mile of the right-of-way of major urban transit corridors. Where an unincorporated parcel is only partly within the overlay, it is the intent of this Policy that the entire property is eligible for the incentives available through this Policy.

**Purpose.** ~~The purpose of the overlay is to encourage a~~ phased development, infill development or redevelopment of these areas into a more compact, walkable energy conserving land development pattern that allows for a balance of jobs to housing and the use of multiple modes of transportation. The overlay is a land use strategy that enables the County to implement its multimodal mobility strategy for the urban area and is also a method of incentivizing the provision of affordable housing by the private sector. ~~The~~ A performance framework, ~~included in this Policy will determine how redevelopment can occur. A specific development proposal will be approved only upon achieving an 80% or higher score on the Performance Framework contained below, with numerical values assigned in the LDC.~~

B **Development Options.** Development in the Overlay may occur only in accordance with one of the following options:

*Option 1:* Compliance with the underlying future land use designation and the Comprehensive Plan provisions that apply to that designation (such as maximum residential dwelling units, allowable and permitted uses).

*Option 2:* Commercial, educational, governmental, institutional, light industrial, office, recreational, and residential uses arranged in a compact land use pattern that supports interconnection of uses, allows for a range of transportation modes and that may includes green building techniques. Such compact land use patterns may also include buffers in the form of natural areas containing trees.

C **Urban Centers and Corridors Performance Framework.** Proposed developments requesting approval under Option 2 shall be subject to an assessment by Seminole County to evaluate ~~extent of~~ consistency with

the following criteria. Consistency with the criteria enable a development to achieve desired density and intensity increases that support the multimodal mobility strategy of the county. principles contained in this policy. The assessment will consist of a point system contained within the LDC that measures and scores a development proposal on the basis of how well it meets several performance criteria, including the following:

- 1 **Jobs in Mixed Development.** ~~Extent to which Proposal proposal~~ creates a complementary mix of uses (~~residential, commercial, educational, light industrial, office, and residential light industrial, educational~~) that allows for a sound jobs to housing balance, encourages multiple modes of transportation and reduces the need for automobile travel. In order for a proposal to be found consistent with and supportive of this criterion, more than one use must be proposed, and the uses must be linked by more than one mode of travel. With respect to the ~~The~~ jobs to housing balance, as defined within the "Plan Amendment Standards of Review" portion of the Future Land Use Element, this criterion is measured as a ratio between total County employment divided by total allowable housing units, including those units that may be proposed by the individual development. The intent of the County is to maintain a County standard of 1.0 jobs per housing unit. ~~As that standard is a Countywide standard, a proposal that does not include jobs may still achieve the points necessary to earn approval under Option 2.~~
- 2 **Distance from transit.** Proposal is located within walking distance or ¼ mile of ~~Location relative to~~ existing or proposed public transit service and/or rail station.
- 3 **Walkability.** ~~Walkability of Proposed proposed development; shaded and lighted sidewalks or walkways on both sides of internal streets that link the use or uses to the major transit corridor (and to each other, where more than one use is included in the proposal) extent to which paths and sidewalks are proposed and proposed to be to be shaded;~~ extent to which pedestrian and bicycle links to adjacent developed areas are provided, where possible; use of "complete streets" as part of development proposal.
- 4 **Redevelopment.** Proposal redevelops an existing site that is not developed in a manner that supports multimodal mobility or a site that is in a declining or in a blighted state.
- 5 **Infill Development.** Proposal develops an infill area.
- 6 **Existing or proposed urban services.** Proximity of proposal to existing development and existing or proposed urban services.
- 7 **Single Nonresidential Use and Jobs.** If a single nonresidential use is proposed, the use shall generate a range of jobs, including higher wage jobs, extent to which the use improves jobs to housing balance in the immediate area and

~~shall extent to which the use encourages multiple modes of transportation.~~

- 8 **Green Building.** ~~The Extent to which~~ proposal makes use of green building techniques ~~and complies with energy efficiency and renewable energy technology requirements of Chapter 553, Florida Statutes.~~
- 9 **CPTED.** ~~Extent to which Proposal proposal~~ discourages crime through use of Crime Prevention Through Environmental Design principles.
- 10 **Affordable and Workforce Housing.** ~~The Extent to which~~ proposal includes more than 14 dwelling units and creates a range of housing options ~~in the immediate area,~~ including a minimum of 15% affordable Affordable and workforce Workforce housing, allowing for a mixed income area.
- 11 **Preservation of Natural Areas.** ~~The Extent to which~~ proposal preserves existing natural areas, especially those containing trees, or creates wooded areas.
- ~~12~~ ~~Extent to which proposal prevents urban sprawl by absorbing development that might otherwise pressure protected areas such as the East Rural Area, environmentally significant areas such as the Wekiva River Protection Area and other critical environmental assets.~~
- ~~13~~12 **Provision of Public Facilities.** ~~The Extent to which~~ proposed development includes provides a needed public facility, such as a regional drainage facility, public parking garage with leasable space for pedestrian-oriented uses, police substation, transit shelters available to the public, rail station facilities, public recreational area, or public school.

*(Remainder of page intentionally blank.)*

D **Permitted Development.** Allowable densities and intensities shall be determined using the table below ~~and the proposed development's Assessment score.~~

<b>Performance Criteria Included (Criteria 3,6 and 9 are required for all projects)</b>  <b>Percent Score</b>	<b>Density*</b>		<b>Intensity*</b>	
	<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>
<del>95-100</del> <u>1,2 and 10</u>	15.00	20.00	.85	1.0
<del>90-94</del>	10.00	14.99	.71	.84

<b>Performance Criteria Included (Criteria 3,6 and 9 are required for all projects)</b>  <b>Percent Score</b>	<b>Density*</b>		<b>Intensity*</b>	
	<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>
<u>2,7 and 11 or 12</u>				
<u>85-89</u> <u>4 or 5, and 7</u>	8.50	9.99	.53	.70
<u>80-84</u> <u>4 or 5, and 8</u>	7.00	8.49	.36	.52
<u>Less than 80</u> <u>10, and 11 or 12</u>	<u>7.00</u> Comply with underlying FLU designation	<u>12.00</u>	<u>.36</u>	<u>.52</u>
Density is measured in units per net buildable acre. Intensity is measured in floor area ratio (FAR).				

*\*All developments approved pursuant to this Policy shall be consistent with adopted levels of service for potable water, sanitary sewer, drainage, public school capacity and mobility quality standards of the Seminole County Comprehensive Plan as shown in the Capital Improvements Element of the Seminole County Comprehensive Plan. With respect to recreational acreage, developments approved pursuant to this Policy may either comply with satisfy needs either by compliance with the adopted levels of service as shown in the Comprehensive Plan Capital Improvements Element, or by provision of the minimum performance frameworks for on-site recreational amenities consistent with the definition of 'Urban Open Space', as provided in Policy FLU 4.4 Urban Open Space, On-Site Recreational Amenities and Buffering Performance Frameworks for Infill/Redevelopment Areas. Phasing of construction is permitted.*

**E Development Orders Agreements.** Development within the Urban Centers and Corridors Overlay must comply with applicable provisions of the Land Development Code, but will also receive a fee-waived rezoning to Planned Development (PD) and will be subject to provisions of the a Development Order approved with that rezoning. Agreement with Seminole County to ensure effective implementation of the principles while furthering and supporting other important Comprehensive Plan Goals, Objectives and Policies. Each Agreement will be uniquely crafted, based upon the location, type, density and intensity of the proposal. However, All all Orders Agreements must address the following areas of concern:

- 1 **Compatibility.** The development shall be compatible with adjacent uses, particularly low and moderate density residential neighborhoods outside of Urban Centers and Corridors Overlay~~urban activity centers and transit corridors~~. Methods of achieving compatibility may include, but are not limited to: landscape buffers with Florida-friendly trees and native vegetation to reduce need for irrigation; construction of transitional uses or lot size transitioning on lots abutting the adjacent residential uses; placement of parking, delivery, storage and solid waste management facilities away from abutting residential properties; building height restrictions; and use of residential architectural features on facades of nonresidential structures abutting outside neighborhoods.
- 2 **Public Facilities.** Developments must make efficient use of existing public facilities, such as potable water and sanitary sewer, with no need for expanded treatment plant capacity. Florida-friendly landscaping must be used to minimize demand for irrigation water and reuse water must be used for necessary irrigation. On-site septic disposal will not be permitted. All stormwater management facilities must comply with any federal requirements to limit Total Maximum Daily Pollution Loads.
- 3 **Mobility and Access.** Developments must be designed to be transit-ready, whether current service is available or not. Internal mobility corridors must be complete streets. Vehicular entry to a development via connections to arterial roads must be held to a minimum. Developments along major transit corridors shall provide external transit shelters and sidewalks that link to internal pedestrian and bicycle paths within the development. Cross access points to neighboring developments, including pedestrian and bicycle access, must be provided wherever possible. Proposals that include multifamily uses within ½ mile of a SunRail station or a public school must include pedestrian and bicycle path access to the station or public school.
- 4 **Parking.** Minimum parking standards may will be lowered ~~in~~ based on results of a parking study documenting the ability to meet parking needs through shared parking, assigned parking, staggered work hours or other professionally accepted methods ~~the Land Development Code~~ for proposals located along major transit corridors or within ½ mile of SunRail stations. Reduced parking may also be approved for a proposal that includes centrally located structured parking accessible to all uses on the site, offering bicycle lockers and containing uses of interest to pedestrians (such as offices, restaurants and retail shops). Access to surface and structured parking shall be coordinated with sidewalk and pedestrian pathways on the site and from the exterior of the site, to reduce conflicts between pedestrian and vehicular traffic. ~~On-site parking must emphasize centrally located, green building structured parking "wrapped" with other uses (such as retail shops, restaurants,~~

~~offices and townhouses). Any such use located on the ground floor must also be accessible from external pedestrian walkways. In general, surface parking areas should not be located in side and rear portions of properties, to enable the use of 'build-to' lines for structures located on transit corridors, visible from main roads, with the exception of On-street on-street parking that may be permitted on interior roads within a proposal where it can be done safely. Surface parking must also be primarily centrally located and must feature a number of spaces on stabilized, permeable surfaces. Any surface parking must contain grade separated, well-lighted pedestrian walkways and drainage features that include Florida-friendly vegetation and trees; surface parking areas must also feature Florida-friendly vegetated buffer areas and planting areas. Both structured and surface parking are encouraged to offer must contain recharging stations for electric and hybrid vehicles. Employment uses must provide bicycle lockers.~~

- 5 **Energy Conservation and Security.** ~~All developments must comply with the energy efficiency technology provisions and other energy requirements of Chapter 553, Florida Statutes, must incorporate green building techniques including solar energy and other measures that reduce the need for artificial heating, cooling and lighting, and must include or preserve forested areas.~~ Any condominium or homeowner association established to manage buildings and common areas within Urban Centers and Corridors Overlay developments that does not pay the power bill of individual residential units will be required to include in its rules the procedures whereby a property owner can receive permission to install solar panels, solar collectors, energy-efficient and storm hardened windows and doors, ~~green roofs,~~ outdoor security lighting and security cameras, temporary hurricane shutters, and temporary clothes lines.
- 6 **Green Infrastructure, Open Space and Related Amenities.** All developments must include "Green Infrastructure" areas set aside for one or more of the following: drainage, landscaping, open space, preservation of existing Florida-friendly trees and vegetation, preservation of wetlands, passive recreation for residents and employees (such as lighted walking trails and bike paths), community gardens, and other amenities that create a sense of place. Related amenities that are encouraged include green roofs, green walls, indoor planting areas, roof top gardens, and planting areas on balconies. ~~outdoor Florida-friendly vegetated planting beds and community gardens. Developments that include more than 14 family multifamily residential units should provide a minimum of one centrally located outdoor child-oriented recreational amenity (such as a play area or tot lot) and one centrally located outdoor recreational amenity for teens. Age restricted developments with more than 20 units should provide a centrally located indoor recreational building.~~

All developments with more than 14 multifamily units should provide a lighted dog walk.

- 7 ~~**Crime Prevention.**~~ In addition to features that create an attractive, inviting place to live, shop, work and play, the development must incorporate design features that reduce the threat of crime. These features include choices in lighting, fencing, landscaping, building design and site design that avoid creating dark hidden areas, and the location of pathways and public gathering places within view of a building's interior. These features work together to build a sense of community and ownership that discourages criminal activity and fosters a safe environment for the legitimate users of a site to live, work, shop and play.

## **OBJECTIVE FLU 7 INTERGOVERNMENTAL COORDINATION**

The County shall continue to coordinate with the cities within Seminole County, adjacent cities beyond the County border, adjacent counties and other agencies to facilitate consistent facility and land use plans, provide cost-effective services, maintain compatible land uses, support the Central Florida Regional Growth Vision, and ensure coordination of resource planning and management plans. 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 and coordinated multimodal mobility strategies.

### **Policy FLU 7.9 Advance Notification, Shared Information and Development Review Coordination between Seminole County and Orange County**

The following advance notification, shared information and development review coordination procedures are intended to assist Seminole County and Orange County in their respective planning efforts in proximity to the Seminole/Orange County line and to further support the Central Florida Regional Growth Vision:

- A Seminole County shall notify Orange County within 30 days of receipt of an application affecting land within one-half mile of the Seminole/Orange County line, and no less than 10 working days before consideration by the Development Review Committee or the Planning & Development Division, of the following types of applications: Future Land Use map amendments, rezonings, subdivisions, final engineering plans for a subdivision, sector plans or sector plan amendments, or site plans;
- B Comments may be provided by Orange County staff and/or advisory or elected boards relating to appropriate buffering, transitional uses, impacts on the Orange County Comprehensive Plan and Orange County services and/or other mitigating measures;

- C Comments received by Seminole County shall be included in all review materials for the proposal and shall be given consideration during the development review process;
- D Notices shall be provided to the attention of the Orange County Mayor, Orange County Manager and Orange County Planning Division Manager ; and
- E Seminole County reserves the right to exercise the option identified in Sections 125.001 (2) and 125.001 (2)(a), Florida Statutes, to adopt a resolution authorizing participation of the Seminole County Board of County Commissioners in a duly advertised joint public meeting with the governing body of Orange County and the governing bodies of any Seminole County and Orange County cities involved in an issue of joint concern. The joint public meeting may be held to discuss: land planning and development; economic development; mitigating the impacts of proposed development on rural areas, natural areas, surface water quality, storm water management, multimodal mobility, and public safety, and any other matters of mutual interest. The meeting would be held in an appropriate public location.

## **OBJECTIVE FLU 10 AFFORDABLE AND WORKFORCE HOUSING**

The County shall continue to implement and enforce innovative land development techniques and programs to promote safe and code-compliant housing for existing and future residents by supporting the provision of housing attainable by the County's workforce and lower income residents and ensuring the continued viability of affordable housing. The programs and Land Development Code provisions undertaken to implement this Objective are intended to support the Central Florida Regional Growth Vision principle of creating a range of obtainable housing opportunities and choices. In addition, the intent of this Objective is to continue to integrate the findings of the Seminole County Workforce Housing Task Force and recommendations of the Affordable Housing Advisory Committee (as such recommendations are issued from time to time in, compliance with State Law) into the County Plan, and to encourage a range of housing types and housing for a range of household incomes within close proximity to SunRail commuter rail stations, work opportunities, redeveloping areas, urban centers and along major urban transit corridors.

### **Policy FLU 10.1 Affordable and Workforce Housing Density ~~and Intensity~~ Bonuses**

The County will continue to evaluate potential Comprehensive Plan and Land Development Code amendments, such as the review recommendations from the Affordable Housing Advisory Committee issued in 2015 and the findings of the SunRail area studies funded by a Sustainable Communities Regional Planning grant from the US Department of Housing and Urban Development, regarding potential Comprehensive Plan and Land Development Code provisions designed to encourage development of a range of obtainable, affordable and workforce housing opportunities and choices. In addition, the County shall continue to enforce the Alternate Density Option (Part 73 of Chapter 30 of the Land Development Code of Seminole County, and R-AH Zoning District (Part 16 of Chapter 30 of the Land Development Code of Seminole County) provisions. Density bonuses may include:

- A Allowing development of up to seven dwelling units per net buildable acre within the Low Density Residential Future Land Use designation, up to 12 dwelling units per net buildable acre within the Medium Density Residential Future Land Use designation, and up to 22 dwelling units per net buildable acre on sites with High Density Residential Future Land Use designation. Increases in density within the Mixed Development Future Land Use designation shall be considered consistent with Policy FLU 5.15. Increases shall be considered consistent with Policy FLU 5.17 for the Urban Centers and Corridors Overlay.
- B Providing density incentives on a sliding scale based upon the percent of units priced for low and very low income households provided on the development site;
- C Allowing reduced lot sizes, reduced open space requirements for shared community recreational amenities, reduced setbacks or build-to lines, zero-lot line as well as clustered developments;
- D Allowing reduced lot sizes, reduced open space requirements for shared community recreational amenities, reduced setbacks, zero-lot line, duplex, triplex, quad-plex and low rise (two-story) apartments, as well as clustered developments;
- E Allowing reduced lot sizes, reduced open space requirements for shared community recreational amenities, reduced setbacks, low rise, midrise and highrise developments for residential developments with a percentage of affordable housing within the High Density Residential and Mixed Development Future Land Use designations, and within the Urban Centers and Corridors Overlay;
- F Providing standards to ensure the integration of conventional market rate units and affordable and workforce units to prevent an undue concentration of lower income units within a development site;
- G Ensuring that units intended to be affordable are not distinguishable from the market rate units;
- H Requiring compatibility of the development with surrounding residential uses;
- I Requiring a binding agreement to ensure that the percentage of units intended to meet the housing needs of the low and very low income buyers and renters are delivered and remain available to qualified households when units change occupancy; and
- J Enabling centrally located child day care, community center, small scale (neighborhood scale) business, tutoring and office uses as accessory uses to the development when intended to serve the needs of the occupants of a development containing affordable and/or workforce housing units within Moderate Density Residential; allowing these centrally located uses as permitted uses for developments with affordable units within the High Density Residential and Mixed Development Future Land Use designations, and within the Urban Centers and Corridors Overlay.

**CORRIDORS:**

**ESTABLISHING LAND USE PATTERNS AND TRANSPORTATION IMPROVEMENTS THAT ENCOURAGE GREATER MOBILITY CHOICES FOR PEOPLE AND GOODS, IN SUPPORT OF THE COUNTY'S MULTIMODAL MOBILITY STRATEGY AND THE CENTRAL FLORIDA REGIONAL GROWTH VISION; AND**

**COORDINATION OF LAND USE AND TRANSPORTATION PLANNING THROUGH ENCOURAGING REDEVELOPMENT OF 2016 EXISTING LAND USE PATTERNS ALONG MAJOR URBAN TRANSIT CORRIDORS THAT CURRENTLY CANNOT BE SAFELY SERVED BY MORE THAN ONE MODE OF TRAVEL**

**OBJECTIVE FLU 14 REVITALIZATION OF MAJOR URBAN TRANSIT CORRIDORS**

The County shall continue to ensure the revitalization of major urban transit corridors as both multimodal links between urban centers, and as desirable destinations.

**Policy FLU 14.3 Adopt Creative Development features for MXD<sub>2</sub> and the Urban Centers and Corridors Overlay Supportive of Transit and Bicycle Use and Complete Streets**

Seminole County shall continue to draw upon the expertise of the County's regional partners and use the results of studies financed through the US Department of Housing and Urban Development to assist in the development of creative development features for the Land Development Code (LDC) that will improve pedestrian safety and the ease of transit and bicycle use within the US 17-92 corridor and major urban transit corridors within the Urban Centers and Corridors Overlay. Features that may be considered include but are not limited to: use of incentives bonuses to encourage mixed use developments that improve ease of pedestrian access to multimodal transportation, including SunRail commuter rail; frontage roads in mixed developments ~~that are reserved for transit and bicycle use only~~; bus shelters that are a component of mixed-use buildings and multiple use parking structures; recharge stations for electric and hybrid vehicles; pedestrian overpasses or underpasses; elevated and signalized pedestrian crosswalks that link developments to SunRail stations or major employment centers along major urban transit corridors; and multipurpose trails for use by pedestrians and bicyclists to reach SunRail stations, employment centers and parks within major urban centers and corridors. ~~inclusion of bus lockers within nonresidential buildings and parking structures. Pedestrian, transit and bicycle facility standards in the Technical Manual of the Public Works Department will guide developers installing such improvements.~~

**OBJECTIVE FLU 15 ENHANCED TRANSIT SERVICE**

The County shall support enhanced transit service in corridors and centers where redevelopment efforts are desired, including the US 17-92 Community Redevelopment Area, unincorporated urban centers, the cities, and the major ~~urban transit~~ corridors within the Urban Centers and Corridors Energy Conservation Overlay, in order to provide alternative mobility options to support: redevelopment; the Central Florida Regional Growth Vision ("How Shall We Grow?"); improved coordination of land use and transportation planning; and implementation of the County's multimodal mobility strategy and network.

**Policy FLU 15.1 Improved Transit Headways on US 17-92 CRA corridor**

Seminole County shall continue to provide Tax Increment Funds to shorten headways from 30 minutes to 15 minutes for LYNX service along the US 17-92 CRA corridor ~~(Links 102 and 103) while those funds are available, and shall support the express bus service (Fast Link).~~

**Policy FLU 15.4 Continue to Fund and Support Successful LYNX routes, including new LYNX Link 434, as part of the County's Mobility Strategy**

Seminole County shall continue to fund successful LYNX routes in the County and shall encourage examination of additional routes as needed, ~~including new Link 434, a Florida Department of Transportation Service Development grant startup initiated in April of 2009. Link 434 provides service from University of Central Florida and Seminole State College Altamonte campus to West Altamonte Springs, with an increasing ridership that began at 5,000 per month and has reached 10,000 per month within the first six months of operation. The route is part of the County's Mobility Strategy. The County supports the efforts of LYNX to seek additional grant funding for passenger amenities for Link 434.~~

**Policy FLU 15.5 Reserved ~~Coordinate with and support Altamonte Springs Flex Bus as part of coordinated Mobility Strategies~~**

~~Seminole County shall continue to support the City's program to coordinate with Florida Department of Transportation and LYNX to provide a Flex Bus system, by ensuring that unincorporated areas within the Flex bus service area are "transit ready". (The County had contributed toward a matching grant for a feasibility study in 2000.) The Flex Bus special transit circulation system will use Intelligent Transportation Systems elements to accept customer reservations and dispatch a vehicle within less than twelve minutes. Vehicles will not operate on a fixed route but will provide service between approximately thirty stations according to customer demand. The Flex Bus will connect portions of the City to the SunRail station within the City, and service will be available to unincorporated areas located within the Flex Bus service area. The service area is generally bounded by State Road 434 to the west, Central Parkway to the north, US 17-92 to the east and the City of Altamonte Springs border to the south, near Maitland Boulevard.~~

**Policy FLU 15.6 Coordinate with and support LYNX NeighborLink PickUpLine serving the Cities of Oviedo and Sanford**

Seminole County will coordinate with and support the operation of ~~a~~ LYNX "NeighborLink PickUpLine" service that picks up callers who have reserved a ride at least two hours prior to departure, delivers riders to any location within the service area, and allows for transfers to the LYNX fixed bus routes and the Sanford SunRail station. Seminole County is supporting ~~this the NeighborLink PickUpLine service~~ by funding service, as well as the connecting LYNX fixed bus routes, ~~which is the new Route 434.~~

**OBJECTIVE FLU 16 ~~CENTRAL FLORIDA COMMUTER RAIL SYSTEM (SUNRAIL)~~ SUPPORT**

The County shall continue to support the Florida Department of Transportation in the implementation of the ~~SunRail Central Florida Commuter Rail~~ system through continued financial commitment of the County's share of this project (*Exhibit CIE: Facility Program – Transportation*), ~~Multimodal Energy Conservation and~~ Mobility Strategies that facilitate use of the rail system, provision of incentives to encourage a land use pattern supportive of SunRail, and coordination with the Mobility Strategies of the cities in which the stations are located, through measures such as ~~identification of incentives to encourage transit supportive land use patterns, redevelopment within 1/2 mile of stations,~~ identification of potential County and City code changes to foster transit-readiness and long-term passenger amenities.

**Policy FLU 16.2 Long Term Efforts to Seek Public-Private Partnership for Commuter Rail Station Passenger Incentive Opportunities**

Seminole County shall consider investigate the feasibility of issuing Requests for Proposals (alone, or jointly with cities) for a private partner to construct amenities and mixed uses stations at the commuter rail stops. ~~by 2011; said stations shall not significantly reduce available parking for passengers but shall allow space for the partner to install passenger-oriented businesses such as news stands, beverage and sandwich vending services, dry cleaning drop-off and similar services. Sales of tickets to assist passengers with sight and mobility limitations shall also be included as a passenger amenity.~~

**Policy FLU 16.3 Continue Financial Support for County's share of SunRail system**

Seminole County shall continue financial support for SunRail, as a major component of ~~both~~ the County's efforts ~~to reduce greenhouse gases, and~~ to provide mobility options, in accordance with the provisions contained in the Capital Improvements Element (*Exhibit CIE: Facility Program – Transportation*).

**FUTURE LAND USE ELEMENT  
DEFINITIONS OF FUTURE LAND USE DESIGNATIONS AND  
OVERLAYS**

***URBAN LAND USE CATEGORIES  
RESIDENTIAL DESIGNATION SERIES***

**High Density Residential**

**Special Provisions**

- A High density developments require maximum lot coverage, minimum open space, recreation, pedestrian walkways and transit facility requirements to enhance the living environment of residents and to provide convenient access to area schools, shopping and recreational facilities. On-site transit facilities (e.g., bus shelters and bays) may be required on a site specific basis.

- B Clustering of residential units to preserve environmentally sensitive areas above and beyond current Land Development Code requirements and/or to provide sites for schools, recreation and other public facilities is permitted under the Planned Unit Development zoning classification.
- C Increased building heights up to 60 feet may be allowed where compatible with adjacent uses to minimize urban sprawl.
- D Residential densities may be permitted up to a maximum of 22 dwelling units per net buildable acre in compliance with the provisions of Policy FLU 10.1 and Policy HSG 3.3.

**URBAN LAND USE CATEGORIES  
MIXED LAND USE DESIGNATION ~~AND OVERLAY SERIES~~**

**URBAN LAND USE CATEGORIES  
OVERLAY DESIGNATION SERIES**

**~~Overlay~~**

**~~Purpose and Intent~~**

~~The purpose of the Urban Centers and Corridors Overlay is to encourage and incentivize a phased redevelopment of areas identified on *Exhibit FLU: Urban Centers and Corridors Overlay* in order to achieve the intent: a land use pattern that conserves energy and fosters the use of multiple modes of transportation.~~

~~This Overlay is limited to locations within 1/2 mile radius of major urban activity centers and SunRail commuter rail stations, and within 1/4 mile of major urban transit corridors. A Performance Framework, identified in *Policy FLU 5.17 Urban Centers and Corridors Overlay* and further implemented by a scoring system contained in the Land Development Regulations, controls the activation of the Overlay provisions. A minimum score of 80% is required to benefit from the incentives of the Overlay.~~

**Urban Centers and Corridors Overlay**

**~~Purpose and Intent~~**

~~The purpose of the Urban Centers and Corridors Overlay is to encourage and incentivize a phased redevelopment of areas identified on *Exhibit FLU: Urban Centers and Corridors Energy Conservation Overlay* in order to achieve the intent: a land use pattern that conserves energy, reduces the production of greenhouse gases, and energy and fosters the use of multiple modes of transportation. This Overlay is limited to locations within 1/2 mile radius of major urban activity centers and SunRail commuter rail stations, and within 1/4 mile of major urban transit corridors. A Performance Framework, identified in *Policy FLU 5.17 Urban Centers and Corridors Overlay* and further implemented by a scoring system contained in the Land Development Regulations, controls the activation of the~~

~~Overlay provisions. A minimum score of 80% is required to benefit from the incentives of the Overlay.~~

~~The purpose of the Urban Centers and Corridors Overlay is to encourage and incentivize a phased redevelopment of areas identified on *Exhibit FLU: Urban Centers and Corridors* into a more compact development pattern to achieve these County objectives: support the Central Florida Regional Growth Vision; increase internal trip capture within a Center; increase access to needed services; increase availability to and easy access to jobs; increase availability of a range of attainable, workforce and affordable housing; and increase safe use of multiple modes of transportation. A performance framework will determine how infill development and redevelopment seeking incentives can occur.~~

~~The Urban Centers are located within the unincorporated Dense Urban Land Area, contain one or more urban land uses (such as residential or employment) and have access to more than one mode of transportation.~~

~~Urban Centers and Corridors Approval Processes are as specified in Policy FLU 5.17.~~

## **Uses**

~~Performance Framework \_\_\_\_\_ Option 1: Compliance with and limitation to the underlying future land use designation and the Comprehensive Plan provisions that apply (such as maximum allowable residential dwelling unit, maximum nonresidential square footage and the like).~~

~~Option 2: Commercial, educational, light industrial, office and residential uses in a compact land use pattern that allows for a range of transportation modes, and includes green building techniques, in order to conserve energy. Such compact land use patterns may also include buffers in the form of natural areas.~~

~~Proposed developments requesting approval under Option 2 will be subject to an assessment by Seminole County to evaluate extent of consistency with the principles contained in this policy. The assessment will consist of a point system contained within the Land Development Code that measures and scores a development proposal on the basis of how well it meets those features of the performance framework that are relevant to the proposal, including the following:~~

- ~~D—Extent to which proposal creates a complementary mix of uses (residential, commercial, office, light industrial, educational) that allows for a sound jobs to housing balance, encourages multiple modes of transportation and reduces the need for automobile travel.~~
- ~~E—Location relative to existing or proposed public transit service and/or rail station.~~
- ~~F—Walkability of proposed development; extent to which paths and sidewalks are proposed and extent to which they are to be shaded; extent to which pedestrian and bicycle links to adjacent developed areas are provided, where possible; use of “complete streets” as part of development proposal.~~
- ~~G—Proposal redevelops an existing site that is not developed in an energy efficient manner.~~
- ~~H—Proposal develops an infill area.~~

- I—Proximity of proposal to existing development and existing or proposed urban services.
- J—If a single use is proposed, extent to which the use improves jobs to housing balance in the immediate area and extent to which the use encourages multiple modes of transportation.
- K—Extent to which proposal makes use of green building techniques and complies with energy efficiency and renewable energy technology requirements of Chapter 553, Florida Statutes.
- L—Extent to which proposal discourages crime through use of Crime Prevention Through Environmental Design principles.
- M—Extent to which proposal creates a range of housing options in the immediate area, including Affordable and Workforce housing, allowing for a mixed income area.
- N—Extent to which proposal preserves existing natural areas, especially those containing trees, or creates wooded areas.
- O—Extent to which proposal prevents urban sprawl by absorbing development that might otherwise pressure protected areas such as the East Rural Area, environmentally significant areas such as the Wekiva River Protection Area and other critical environmental assets.
- P—Extent to which proposed development provides a needed public facility, such as a police substation, transit shelters available to the public, rail station facilities, public recreational area or public school.

**Permitted Development**

Allowable densities and intensities will be determined using the table below and by the proposed development’s Assessment score.

Percent Score	Density*		Intensity*	
	Minimum	Maximum	Minimum	Maximum
95-100	15.00	20.00	.85	1.0
90-94	10.00	14.99	.71	.84
85-89	8.50	9.99	.53	.70
80-84	7.00	8.49	.36	.52
Less than 80	Comply with underlying FLU designation			
Density is measured in units per net buildable acre				
Intensity is measured in floor area ratio (FAR)				

*\*All developments approved pursuant to this Policy must be consistent with adopted levels of service for potable water, sanitary sewer, recreational acreage, drainage, public school capacity and mobility quality standards as shown in the Capital Improvements Element of the Seminole County Comprehensive Plan.*

**Development Agreements.** Development within the Urban Centers and Corridors Overlay requesting approval under Option 2 shall comply with applicable provisions of the Land Development Code, but will also be subject to a Development Agreement with Seminole

~~County to ensure effective implementation of energy conservation principles while furthering and supporting other important Comprehensive Plan Goals, Objectives and Policies. Each Agreement will be uniquely crafted, based upon the location, type, density and intensity of the proposal and shall address, at a minimum, the issues of concern identified in Policy FLU 5.17 Urban Centers and Corridors Overlay.~~

## HOUSING ELEMENT

### Policy HSG 3.3

#### **Affordable and Workforce Housing Density Bonuses**

~~The County will continue to evaluate potential Comprehensive Plan and Land Development Code amendments regarding provisions designed to encourage a range of obtainable, affordable and workforce housing opportunities and choices. In addition, the County shall continue to enforce the County's~~ Land Development Code ~~will contain~~ provisions relating to Alternative Density Options authorized by this Policy that encourage development of affordable housing opportunities. The Land Development Code shall implement this Policy by including provisions for:

- A. Allowing development up to seven dwelling units per net buildable acre on sites with Low Density Residential Future Land Use designation, ~~and development~~ up to 12 dwelling units per net buildable acre on sites with Medium Density Residential, ~~and up to 22 dwelling units per net buildable acre on sites with High Density Residential Future Land Use designation. Increases in density within the Mixed Development Future Land Use designation shall be considered consistent with Policy 5.15. Increases in density shall be considered consistent with Policy FLU 5.17 within the Urban Centers and Corridors Overlay;~~
- B. Providing ~~that a~~ density bonus on a sliding scale based on the percent of units priced for low and very low income households provided on the development site;
- ~~C.~~ C. Allowing reduced lot sizes and reduced open space requirements for shared community recreational amenities, reduced setbacks or build-to lines, duplex, zero-lot line, as well as ~~and triplex structures and~~ clustered developments;
- ~~D.~~ D. Allowing reduced lot sizes and reduced open space requirements for shared community recreational amenities, reduced setbacks, zero-lot line, duplex, triplex, quadplex and low rise (two story) apartments, as well as clustered developments;
- ~~C-E.~~ C-E. Allowing reduced lot sizes and reduced open space requirements for shared community recreational amenities, reduced setbacks, low rise, midrise and highrise affordable and workforce developments within the High Density Residential and Mixed Development Future Land Use designations, and within the Urban Centers and Corridors Overlay;
- ~~F.~~ F. Providing standards to ensure the integration of conventional market rate units and affordable and workforce ~~lower income~~ units

to prevent the undue concentration of lower income units within the development site;

~~D.G. Ensuring that units intended to be affordable are not distinguishable from the market rate units;~~

~~E.H. Requiring a streamlined binding site plan process for both conventional zoning sites and planned developments to address issues of compatibility of the development with surrounding neighborhoods;~~

~~F. Requiring a binding affordability agreement as part of the Development Agreement to ensure the percentage of units intended to meet the needs of the low and very low income buyers and renters are delivered and remain available to qualified households when units change occupancy; and to low and very low income buyers and renters; and~~

~~G.I. Enabling Identifying conditions under which child day care, community center, small scale (neighborhood scale) retail and/or personal service, tutoring and office uses as accessory uses to the development when intended to serve the needs of the occupants of the development within the Medium Density Residential Future Land Use designations; allowing these uses as permitted uses for developments within the High Density Residential and Mixed Development Future Land Use designations, and within the Urban Centers and Corridors Overlay. and group homes should be allowed when designed to serve the needs of the development site.~~

## IMPLEMENTATION ELEMENT

### FUTURE LAND USE MAP MAINTENANCE

The County maintains the Official Future Land Use Map in digital format. In 2003, the County adopted Resolution No. 2003-R-179, authorizing conversion of the County's Official Future Land Use to a digitized format from the historical paper format. The boundaries of the various land use designations are contained in the digital Future Land Use Map. This map is routinely updated as the Board of County Commissioners adopts future land use amendments to the Comprehensive Plan. ~~The Clerk to the Board of County Commissioners keeps the official copy of the Future Land Use Map.~~ The Official Future Land Use Map is used to guide land use decisions, together with the Goals, Objectives and Policies of the Seminole County Comprehensive Plan, and the other maps included in the Future Land Use Map Series. The Official Future Land Use Map alone is not a guarantee that a particular use may be approved on a particular site.

The digital Official Future Land Use Map is found on the Seminole County website at the following address:

<http://seminolegis.maps.arcgis/apps/webappviewer/index.html?id=668252d321334112be7534024b972bc6>. The number of the most recently adopted ordinance amending the digital Official Future Land Use Map (which includes the year of adoption) is shown on the Seminole County

[Comprehensive Plan webpage, near the hotlink to the Official Future Land Use Map, at the following address: http://cdn.seminolecountyfl.gov/departments-services/development-services/planning-development/codes-regulations/comprehensive-plan.](http://cdn.seminolecountyfl.gov/departments-services/development-services/planning-development/codes-regulations/comprehensive-plan)

The [Future Land Use Element of the Comprehensive Plan](#) also includes a [generalized full color representation of the Future Land Use pattern, Map depicting the distribution of each of the adopted future land use designations.](#) [The scale of this graphic is 1"=1 mile, and the graphic is not parcel based. Due to the scale, many small parcels do not appear on this graphic. In addition, the boundaries of future land use designations depicted on this graphic are not based on parcel boundaries, legal descriptions, rights of way, drainage features or other natural features \(such as wetlands and floodprone lands\) that are used to separate land uses. which is updated and republished at least every two years.](#) This [graphic generalized map](#) enables the reader to understand the overall Future Land Use pattern [desired by Seminole County](#), but is not the [Official Future Land Use official map](#) and [should not be used to determine whether a particular type of development on a particular parcel is allowable.](#)

The public and the County staff are able to access the official digital map using the [County's webpage at the address shown above. Parcel based information about Future Land Use is also available from the Development Services staff during normal business hours.](#)

~~Geographic Information System Information (GIS) Kiosk of the Seminole County website, which is updated each time a Future Land Use amendment is adopted. The Information Kiosk does not require GIS software to view maps. During the interim, changes in future land use information is also are depicted on the Seminole County Property Appraiser's Internet web page and is included with the Plan's Future Land Use Map amendment information available with the Board of County Commissioner agenda package where an amendment has been considered.~~

## **INTERGOVERNMENTAL COORDINATION ELEMENT ISSUES AND CONCERNS**

### **ISSUE IGC 3 EXISTING COORDINATION MECHANISMS WITH MUNICIPALITIES WITHIN SEMINOLE COUNTY AND ADJACENT COUNTIES AND MUNICIPALITIES**

Counties and cities adjacent to Seminole County include Brevard, Lake, Orange, and Volusia Counties, and the cities of Maitland and Winter Park. Municipalities within Seminole County include the cities of Altamonte Springs, Casselberry, Lake Mary, Longwood, Oviedo, Sanford, and Winter Springs.

Seminole County actively employs and seeks to employ numerous tools and strategies to address mutual goals of County Municipalities and adjacent counties and cities. The mutual goals include, but are not limited to, protecting established residential and rural areas, supporting the Central Florida Regional Growth Vision, promoting economic development, guiding new growth at appropriate densities/intensities, providing needed urban services, providing services to enhance the quality of life of its residents, providing recreational

opportunities, addressing mobility issues, planning for beautification, and protection the natural environment. These strategies include, but are not limited to:

- A. Joint planning agreements;
- A. Water and sewer service utility agreements;
- B. Agreements for annexation of enclaves;
- C. Intergovernmental Planning Coordination Agreement;
- D. Agreements for fiber optics;
- E. Participation in METROPLAN ORLANDO; ~~and~~

F. Mobility Strategy Planning; and

F-G. Advance Notification, Shared Information and Development Review Coordination between Counties

## **INTERGOVERNMENTAL COORDINATION ELEMENT GOALS, OBJECTIVES AND POLICIES**

### **GOAL 1**

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

### **Policy IGC 1.2      Advance Notification, Shared Information and Development Review Coordination between Seminole County and Orange County**

The following advance notification, shared information and development review coordination procedures are intended to assist Seminole County and Orange County in their respective planning efforts in proximity to the Seminole/Orange County line and to further support the Central Florida Regional Growth Vision:

A Seminole County shall notify Orange County within 30 days of receipt of an application affecting land within one-half mile of the Seminole/Orange County line, and no less than 10 working days before consideration by the Development Review Committee or the Planning & Development Division, of the following types of applications: Future Land Use map amendments, rezonings, subdivisions, final engineering plans for a subdivision, sector plans or sector plan amendments, or site plans that are located within one-half mile of the Seminole/Orange County line;

B The Orange County staff and/or Board of County Commissioners may provide comments relating to appropriate buffering, transitional uses, impacts on the Orange County Comprehensive Plan and Orange County services and/or other mitigating measures;

- C Such comments received by Seminole County shall be included in all review materials for the proposal and shall be given consideration during the development review process. Seminole County may request additional information from Orange County regarding the proposals, if needed;
- D Notices shall be provided to the attention of the Orange County Mayor, Orange County Manager and Orange County Planning Division Manager; and
- E Seminole County reserves the right to exercise the option identified in Sections 125.001 (2) and 125.001 (2)(a), Florida Statutes, to adopt a resolution authorizing participation of the Seminole County Board of County Commissioners in a duly advertised joint public meeting with the governing body of Orange County and the governing bodies of any Seminole County and Orange County cities involved in an issue of joint concern. The joint public meeting may be held to discuss: land planning and development; economic development; mitigating the impacts of proposed development on rural areas, natural areas, surface water quality, storm water management, multimodal mobility, and public safety, and any other matters of mutual interest. The meeting would be held in an appropriate public location.

**Policy IGC ~~1.2~~ 1.3 Multiparty Development Agreements**

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

**RECREATION AND OPEN SPACE ELEMENT  
GOAL, OBJECTIVES AND POLICIES**

**Policy REC 1.3 ~~Neighborhood Parks~~**

Reserved

~~The County shall continue to provide neighborhood parks as a means of filling in gaps identified in the 1998 Recreation and Open Space Master Plan by relying on municipalities and private developers to assist with provision and maintenance of neighborhood parks.~~

**TRANSPORTATION ELEMENT**

**INTRODUCTION**

## **PURPOSE**

The Transportation Element provides for a safe, convenient mobility system coordinated with the Future Land Use pattern of Seminole County, supporting the Central Florida Regional Growth Vision ("How Shall We Grow?"), emphasizing multimodal mobility and public transportation systems where feasible, and serving the unique characteristics of Seminole County's Conservation, Countryside, and Urban Centers and Corridors.

The Transportation Element is required by State law and has been prepared in compliance with State of Florida comprehensive planning requirements for local governments. The current Transportation Element and Comprehensive Plan established a framework for multimodal transportation planning within Seminole County. This approach to transportation planning recognized the links between transportation, economic development, land use and urban design. Since its adoption, the County and its seven cities have continued to improve transportation mobility and quality of life for residents through completion of roadway, sidewalk, trails and transit facilities. Many of these improvements were funded through the renewal of the Local Option One Cent Sales Tax approved by County voters in 2001. These improvements have been focused on areas of the County that were expected to provide the greatest return of benefits in terms of community and economic development. The improvements to the County Road System, in conjunction with improvements to the State Road System, will maintain Seminole County's position of having one of the best major road systems in the Central Florida Region for several years to come.

While Seminole County should take pride in the community that it has created, it must also continue to address the challenges that past successes have created. The greatest challenge is to determine how to maintain the high level of mobility over the long term in order to sustain the future development of the County at the level its residents have come to expect.

This challenge has been recognized through recent efforts to address transportation mobility through land use strategies. All cities within the County have initiated efforts to strengthen their downtown cores or to establish new mixed-use town centers. Seminole County created the Higher Intensity Planned Development land use designations, intended for locations such as interchange areas and major arterials, to attract higher paying "target" industries and allow multiple and mixed-use development that captures trips internally. Additionally, Seminole County has completed extensive planning efforts to promote redevelopment activities along the US 17-92 corridor, including a recommendation to allow Mixed Development (MXD) land use within the corridor.

A key principle of all of these land use planning efforts is the creation of pedestrian-friendly environments where residents and visitors have a range of travel choices. From a development standpoint, the results of these efforts have already materialized through the creation of centers such as Uptown Altamonte and extensive redevelopment in downtown Sanford. Pedestrian and transit-oriented development is anticipated to emerge within the US 17-92 corridor in unincorporated Seminole County, fostered by the County's redesignation of the area as MXD. Additional transit-oriented redevelopment with a mix of uses may occur in the vicinity of Central Florida Commuter Rail (SunRail) stations, as well as within major urban centers and along major transit corridors. The potential changes in land use pattern may be stimulated both by the presence of commuter rail and by the County's Mobility Strategy and Energy Conservation policies. From a transportation standpoint, the challenge to come is to strengthen non-auto connections between the County's urban centers through local and regional bicycle, pedestrian, transit and rail systems.

Since adoption of the Vision 2020 Comprehensive Plan, two new LYNX bus routes were added to serve the Orlando Sanford International Airport and Lake Mary employment centers within the County. The ridership rates on the Link serving the Airport proved to be the lowest in the system, so the fixed route was eliminated. Central Florida Commuter Rail (SunRail) will operate along the CSX rail corridor and will connect Seminole County population and employment centers with the rest of the Orlando region. However, several urban and suburban areas within the County remain unserved by fixed transit, particularly in Winter Springs (on Red Bug Lake and Tuskawilla Roads) and within the Oviedo area. A PickUpLine (call service) has been created to serve much of Oviedo and to connect to the fixed transit Link 434 at Oviedo Marketplace. Depending upon demand, part of this service may evolve into a fixed route. Similar service may be examined for the Winter Springs area in future.

As part of the implementation of the Vision 2020 plan and the Seminole County Comprehensive Plan adopted in 2008, several major bicycle facilities have been completed within the past five years. Portions of the Cross Seminole Trail and the Crossings Trail have been completed in northwest and southeast Seminole County, including overpass bridges across Interstate 4 and US 17/92 at General Hutchinson Parkway. Missing links that remain to be constructed include the connection between Lake Mary High School and General Hutchinson Parkway. Additionally, over 50 miles of sidewalks have been constructed through sales tax funds, providing safe pedestrian access to schools, parks and other destinations. These improvements in the unincorporated County, along with similar efforts in cities such as Sanford, have placed Seminole County at the forefront of the Central Florida Region in terms of pedestrian and bicycle systems planning.

Many of the County's major arterial roadways are at the maximum number of lanes due to physical and/or policy constraints. In addition, directions from the State Legislature (such as the enactment of House Bill 697 in 2009) place increased emphasis on the reduction of greenhouse gases that result from automobile exhaust. As a result, it will no longer be possible or appropriate for the County to rely on roadway construction as the major preferred mobility solution. Yet, the population is still expected to increase, with the development of infill areas and the redevelopment of previously declining areas, such as the US 17-92 corridor. In addition, County policies adopted in response to House Bill 697 are anticipated to encourage redevelopment of less energy efficient areas within urban centers and along major transit corridors. These and other factors will combine to create a change in the land use pattern, and the transportation system must change as the County's transportation needs change.

As projected as part of the Comprehensive Plan, several features of the earlier plans—the flexibility in level of service standards, the trails and greenways programs, and the inclusion of transit supportive land development features have grown in importance and impact as the County has evolved. These features are key components of this Transportation Element, which continues in this direction by focusing on improving balance within the transportation system. Seminole County's road expansion program is largely complete, but Seminole County's future transportation system must fill in the gaps to create a multi-modal community through a system of roads, transit, commuter rail, trails, sidewalks, and bike lanes that connect people to where they work, live, shop, and play.

The implementation to date of the Comprehensive Plan is also consistent with the vision and principles established as part of the Central Florida Regional Growth Vision ("How Shall We Grow?") planning effort. This plan established a 50-year vision for the seven-county Central Florida Region and is based around four themes: Countryside, Conservation, Centers, and Corridors. This Transportation Element builds upon the "How Shall We Grow?" effort by reinforcing transportation policies consistent with each of these themes.

## **A MULTIMODAL FOCUS**

The transportation system of Seminole County brings people and goods into the County, accommodates traffic passing through the County, and provides the mobility and accessibility that allows residents to participate in the community's social and economic activities. Historically, the County's transportation system had been dominated by a single transportation mode—the private automobile. Public transit had played a relatively minor role, and walking and biking played purely recreational roles. As the County continues to evolve from a bedroom community to an economically self-sufficient community, a wider choice of transportation options will be needed to maintain economic and population growth while conserving valuable environmental lands.

The previous Vision 2020 Comprehensive Plan established a multimodal transportation vision for Seminole County that included transit options such as commuter rail, light rail, express bus and transit circulator services. The current Comprehensive Plan advances that vision while acknowledging the implementation of several recommended strategies. Express bus service currently operates along Interstate 4, with stops in Seminole County. The Florida Department of Transportation, in partnership with Seminole, Orange, Osceola and Volusia counties and the City of Orlando, is initiating the 61-mile commuter rail system to operate along the CSX rail corridor. The first phase (31 miles connecting Debary and Orlando) is to be put into service in 2013, with four proposed stations in Seminole County. Ultimately, the Commuter Rail system will extend from Deland in Volusia County to Poinciana in Osceola County.

This Comprehensive Plan focuses the County efforts on continuing to develop an effective multi-modal transportation system. This Plan is also consistent with the "How Shall We Grow?" community-generated guidance efforts that identified a regional vision based on land-use patterns supported by multiple transportation modes and preserving rural and environmentally sensitive areas. As the goals of the Comprehensive Plan are realized, employment opportunities will grow within the County and local residents will travel shorter distances to work. mixed-use redevelopment and continued population growth will increase residential densities within concentrated mixed-use centers. Neighborhoods will strengthen and develop identities. These trends all lead from long-distance vehicular trips from low-density suburbs to regional employment centers and toward shorter distance connections to local jobs and daily needs. As the County's economy, land use, and mobility needs transition and mature, the transportation system will transition to a more balanced multi-modal approach.

Seminole County's transportation system must not only service the local needs of County residents, but longer distance travel as well. Orlando Sanford International Airport has grown from a general aviation facility to a regional airport with regular domestic and international service. Rental car facilities at the Airport provide local mobility for visitors. Amtrak AutoTrain links Seminole County with the nation's capital and delivers rail passengers with their vehicles to Central Florida.

The development of a balanced, integrated, and sustainable transportation system adds value to the community by providing alternative modes of moving people and goods, providing accessibility to markets, and providing economic returns. A concentration of transportation improvements in the urban area helps prevent urban sprawl, while the provision of open space and the protection of environmentally significant features in the increasingly dense urban area maintain the access to natural areas.

## **COMMUTER RAIL SYSTEM AND THE REGIONAL GROWTH VISION**

Seminole County's commitment to the Commuter Rail system is a strong indicator of the evolving multi-modal transportation system within the County, as well as the County's support

of the principles of the Central Florida Regional Growth Vision ("How Shall We Grow?"). The County has committed to contributing to the costs of constructing the system and the station platforms, and continues to work with the cities in which the stations will be located to plan for supportive land use patterns around the stations. Commitment to the commuter rail system, which will benefit regional commuters as well as Seminole County residents by enabling the alternative mode, supports the Central Florida Regional Growth Vision principle "Provide a variety of transportation choices."

### **SEMINOLE COUNTY ROAD SYSTEM**

There are approximately 2,320 centerline miles of roadways in Seminole County. These roadways have been assigned to the State Highway System, the County Road System and the City Street Systems based on the functional classification of individual roadway segments as determined by the Florida Department of Transportation.

Arterial and collector roadways are assigned to the State, County and City systems as indicated in *Exhibit TRA: Roadway Maintenance Responsibilities*. The remaining miles of local and unclassified roadways are assigned to the County Road System in the unincorporated area and to the City Street Systems in the incorporated areas.

Most of the roadways assigned to the State Highway System are four or more lanes wide within the urban boundary, while the County roadways are generally two or four lane facilities. In large part, this reflects the higher traffic volumes generally found on State highway facilities within the County. Congestion on State highways causes traffic to be diverted to County arterial and collector roadways which, in turn, become more congested.

As of March, 2008, the County maintains about 874 miles of roadways. Approximately 861 miles are paved while the remaining miles are unpaved. Approximately 360 signalized intersections are maintained by Seminole County.

### **COUNTY PROGRAMS**

The County has initiated a number of programs to maintain and improve the County Road System. The Public Works Department has primary responsibility for the operation and maintenance of County Roads. The Traffic Engineering Office monitors traffic conditions utilizing travel time and delay studies, traffic counts, traffic accident reporting, speed studies, intersection studies and other techniques. It is also responsible for signage and markings and maintains traffic control devices. Public Works is also responsible for minor construction, resurfacing and routine maintenance of all roads, rights-of-way and drainage ditches that fall within the County's jurisdiction. A Roadway Characteristics Inventory has been developed and is being maintained by the Engineering Division. This Inventory is part of the Infrastructure Management System (IMS) database and documents the physical data described above. Ultimately, the IMS and associated roadway data will be integrated into the County's GIS database.

The Public Works Department has primary responsibility for the planning, design and construction of major roadway improvements and manages the overall development of the transportation system. The Department performs surveys, prepares engineering designs, accomplishes plan preparation and review and provides transportation planning services. The Public Works Department also maintains the County's transportation modeling program and, in cooperation with other County departments, conducts transportation studies and evaluates the traffic impacts of land development proposals. The Planning and Development Division has primary responsibility to coordinate the review of all land development plans submitted to the County, including coordination of the review of transportation facilities and traffic impacts.

### **CONCLUSION**

The Transportation Element sets out the framework for the development and maintenance of a multimodal transportation system that operates safely and efficiently. The transportation system will coordinate with existing and future land use activities, will enable the economic growth of the County to continue, and will enhance the County's environmental protection and aesthetics.



~~This page intentionally left blank.~~

## **Transportation Element**

### **Issues and Concerns**

#### **Issue TRA 1 Population Trends**

The County and region are undergoing population shifts and trends that shape future transportation needs. These shifts not only impact the future demand for additional and reconstructed infrastructure, but also point to the need for a broader range of real mobility options.

#### **Trend: Stabilizing Population Levels Amidst Changing Development Patterns**

Between 2000 and 2007, Seminole County's population increased by over 10 percent per year. However, this growth was part of a larger leveling-off trend, where the County's rate of population change was more a reflection of redevelopment than new growth, as the available "greenfield" land for new residential land was reduced and development shifted into a redevelopment mode. As a result, total population growth between 2005 and 2025 was projected at 18 percent. The 2006 Evaluation and Appraisal Report found that the unincorporated County would move toward a development pattern more heavily oriented toward infill development and redevelopment. The change in development patterns would, in turn, have a large impact on the County and its style of growth.

At the end of 2007 and beginning of 2008, the national economy experienced a recession. This economic downturn also affected Seminole County. The Bureau of Economic and Business Research (BEBR) at the University of Florida, which is the source of population estimates used by most Florida counties, issued estimates showing that most counties has population losses. The BEBR figures for Seminole County showed a slight population decline, followed by a slight gain in 2010, with a consistent growth through the end of 2030. The gain projected by BEBR over this time period is 23 percent, which is higher than the 18 percent originally projected by Seminole County during its 2006 EAR update. However, the anticipated growth stimulus of the four commuter rail stations, plus policy changes adopted in 2010 in response to legislation enacted by the Florida Legislature in 2009 (requiring more energy efficient land use patterns to reduce greenhouse gas emissions) are anticipated to enable Seminole County to attract a greater share of the population growth anticipated by the "How Shall We Grow?" Central Florida Regional Growth Vision.

Redevelopment, with its slower and more compact residential populations, has transportation implications for the County. Redevelopment means that instead of building new roads in newly settling areas, the current transportation infrastructure will need to be maintained and improved. The Vision 2020 Comprehensive Plan established a framework for a shift toward road maintenance and a new concentration on making the transportation network more livable. The 2010 Comprehensive Plan update builds upon that framework by addressing the range of transportation options and policy actions needed to support redevelopment.

Accommodating population growth through infill and redevelopment means higher densities, which are targeted for mixed use activity centers and transit corridors. The higher densities in these areas will require a mobility menu that is wider than the single occupancy vehicle. Pedestrian paths and facilities, bicycle facilities, rail and transit connections will become more important as an increasing population and workforce will need a multi-modal transportation network.

#### **Trend: Increasing Number of Jobs Relative to Population**

The evolution of Seminole County from Orlando's bedroom community to employment self-sufficiency is expected to continue. With a limited supply of greenfields parcels available for residential development, employment growth is expected to outpace residential growth even more. In 2010, for the period between 2010 and 2030, the Bureau of Economic and Business Research (BEBR) and Seminole County projected a 23 percent increase in population, but the County projected a 57 percent increase in employment.

~~THE POPULATION JOBS BALANCE HAS A LARGE IMPACT ON FUTURE TRANSPORTATION NEEDS. AS JOBS BECOME AVAILABLE IN SEMINOLE COUNTY, COUNTY RESIDENTS ARE MORE LIKELY TO TAKE JOBS THAT ARE CLOSER TO THEIR HOMES INSTEAD OF DRIVING INTO ORANGE COUNTY. WITH COMMUTING TRIPS SHORTENING, TRAFFIC PATTERNS ON INTERSTATE 4 AND OTHER INTERCOUNTY CONNECTORS WILL CHANGE. LONG DISTANCE RUSH HOUR TRIPS ON INTERSTATE 4 ARE LIKELY TO MIX WITH SHORT DISTANCE TRIPS FROM ACTIVITY CENTER TO ACTIVITY CENTER. THESE CHANGES WILL REQUIRE THE REFOCUSING OF RESOURCES FROM INTERCOUNTY TRIPS TO DEFINED EMPLOYMENT CENTERS ON INTERSTATES AND ARTERIALS, TO SHORTER DISTANCE TRIPS THAT REMAIN IN THE COUNTY AND ARE MORE DISPERSED. THE IMPROVEMENT OF STREET NETWORKS AND MULTIMODAL CONNECTIONS AROUND EMPLOYMENT ACTIVITY CENTERS WILL INCREASE IN IMPORTANCE.~~

~~IN ADDITION TO SEMINOLE COUNTY RESIDENTS TAKING JOBS WITHIN THE COUNTY, SEMINOLE COUNTY IS LIKELY TO BECOME A REGIONAL EMPLOYMENT CENTER. COMMUTERS FROM OUTSIDE SEMINOLE COUNTY ARE LIKELY TO TRAVEL TO SEMINOLE COUNTY, INCREASING THE DEMANDS ON ITS TRANSPORTATION NETWORK. THE COUNTY MUST CONCENTRATE ITS RESOURCES ON THE MULTIMODAL TRANSPORTATION NEEDS OF COUNTY RESIDENTS, BUT IN SUPPORT OF THE CENTRAL FLORIDA REGIONAL GROWTH VISION, THE TRANSPORTATION NEEDS OF THE REGION WILL BECOME MORE IMPORTANT.~~

TREND: MORE DIVERSE EMPLOYMENT

~~THE COMMERCIAL AND SERVICE SECTORS IN SEMINOLE COUNTY ARE EXPECTED TO CONTINUE EXPANSION OVER THE NEXT 20 YEARS DUE TO NATIONAL AND STATE GROWTH PATTERNS AS WELL AS A RESPONSE TO GROWTH IN OTHER SECTORS SUCH AS TECHNOLOGY AND HEALTHCARE, AND THE PRESENCE OF COMMUTER RAIL STATIONS THAT GENERATE A NEED FOR NEARBY SERVICE AND RETAIL OUTLETS.~~

~~WORKERS IN VARIOUS PROFESSIONS HAVE DIFFERING TRANSPORTATION NEEDS. INDUSTRIAL AND TARGET INDUSTRY JOBS ARE HIGHER PAYING AND ARE SHIFT-CONTROLLED. CONVERSELY, COMMERCIAL AND SERVICE JOBS HAVE MORE FLEXIBLE HOURS AND ARE MORE LIKELY TO BE LOWER WAGE. WITH THE VARIETY OF SHIFTS FOR COMMERCIAL AND SERVICE JOBS, RUSH HOURS ARE LIKELY TO DISSIPATE AS COMMUTERS TRAVEL AT ALL TIMES OF THE DAY. THEREFORE, RUSH-HOUR-RELATED ROAD WIDENINGS ARE LESS NECESSARY. ADDITIONALLY, AN INCREASED VARIETY OF WORKERS MAY OPT FOR PUBLIC TRANSIT. RIDERS MAY BE ATTRACTED TO THE COMMUTER RAIL IN ORDER TO USE THEIR COMMUTING TIME TO ACCOMPLISH OTHER TASKS. AT THE SAME TIME, FIXED ROUTE TRANSIT CONNECTING RIDERS TO TRANSIT STATIONS WILL ALSO PROVIDE OPTIONS FOR RETAIL AND SERVICE WORKERS EMPLOYED BY NEW BUSINESSES LOCATING IN THE VICINITY OF THE RAIL STATIONS. AS THE COUNTY'S JOB MIX CONTINUES TO SHOW AN INCREASE IN COMMERCIAL AND SERVICE JOBS TO SUPPORT COUNTY RESIDENTS AND AN INCREASE IN TARGET INDUSTRY SECTOR JOBS, THE TRANSPORTATION DEMANDS WILL CONTINUE TO CENTER ON MOBILITY OPTIONS FOR EMPLOYMENT-RELATED TRIPS.~~

## ISSUE TRA 2—MOBILITY AND ACCESSIBILITY

~~SEMINOLE COUNTY'S TRANSPORTATION SYSTEM PROVIDES MOBILITY AND ACCESSIBILITY TO RESIDENTS AND VISITORS ALIKE SO THAT THEY CAN UTILIZE THE COUNTY'S SOCIAL, ECONOMIC, AND ENVIRONMENTAL RESOURCES. IN THIS SENSE, THE TRANSPORTATION SYSTEM IS NOT AN "END IN ITSELF", BUT ONLY A MEANS TO ACCOMPLISH OTHER TASKS. THUS, THE TRANSPORTATION SYSTEM NEEDS TO SUPPORT SURROUNDING LAND USES AND ENHANCE THEIR DEVELOPMENT. ACCORDINGLY, THE TRANSPORTATION SYSTEM MUST ADAPT AS THE COUNTY CONTINUES TO EVOLVE ECONOMICALLY AND SOCIALLY.~~

### ~~JOB IN SEMINOLE COUNTY~~

~~Seminole County is evolving from Orlando's bedroom community to a regional job center in itself. The transportation system must adapt from providing the means for Seminole County residents to reach Orange County jobs to providing the means for workers from all adjacent counties to access Seminole County jobs.~~

### ~~Different Groups of Seminole County Workers have Differing Transportation Needs:~~

- ~~• Seminole County residents: Job opportunities closer to home could reduce the commute of Seminole County residents. The transportation system previously collected commuters from a variety of residential areas spread throughout the County and delivered them to concentrated employment centers outside the County. The system must now provide access from these residential areas to a wide band of employment centers within the County, located along the Interstate 4 corridor and projected for the Seminole Way Corridor connecting to Innovation Way in Orange County. Where previously streets were the primary means to meet the commuting needs of Seminole County residents, new commuting patterns will require a more multi-modal network that offers more accessibility.~~
- ~~• Workers living outside Seminole County: Previously a bedroom community, Seminole County is now attracting workers from outside its jurisdiction. A commuting trends survey conducted in 2010 revealed that outside workers were drawn predominantly from Volusia County, followed by Orange and Lake County residents. The transportation system, originally oriented toward delivering Seminole County commuters to southern counties, must now accomplish the opposite task. Improving the connections from adjacent counties to employment centers will grow in importance as businesses continue to grow.~~
- ~~• Transportation Disadvantaged: The economic growth within Seminole County threatens to leave a portion of its residents completely behind. Past development patterns had utilized the single-occupancy vehicle as the only viable transportation mode. While the single-occupancy vehicle offers great efficiency at low density development patterns, the assumption that this mode is available to all residents is not realistic. The expense of owning and operating a private vehicle is beyond the economic means of many Seminole County residents. In addition, some otherwise employable residents live with mobility or other developmental limitations that prevent their use of a car.~~

### ~~Creation of Mixed Use Centers~~

~~As the County continues to protect its rural and environmentally sensitive lands, and the population continues to increase, new development will wind down and the redevelopment of previously developed areas will increase. As development corridors and mixed use centers redevelop, the transportation system that supports them will need to adapt to changing transportation needs and circumstances.~~

~~The current development pattern in Seminole County's development corridors and mixed use centers had previously emphasized unconnected businesses on arterials, low density strip~~

shopping centers, interchange development, regional shopping malls, and office complexes. As these areas are redeveloped, a new pattern that is better suited to higher population densities, more diverse economic needs, and higher real estate values will emerge. More urban patterns of mixed uses will occur, with the attendant change in transportation patterns.

The County had ensured the coordination of growth and development by tying new development approvals to the provision of infrastructure and other facilities, per the requirements of Chapter 163, Florida Statutes, provisions for Concurrency. Thus, in areas where adequate facilities were not provided in time, development must slow to allow a catch up. While this method of growth coordination was useful in areas where new development must be paired with new infrastructure, it is not effective as the County's development corridors and activity centers redevelop. A concurrency management system based only on roadway capacity availability instead acts to discourage redevelopment and encourage urban sprawl. For that reason, as the County acted during its 2008 Evaluation and Appraisal Report based comprehensive plan amendments to carry out the findings of the US 17-92 Community Redevelopment Agency 2006 Corridor Strategy by designating the US 17-92 CRA Corridor as a Transportation Concurrency Exception Area. This designation allows a local government to develop a multi-modal approach to mobility, instead of relying solely upon increased roadway capacity to accommodate potential traffic attracted to, or generated by, redevelopment. As a part of the mobility strategy that Seminole County developed with the cities that are partners in the US 17-92 CRA, the County has improved public transit headways for Route 103 serving most of the corridor. In addition, the County and the CRA partner cities continue to evaluate performance frameworks to facilitate pedestrian and transit-oriented development within the corridor. The County will continue to identify methods that encourage redevelopment and continued economic growth while still ensuring that these redevelopment efforts do not preclude mobility of pedestrians, transit riders and drivers.

In addition, amendments to Chapter 163, Florida Statutes adopted during 2009 identified the nonrural portion of Seminole County as a Transportation Concurrency Exception Area (TCEA). This area is depicted on *Exhibit TRA: Transportation Concurrency Exception Areas—Dense Urban Land Area*.

By July 9, 2011, Seminole County is required to both adopt into its comprehensive plan and implement long-term strategies to support and fund mobility within the designated exception area, including alternate modes of transportation. The plan amendment must demonstrate how strategies will support the purpose of the exception (enabling redevelopment and infill development that also prevents urban sprawl) and how mobility within the designated area will be provided. Strategies must address urban design, appropriate land use mixes (including density and intensity) and network connectivity plans needed to promote urban infill, redevelopment or downtown revitalization. Seminole County will continue to work with its cities, and with the City of Maitland and Orange County to achieve a unified approach to mobility management within the designated exception area which includes the US 17-92 CRA corridor. The strategy shall be developed through the use of public workshops that involve residents, interested property and business owners and commuters who work and live in Seminole County.

### **Appropriate Transportation Facilities**

Within the transition of population and economy in Seminole County, it has an adopted goal of providing an effective, convenient, and economically feasible transportation system. To assess progress toward this goal, the Comprehensive Plan has established specific measurable objectives, and the County's regulations, investments, and incentives are focused on attaining the adopted goal.

~~Seminole County has utilized and continues to utilize, outside of the designated exception area, the conventional method of measuring transportation system efficacy—level of service standards. It has established LOS E as the standard for County arterial and collector streets that are located outside of the designated exception area. This level of service standard encourages the concentration of new development in established mixed use centers, maximizing the infrastructure investment in the centers while minimizing urban sprawl. Improvements in the operation of the transportation system should outweigh localized deficiencies. Improvements in the urban environment should outweigh deficiencies in the transportation system.~~

~~As the County transitions, the methods used by the County to measure its progress toward transportation goals must also transition. In addition to conventional methods of measurement, the County will continue to employ a variety of techniques and procedures:~~

- ~~A—The County will continue addressing traffic safety through the County's accident analysis program.~~
- ~~B—The County will continue to conduct special area and corridor transportation studies in order to refine the data reported in the Plan and to evaluate alternative transportation improvements, such as the use of Intelligent Transportation (IT) systems.~~
- ~~C—The County will continue to conduct detailed studies of specific roadway segments as needed, such as travel time/delay studies as a means of evaluating either levels of service or success of mobility strategies, and transportation systems management options for improvement of roadway corridor usage.~~
- ~~D—In transit-oriented development and redevelopment corridors, within the Dense Urban Land Area/Transportation Concurrency Exception Area, and within mixed-use centers, where conventional level of service standards alone fail to ensure that the desired land use pattern and desired levels of mobility and accessibility are achieved, the County, in concert with the cities, has developed multi-modal mobility strategies and implementation methodologies.~~
- ~~E—The strategies include application of quality/level of service measures for transit service, pedestrian improvements and bicycle improvements. These quality standards are intended not as capacity targets that must be achieved in order to allow development to proceed, or as a basis for denying approval of a development that is otherwise consistent with the Comprehensive Plan. The quality/level of service measures provide the following: a set of guidelines for the County to use during facility and budget planning; a set of yardsticks to evaluate degree of improvement in mobility, and a basis for determining the fair share of a development's contribution toward achieving mobility and reduction of greenhouse gases. The County will continue to evaluate these quality standards and strategies during annual budget review, and propose revisions where needed.~~
- ~~FA Evaluation of vehicle miles that would need to be traveled to reach jobs, retail and recreation, and potential reduction or increase of greenhouse gases, as required by House Bill 697 and the County's 2010 Energy Conservation strategy, shall also be evaluated when reviewing proposed developments, and shall be monitored to determine the degree of accomplishment of County goals.~~

### **Issue TRA 3 — Key Themes of the Central Florida Regional Growth Vision**

The regional vision developed through the "How Shall We Grow?" planning efforts focused development within centers and corridors in order to protect the character of surrounding Countryside and Conservation Areas. The identification of growth and redevelopment areas also allows a range of transportation options, including transit, to be provided in an efficient manner. To implement this vision, the County must prioritize its regulatory focus, its investments, and its incentive programs. The County recognizes that its existing long-range planning program has already established the framework for support of the principles of the Central Florida Regional Growth Vision ("How Shall We Grow?"). The 2008 Evaluation and Appraisal Report Based Amendments to the Comprehensive Plan and this Transportation Element further the County's support of that Regional Growth Vision by addressing transportation needs in terms of its key themes — Conservation, Countryside, Centers, and Corridors — and by articulating methods of achieving the Regional Vision principle of providing a variety of transportation choices, with each set of choices designed to meet the needs within the theme areas:

#### **Countryside and Conservation**

The focus of transportation in Countryside areas (the County's designated East Rural Area) is in the private automobile. Land uses in rural areas are spaced far apart, with residential density at 1 unit per 5 to 10 acres. Rural land is dedicated to environmental conservation, agriculture, and very low density residential. For daily needs, rural residents must travel some distance to the urban area, or to small neighborhood centers. The typical cross-section for rural roadways is designed to omit urban amenities such as sidewalks, curb and gutter drainage, and lighting. At such low densities, walking is not a logical mode of travel for work or shopping purposes; however, where deemed necessary, sidewalks may be incorporated into a particular cross-section. Biking in the countryside is primarily for recreational purposes. Public transit, an urban service, is not economically sustainable in areas of low population density. Paratransit and family and friends serve those that are not independently mobile.

#### **Corridors**

**DEVELOPING AND REDEVELOPING CORRIDORS PRESENT A MIX OF TRANSPORTATION OPTIONS, DUE TO GREATER CONCENTRATIONS OF RESIDENTS, EMPLOYERS AND OTHER DESTINATIONS. THESE CORRIDORS ALSO PRESENT A MIX OF TRANSPORTATION NEEDS. SEMINOLE COUNTY RESIDENTS BECOME A PART OF REGIONAL TRAFFIC WHEN THEY USE STATE ROADS TO ACCESS JOBS AND SERVICES IN ORANGE, LAKE, AND VOLUSIA COUNTIES. THE OFFICE AND COMMERCIAL LAND USES WITHIN DEVELOPMENT/REDEVELOPMENT CORRIDORS HAVE A REGIONAL AND COUNTYWIDE DRAW, AND THUS THE STREETS THAT SERVE THEM CARRY BOTH COUNTY AND REGIONAL TRAFFIC. FINALLY, THE RETAIL THAT IS MIXED IN WITH THE OFFICE AND COMMERCIAL USES SERVES THE NEIGHBORHOODS THAT ARE DIRECTLY ADJACENT TO THE DEVELOPMENT CORRIDOR, AS WELL AS RESIDENTIAL USES CONTAINED WITHIN THE CORRIDORS THEMSELVES. THE DEVELOPMENT IS LINEAR IN FORM — A THIN**

~~VENEER OF OFFICE, COMMERCIAL, MIXED USE AND RETAIL MASKS THE LARGE, PREDOMINANTLY SINGLE FAMILY RESIDENTIAL NEIGHBORHOODS DIRECTLY BEHIND IT.~~

~~WITH A GROWING COUNTY IN TERMS OF POPULATION AND ECONOMY, THE TRAFFIC MUST INCREASE ON THE CURRENT ARTERIAL SYSTEM SINCE GEOGRAPHY AND DEVELOPMENT PATTERNS DICTATE NO NEW MAJOR ARTERIALS. AS THE ECONOMY GROWS AND TRANSITIONS, THE REDEVELOPMENT ON THE COUNTY'S DEVELOPMENT CORRIDORS WILL MIX LAND USES, SERVING NOT ONLY REGIONAL TRAFFIC BUT NEIGHBORHOOD RESIDENTS AS WELL. YET, WITH INCREASED TRAFFIC ON LIMITED ARTERIALS, CONGESTION AND TRAVEL TIME WILL INCREASE FOR RESIDENTS FORCED TO TRAVEL ON THE ARTERIALS; THEREFORE, A GREATER NEED FOR TRAVEL ALTERNATIVES SUCH AS TRANSIT ARISES.~~

This Comprehensive Plan addresses these issues by encouraging local roads, bicycle facilities, sidewalks, trails and transit to provide connections between areas so that residents can travel using alternate modes and without greatly congesting corridors. Commuter rail and supporting bus connections will provide connections between corridors and other regional centers. This plan also seeks to manage and consolidate access along roads so that the roadway can serve the dual purpose of moving through vehicles as well as serving the local accessibility of mixed use corridors.

### **Centers**

In mixed use centers, the kind of development seen along development corridors is concentrated into a single urban space, and residential and other land uses may occur on the same parcel or within the same structure. Frequently located at the crossroads of development corridors, mixed use centers are distinctly different. There is a higher concentration of development and higher density of residential uses, and a sense of "place" is possible. Development patterns are more pedestrian oriented, allowing for greater ease of service by bicycle, foot and public transit. The centers themselves may serve as transfer points between travel modes. A center may be served by both local and express transit, may contain pedestrian and bicycle connections to another center, and may contain intermodal facilities (rail stations with bus and taxi stops, for example). City downtowns that remain vibrant, or have redeveloped successfully, are examples of these mixed use centers.

As economic development continues to add jobs to activity centers, these areas begin to mix land uses with the inclusion of public buildings, multifamily residential and other uses less emphasized previously in Seminole County. The transportation needs that emerge stem from mobility and accessibility needs to and from and within centers. Residents from outside Seminole County will be attracted to regional job opportunities and travel long distances. Seminole County residents will travel shorter distances to mixed use centers. Finally, when commuters, shoppers, and residents come together in the center, effective circulation within the center becomes paramount. This Comprehensive Plan addresses these needs by encouraging a full network of roads, bike ways, and sidewalks within centers, effective and efficient transit to/from and between centers, and a

network of local arterials so that regional commuting traffic is encouraged to shift more to Interstate 4, SR 417, and the commuter rail system. The resulting land use pattern is intended to achieve energy conservation goals through a multi-modal transportation system that reduces the production of greenhouse gases by increasing access to multiple modes of travel.

### **Neighborhoods**

Neighborhoods, the basic building blocks of the economy, culture, and society of Seminole County, support development corridors and mixed use centers, but are different in character. Primarily residential in land use, neighborhoods also feature neighborhood level retail and public buildings like schools and community centers. New and redeveloping neighborhoods will increasingly feature mixed use development in neighborhood centers.

The effects of continuing economic development in the County, residential growth, infill development and redevelopment, and the aging of the housing stock and commercial buildings all impact neighborhoods and their transportation needs. The overall transportation demand on arterials from vehicles and other modes increases, leading to longer travel times for motorists. Congestion on arterials may encourage some drivers to switch to other modes of travel, such as public transportation for local trips and commuter rail for regional trips. Congestion on arterials may also encourage motorists to seek to avoid the congestion on the arterials increases, and inappropriate neighborhood cut-through occurs.

Although there may be increased congestion and slow moving traffic on the arterials, the neighborhood residents still need to shop, play, and attend to personal business. To meet these needs while avoiding the congestion on the arterials, the residents will look for convenient access points and routes within their neighborhoods. Accessibility within neighborhoods means connections between homes and nearby schools, shopping, and personal business. This Comprehensive Plan provides mobility options to neighborhood residents by encouraging increased connections among residential areas, schools, and local shopping through local roads, public transit, sidewalks, bike lanes, and trails. Future bicycle and pedestrian trails linking neighborhoods directly to commuter rail and nearby LYNX bus stops will be considered as part of the long term mobility and energy conservation strategies.

### **Connections among all Countryside, Corridors and Centers**

Although the transportation and land use patterns within each of the key theme areas differ, they do not function independently of each other. A single road can transform from a rural high speed truck route into a development corridor, then crossing into a mixed use center, and finally branching off into neighborhoods. The connections between these areas are as important as the transportation needs within them. Especially important are the critical but appropriately designed transit, pedestrian and bicycle/trail connections between neighborhoods and the corridors that form neighborhood boundaries.

#### Hierarchy of Modes

A—Countryside

1—Single Occupancy Vehicle

~~2—Multiple Occupancy Vehicle~~

~~3—Public Transportation~~

~~4—Cyclist~~

~~5—Pedestrian~~

~~B—Corridors, Mixed Use Activity Center and Neighborhoods~~

~~1—Pedestrian~~

~~2—Cyclist~~

~~3—Public Transportation~~

~~4—Multiple Occupancy Vehicle~~

~~5—Single Occupancy Vehicle~~

~~In rural (Countryside) areas, trips are generally made over a longer distance because the trip origins (homes) and destinations (shopping, school, employment and recreation) are more widely dispersed. As a result, automobile trips are the primary form of transportation and are top of the hierarchy of modes for rural Areas. In activity centers, however, trip distances are shorter due to higher densities and a greater mixing of land uses. In these areas, the hierarchy of users is reversed, as pedestrian trips are the priority. The land use and design attributes that help establish a safe and welcoming pedestrian environment in activity centers and neighborhoods also work to support bicycling and transit use.~~

#### **Issue TRA 4—Transportation Safety**

~~Safety is the primary concern for every transportation system. There is an implicit promise from the government to its residents that the County's transportation network will be safe and reliable. Because of this implicit promise, the County's efforts in regulating private development of new roads are justified and necessary.~~

~~In calendar year 2006, there were a total of 10,033 reported crashes countywide with 2,154 injuries and 31 fatalities. Since 2003, the number of crashes in the County has generally increased at a rate consistent with population growth, with increases of 10.2 percent and 9.6 percent, respectively. However, the number of crashes with injuries has decreased over the same period, while the number of fatal crashes has decreased since 2004. The top 15 vehicular crash sites of 2006 are listed and mapped in the Exhibits. These locations account for 1,420 crashes, or 14 percent of the total. Of these crashes, 631 were at a SR 436 intersection, and 397 were on the Interstate 4 mainline near one of its ramps. These corridors continue to represent the largest safety challenges within the County. In other areas, the County has made progress in improving the safety of the road system and should continue to do so. For example, the intersection of Lake Mary Boulevard and Primera Boulevard/Lake Emma Road was among the top 25 crash locations in the year 1999. With the completion of intersection improvements at this location, the number of crashes has decreased.~~

~~The County has made significant gains in pedestrian safety and crash rates. The number of pedestrian-related crashes in Seminole County has been decreasing since 2004, as well as the overall number of pedestrian injuries~~

and fatalities. This is likely due in part to the completion of pedestrian sidewalk and overpass improvements throughout the County to provide safe access to schools and other destinations.

The common trend among all modes in Seminole County is that overall fatality and injury rates are decreasing. However, many high traffic corridors, in particular SR 436, continue to pose a safety risk for all users. This is particularly significant given the County's goals to increase pedestrian activity along the corridor through mixed use development and transit service. Seminole County should continue its research in the cause of vehicular, bicyclist, transit, and pedestrian crashes, and program modifications to improve safety.

# TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES

## Policy TRA 1.1.1 County Road Level of Service Standards

The County shall establish operational level of service standards for the peak operating hours based on the ~~2000~~ latest edition of the Highway Capacity Manual. For rural arterial and collector roadway segments on the County's major road system, the adopted level of service standards shall be as follows:

- A All arterial and collector County Roads in the Countryside and Conservation Area: Level of Service (LOS) E
- B Special Transportation Areas: LOS E as determined in accordance with provisions of the Comprehensive Plan
- C Facilities parallel to exclusive mass transit or toll facilities: LOS E
- D Physically/Policy constrained facilities: Not degrade more than 20% below applicable standard

*Exhibit TRA: Generalized Maximum Service Volumes for County Arterial and Collector Roadways* shows maximum service volumes for rural arterial and collector roadways.

## Policy TRA 1.1.5 Techniques for Determining Roadway Level of Service

For the evaluation of existing and near term traffic conditions, the County has used: (1) Travel Time Delay Studies for selected County roadway segments; and (2) the maximum service volume table for roadways which were not evaluated using Travel Time and Delay Studies. *Exhibit TRA: Generalized Maximum Service Volumes for County Arterial and Collector Roadways* and *Exhibit TRA: Generalized Maximum Service Volumes for State Roadways* will be used where more specific analysis is not available.

Traffic operation models and other assessment techniques may be used where the County determines that a more detailed analysis is desired. In determining levels of service, the County shall follow procedures and techniques based on the ~~2000~~ latest edition of the Highway Capacity Manual.

EA

## Policy TRA 1.1.5.2 Multi-Modal Transportation Long-Term Strategies

~~By July 9, 2011, the~~ The County, in concert with its cities, shall continue to develop and adopt long-term strategies to support and fund mobility within the designated exception areas located in the nonrural portion of Seminole County (the Dense Urban Land Area/Transportation Concurrency Exception Area). When appropriate, the County shall adopt strategies and standards that recognize that:

DA Improvements in overall operation of the County's overall mobility system outweigh localized deficiencies, and

EB Improvements in the overall multi-modal transportation system outweigh deficiencies in the roadway system, and

FC Improvements in the overall urban environment benefit the rural area by attracting redevelopment to the urban area, thus reducing pressure on the rural area to develop.

These multimodal level of service standards shall address accessibility for vehicular traffic, pedestrians, cyclists, transit and other modes.

#### **Policy TRA 1.1.6 Measurement of Roadway Operational Level of Service**

The Seminole County Generalized Maximum Service Volumes for Arterial and Collector Roadways is an appropriate guideline for comparing the Level of Service (LOS) for different years, in order to establish the extent of traffic service improvement or deterioration over time.

The generalized guidelines are not an appropriate indicator of the actual operational LOS or of the improvement needed to correct a LOS that is deemed "deficient". Rather, the generalized guidelines, when applied to a specific road link, should be interpreted as meaning that under worst-case conditions, the "deficient" link might need improvement of some type, and that further analysis using the ~~more rigorous~~ procedures of the 2000 latest edition of the Highway Capacity Manual is warranted. It is further emphasized that even where a road link is found to be deficient according to Highway Capacity Manual methods, the appropriate remedy to restoring a satisfactory LOS is not necessarily widening of the link, but could instead be:

- A Intersection improvements;
- B Signal timing changes;
- C Turning or auxiliary lanes;
- D Access management;
- E Reclassification of the road;
- F Signal removal;
- G Improvements in parallel corridors;
- H Mass transit improvements;
- I Improvement in other modes of travel; or
- J Numerous other traffic engineering measures, including roundabouts.

Current roadway operating level of service is displayed in *Exhibit TRA: Existing Roadway Level of Service 2007*. Operating roadway level of service for 2025 is shown in *Exhibit TRA: Projected Level of Service 2025*.

#### **Policy TRA 1.1.7 Concurrency Management System, Mobility Management, and Ongoing Monitoring Program**

The County shall maintain its Concurrency Management System (CMS) that monitors transportation level of service for facilities and services for which the County has established minimum acceptable level of service standards for those portions of the County that are not included within a Transportation Concurrency Exception Area (TCEA), and shall monitor mobility strategy success for those areas within a TCEA. The purpose of the CMS is to ensure that adequate public facilities and services are available or are scheduled to be available in a manner which is consistent with State

law. The purposes of the Mobility Strategy are to ensure the availability of multiple modes of transportation while enabling the revitalization/redevelopment of urban areas and preventing urban sprawl. The County shall continue an ongoing program to:

- A Monitor operating conditions on transit, arterial and collector roadways;
- B Collect and evaluate data for the evaluation of existing transit level of service and possible updating of that level of service in certain areas, ~~particularly within Transportation Strategy areas;~~
- C Collect and evaluate data for the establishment of peak hour level of service thresholds and maximum service volumes based on operational analysis of roadways, where needed;
- D Establish strategies for measuring and improving bicycle and pedestrian facility availability and use; and
- ~~GE~~ Establish procedures for measuring roadway level of service thresholds using either travel speeds or traffic volumes, where needed.

In implementing the program the County shall utilize methodologies, techniques and procedures based on the ~~2000~~ latest edition of the Highway Capacity Manual, such as, Travel Time and Delay Studies, arterial analysis procedures and other operational analysis techniques. The County shall collect transportation system characteristics data in support of the program utilizing various data collection activities, which may include:

- ~~HA~~ Pedestrian and bicycle studies and counts;
- ~~IB~~ Transit ridership studies;
- ~~JC~~ Travel time and delay studies;
- ~~KD~~ Traffic counts;
- ~~E~~ Traffic ~~crash accident~~ reports; ing
- ~~LF~~ ~~S~~speed studies;
- ~~MG~~ Intersection studies;
- ~~NH~~ Data from the transportation system characteristics inventory; and
- ~~OI~~ Data reported by the closed loop signal system.

The County shall coordinate its efforts with other public and private entities.

### **Policy TRA 1.1.10 Alternative Land and Mobility Development Proposals**

In order to avoid a taking or to support the Central Florida Regional Growth Vision, the County shall evaluate the potential positive impacts of approval of land development projects within that portion of the County that is not included within the Transportation Concurrency Exception Area (TCEA) when such projects meet one of the following criteria: the project incorporates public transit-related mobility projects as listed and defined herein ~~(and derived from Section 163.3180(4)(b), Florida Statutes (FS)), or,~~ the project involves the use of development agreements or the project involves the use of development phasing. This policy shall apply when a development order is subject to denial on the basis of backlogged

substandard operational level(s) of service on the major road system outside of the TCEA under the following circumstances:

~~PA In compliance with Section 163.3180(11), FS, When~~ the following conditions are met:

- 1 Seminole County's Comprehensive Plan is in compliance with State law at the time of the development approval;
- 2 The proposed development would be consistent with the future land use designation for the specific property and pertinent parts of the Seminole County Comprehensive Plan, as determined by the Board of County Commissioners;
- 3 The Seminole County Comprehensive Plan includes a financially feasible capital improvements element that provides for transportation facilities to serve the proposed development, and Seminole County has not implemented that element;
- 4 Seminole County has provided the means by which a landowner will be assessed a fair share of the cost of the transportation facilities necessary to serve the proposed development; and
- 5 The landowner has made a binding commitment to Seminole County to pay the fair share of the cost of providing the transportation facilities to serve the proposed development.

~~QB As Section 163.3180(4)(b), FS, states that the concurrency requirement as implemented in a local comprehensive plan does not apply to public transit related mobility projects listed in that section of Florida Statute and as further defined as the transit related mobility projects listed in this policy, The~~ following specific project components that may be a part of a development project located outside of the boundary of the Seminole County Transportation Concurrency Exception Area (TCEA) are not subject to transportation concurrency, and the inclusion of one or more of these transit-related mobility projects within a land development proposal that is consistent with the Central Florida Regional Growth Vision shall enable the County to evaluate the potential positive impacts of the proposal:

- 1 Transit stations and terminals;
- 2 Vehicular parking associated with transit stations and terminals;
- 3 Park and ride facilities
- 4 Intermodal public transit connection or transfer facilities; and
- 5 Fixed busways, guideways and rail stations and associated park and ride facilities.

~~RC In compliance with Section 163.3177(6)(a), FS, in In~~ recognition of the need in rural communities such as Geneva (outside of a TCEA) for job creation, capital investment and economic development, transportation concurrency shall not be applied to the following job-generating specific project components that may be a part of a development proposal and that support the agricultural nature of the area, including:

- 1 Produce markets for sale of locally grown produce (permitted under the Right to Farm laws);

- 2 Agritourism uses, including bed and breakfast uses, farm tours, horse and buggy rental services, hay rides, canoe and nonmotorized water tourism rides, fishing guide services and bicycle rental;
- 3 Ecotourism uses, such as wetland, birding and hiking tourism services; photography safaris, and tourism-related natural lands remediation projects;
- 4 Cultural tourism uses, including locally operated rural history museums, historical re-enactment theatrical activities and locally operated arts and crafts studios and galleries; and
- 5 Seasonal roadside produce stands operated by the owners or renters of the land, selling produce, baked goods, locally produced eggs, dairy products, canned and bottled goods, local crafts and the like (permitted under the Right to Farm laws).

**Policy TRA 1.3.4 Require Context-Sensitive Design**

The County shall require that all new or improved roadways be designed and constructed in a manner that is supportive and reflective of adjacent land uses and development patterns. In accordance with the Future Land Use Element, the County shall adopt design standards that address the entire right-of-way to include complete street concepts.

~~used by the County to conceptually plan for future transportation needs.~~

~~**Policy TRA 1.3.12 Long Term Concurrency Management System for SR 46 and SR 415**~~

~~By 2010, the County shall, in coordination with the Florida Department of Transportation and the City of Sanford, establish a long term concurrency management system to address potential roadway deficiencies along SR 46 (east of Interstate 4) and SR 415, and prioritize roadway improvements for these corridors within a timeframe of up to ten (10) years. The long term concurrency management system will be coordinated with the Capital Improvements Element and will include periodic monitoring of level of service conditions and funding status.~~

**GOAL TRA 2 CENTERS AND CORRIDORS**

Seminole County shall continue to improve and manage a multimodal mobility system that supports the long range future land use pattern within the unincorporated urban area established in the Future Land Use Element. The long range future land use pattern encourages infill development and redevelopment at appropriate locations within the unincorporated urban area (a Dense Urban Land Area, or "DULA") to support the Central Florida Regional Growth Vision "Centers and Corridors" concept. The multimodal mobility system emphasizes a full range of modes of mobility in the built up urban area, including public transit where viable, bicycle, and walking, as well as cars, vanpools and trucks for freight delivery. Use of alternative modes of mobility allows for development of infill parcels and redevelopment of declining areas in centers and corridors in a manner compatible with surrounding uses, avoiding or greatly reducing the emphasis on roadway capacity expansion as the main method of mobility. Capacity expansion alone undermines the desired future

land use pattern by eliminating 'downtowns', 'main streets', and older historic neighborhoods while encouraging sprawl development.

By July 9, 2011, the county shall adopt and implement long-term strategies to support and fund mobility within the designated Transportation Concurrency Exception Area that will maintain an effective, convenient and economically feasible multi-modal transportation system within its development/redevelopment corridors and mixed-use centers. The strategy, developed through public workshops and in concert with its cities and Orange County, shall provide a balance between access and mobility, reduce greenhouse gases by encouraging use of alternatives to the single-occupant automobile, support development of infill parcels and redevelopment of adjacent land uses in a manner compatible with surrounding uses, and support the economic viability and natural features of the County.

**OBJECTIVE TRA 2.1 MOBILITY STRATEGIES AND QUALITY/LEVEL OF SERVICE STANDARDS AND TRANSPORTATION/LAND USE COORDINATION**

Seminole County revised its Long Range Future Land Use pattern in 2008 to more closely align with the principles of the Central Florida Regional Growth Vision Centers and Corridors concept.

The County had previously established the Urban Centers and Corridors Overlay as a component of the established long range future land use pattern. Quality/Level of Service standards set in the following Policies will guide the County's capital and operating expenditures on mobility toward achieving the stated goal of mobility within the unincorporated urban area, will be used to evaluate development proposals in accordance with the provisions for the TCEA in Chapter 10 of the County's Land Development Code, and will ensure coordination of the transportation network with the future land use plan.

**Policy TRA 2.1.1 Transit Quality/Levels of Service for the TCEA**

**Fixed Route Bus Transit Q/LOS:**

<u>LOS</u>	<u>Headway (Minutes)</u>	<u>Comment</u>
<u>A</u>	<u>&lt;10</u>	<u>Passengers do not need schedules</u>
<u>B</u>	<u>10-14</u>	<u>Frequent service, passengers consult schedules</u>
<u>C</u>	<u>15-20</u>	<u>Maximum desirable time to wait if bus is missed</u>
<u>D</u>	<u>21-30</u>	<u>Service is unattractive to choice riders</u>
<u>E</u>	<u>31-60</u>	<u>Service available during the hour</u>
<u>F</u>	<u>&gt;60</u>	<u>Service unattractive to all users</u>

Source: Transit Capacity and Quality of Service Manual, Transportation Research Board

**Existing LOS**

<u>Route</u>	<u>LOS</u>
<u>1</u>	<u>E</u>
<u>23</u>	<u>E</u>
<u>34</u>	<u>D</u>

<u>Route</u>	<u>LOS</u>
<u>45</u>	<u>D</u>
<u>46E &amp; 46W</u>	<u>E</u>
<u>102</u>	<u>C</u>
<u>103</u>	<u>C</u>
<u>106</u>	<u>D</u>
<u>434</u>	<u>E</u>
<u>436N &amp; 436S</u>	<u>D</u>

Level of Service will be increased when a route reaches 90% bus capacity over 80% of the route length.

**Policy TRA 2.1.2 Pedestrian and Bicycle Quality/Levels of Service for the TCEA**

**Pedestrian Q/LOS (2017 - 2022):** Identify locations needing ADA-compliant paved sidewalk on any side of corridor where SunRail station is located, or along major corridor where major employer, mixed use development, multifamily development, public park, libraries or public school is located, and program improvements; identify locations on side of corridor directly opposite the use to be served with sidewalk, and program improvements if needed; identify presence or absence of marked and signalized crosswalk within ¼ mile of the use to be served with sidewalk on corridor; program improvements where needed. If such a gap is identified within ¼ mile of the boundary of a proposed development, the Development Review process shall identify the development’s fair share contribution toward such program improvements.

**Pedestrian Q/LOS (2027):** Paved ADA compliant sidewalk connecting the nearest intersection to SunRail station, or to major employers, mixed use developments, multifamily developments, public parks, libraries and public schools on both sides of corridor, and on side streets feeding the corridor; special emphasis or elevated and signalized crosswalk within ¼ mile of the major trip attractor and at intersections where high pedestrian or bicycle and vehicle accident rates have been reported.

**Bicycle Q/LOS (2017 - 2022)** Identify presence or absence of paved outside shoulder on each side of major corridors linking to SunRail stations, or major corridors serving major employers, mixed use developments, multifamily developments, public parks, libraries and public schools; program improvements where needed. Identify locations for bicycle parking at any Seminole County park and Seminole County office building located on the corridor and program improvements. If such a gap in paved outside shoulder is identified within ¼ mile of the boundary of a proposed development, the Development Review process shall identify the development’s fair share contribution toward such program improvements.

**Long Range Bicycle Q/LOS (2027)** Paved outside shoulder on each side of corridor serving SunRail station or major corridor serving major employer, mixed use, multifamily development, public parks, libraries and

public schools; bicycle parking at all County owned facilities along the corridor. On major collectors and arterials with greater than 3,500 ADT transition to FDOT standard bike lanes.

~~By July 9, 2011, the County shall establish and utilize mobility strategies and quality/level of service standards for transportation. The overall Mobility Strategy is the transitioning of the urban portion of the County from an emphasis on a single mode of transportation—the personal automobile—to a multi-modal system that enables residents, workers and visitors to access destinations via more than one mode of travel. By virtue of achieving this Mobility Strategy, the County shall also conserve energy and reduce greenhouse gases. As the County's urban area is not uniform in its ability to transition to multiple modes of transport as of 2010, a uniform quality/level of service cannot be set. In order to enable this transition, quality/level of service standards shall be set for the provision of a multi-modal transportation system (including pedestrian and bicycle facilities, fixed route mass transit, rider determined call first transit services, and paratransit services, as well as the County Road System and the portion of the State Highway System in the unincorporated area of the County), both within the Dense Urban Land Area/Transportation Concurrency Exception Area and outside of it, that will guide the County's capital and operating expenditures on mobility toward achieving the stated goal of mobility and reduction of the County's level of greenhouse gas emissions, through implementation of the following policies:~~

~~Policy TRA 2.1.1—County Transit, Pedestrian and Bicycle Multi-Modal Mobility Strategy and Quality/Levels of Service The original operational level of service standard for transit services of 1.03 revenue miles per capita per year, based on the estimated functional population within the transit service area, as depicted in *Exhibit TRA: Transit Service 2007*, was adopted to comply with the concurrency management provisions of the Growth Management Act (Chapter 163, Florida Statutes). The standard was evaluated during the development of the County's mobility strategy during 2010. The evaluation concluded that quality standards for multiple modes were now needed. Analysis of conditions within the DULA/TCEA identified differing levels of "transit readiness" (which also includes walkability), based on the existing land use pattern and existing mobility facilities. In addition, the urban portion of Seminole County contains important job-generating economic features, such as the Orlando Sanford International Airport, with a need for a supportive future land use pattern and mobility facilities in proximity to those economic assets. This fact points to the need for unique approaches to mobility within the urban area, as opposed to a single level of service for the urban portion of the County.~~

~~Accordingly, the DULA/TCEA is hereby divided into four Transportation Strategy Areas for mobility development and implementation purposes. The locations of the Transportation Strategy Areas are shown on *Exhibit TRA: Transportation Strategy Areas (TSA)*. The initial quality/level of service has been identified in this policy. Evaluations shall be conducted annually during budget updates to determine if the need to change the quality/level of service has been triggered.~~

~~The Northwest Transportation Strategy Area and the Southwest Transportation Strategy Area, as of 2010, have land use patterns and transportation systems that are more 'transit ready', as the areas are already served by nine fixed transit routes, and will include four SunRail (Central Florida Commuter Rail) stations. Therefore, the long term mobility strategies for those areas shall place greater emphasis upon building on the existing multi-modal transportation network, and shall include efforts to increase percentage of available paved~~

~~pedestrian paths, transit rider amenities, connected bicycle routes through neighborhoods and the Seminole County trail system.~~

~~The Northeast Transportation Strategy Area, containing the Orlando Sanford International Airport, as of 2010, has a land use pattern and transportation system that is less transit-ready. (One fixed route LYNX transit line serves the area along State Road 46 and has no direct access to the airport.) In addition, the transportation system serving this area needs to ensure roadway capacity to serve the airport, through measures such as the use of Intelligent Transportation Systems (ITS) to alter signalization if needed; therefore, initial transportation mobility strategies for this area shall place greater emphasis on roadway, intersection and public amenity improvements that will transition the mobility area toward a long-term multi-modal orientation while ensuring that roadway capacity for the passenger and freight traffic of the airport is served. The long-term strategies shall include evaluation of the possibility of use of the Aloma Spur to provide SunRail commuter rail service to the airport, and evaluate a possible PickUpLine (PUL) call first bus route serving the vicinity of the airport. Both of these options could enable those who work on the airport grounds to use transportation other than personal automobiles. Such services would be scheduled if the annual evaluation demonstrates that demand for the service has been triggered.~~

~~**The Southeast Transportation Strategy Area, as of 2010, had a land use pattern that is less “transit ready”. Link 434 passes through this Area and the existing PickUpLine (PUL) call first bus route connects to Link 434. Based on citizen requests for service in the area and potential energy efficient redevelopment, the long-term transit mobility strategies for this Transportation Strategy Area shall include annual evaluation of the need for additional PUL service for the Red Bug Lake Road and Tuskawilla Road areas, with transition toward fixed route service for part of the existing PUL route. These changes would be scheduled when the annual evaluation demonstrates that demand for the service has been triggered.**~~

~~**A.** Mobility quality/level of service standards for each Transportation Strategy Area shall be used for guiding capital improvement facility/operations planning to achieve and maintain mobility, to reduce greenhouse gases, and to assist in determining a fair share that a development should contribute to the achievement of these mobility strategies. Quality/level of service standards are not intended to be used to deny approval of a development that is otherwise consistent with the goals of the Seminole County Comprehensive Plan.**The Quality/Level of Service standard for transit shall be “frequency of service” (headway).**~~

~~1. Transit Quality/Level of Service: Northwest and Southwest Transportation Strategy Areas~~

~~**Central Florida Commuter Rail (SunRail) Service:**~~

<del><b>Initial Quality/Level of Service Weekdays (beginning in 2013), as set by SunRail</b></del>	<del><b>Ultimate Quality/Level of Service Weekdays by 2030, as proposed by SunRail</b></del>
<del>Half hour headway—peak periods Two hour headway—off peak periods</del>	<del>Fifteen minute headway—peak periods One hour headway—off peak periods</del>

~~Connecting LYNX transit service (serving commuter rail stations):~~

<del><b>Link</b></del>	<del><b>Initial (2013) Quality/Level of</b></del>	<del><b>Next Goal (triggered by need)</b></del>

	<b>Service Peak Hour Weekday</b>	<b>Quality/Level of Service Peak Hour Weekday</b>
<del>Link 34 Sanford Station</del>	60 minute headway	30 minute headway
<del>Link 41 Altamonte Station</del>	30 minute headway	30 minute headway
<del>Link 46 Sanford Station</del>	60 minute headway	30 minute headway
<del>Link 103 Altamonte Station</del>	15 minute headway	15 minute headway
<del>Link 102 Altamonte Station</del>	15 minute headway	15 minute headway
<del>PUL (LYNX PickUpLine) serving Lake Mary and Longwood Stations</del>	60 minute headway 2 hour call in advance	Potential fixed route 30 minute headway

**special emphasis — Where roadway width is available restripe with FDOT standard bike lane markings. — On local roads use the designation of sharrows and bike path markings.**

Fixed-Route Public Transit:

<b>Link</b>	<b>Initial (2010) Quality/Level of Service Standard Peak Hour Weekday</b>	<b>Next Goal (Triggered by need) Quality/Level of Service Standard Peak Hour Weekday</b>
<del>Link 1</del> — Altamonte Springs to Winter Park	60 minute headway	30 minute headway

<del>Link 23</del> — State Road 434 to Winter Park	60 minute headway	30 minute headway
<del>Link 34</del> — Sanford/Goldsboro	60 minute headway	45 minute headway
<del>Link 41 Crosstown</del> — Apopka Superstop through Altamonte to	30 minute headway	30 minute headway

Orlando-Sanford International Airport		
<del>Link 45</del> —Lake Mary Blvd. east-west	60 minute headway	30 minute headway
<del>Link 46W</del> —Seminole Towne Center to Central Florida Regional Hospital	60 minute headway	30 minute headway
<del>Link 103</del> —US 17-92 Sanford to Fernwood Blvd.	15 minute headway	15 minute headway
<del>Link 102</del> —Fernwood Blvd/Oxford Rd. to LYNX Central Station	15 minute headway	15 minute headway
<del>Link 434 Crosstown</del> —Rosemont through Oviedo/Winter Springs to University of Central Florida (UCF)	60 minute headway	30 minute headway

2.—Transit Quality/Level of Service: Northeast/Airport Transportation Strategy Area

<b>Type of Transit service</b>	<b>Initial (2010) Quality/Level of Service Standard Peak Hour Weekday</b>	<b>Next Goal (triggered by need) Quality/Level of Service Standard Peak Hour Weekday</b>
Rail Service	NA	Evaluate possibility of using Aloma Spur to provide SunRail service
Link 46E Central Florida Regional Hospital to Midway Ave.	60 minute headway	30 minute headway
LYNX PickUpLine (LYNX-PUL) Airport Vicinity	NA	minute headway 2-hour call-in advance

3.—Transit Quality/Level of Service: Southeast Transportation Strategy Area

<b>Type of Transit service</b>	<b>Initial (2010) Quality/Level of Service Standard Peak Hour Weekday</b>	<b>Next Goal (triggered by need) Quality/Level of Service Standard Peak Hour Weekday</b>

Rail Service	NA	NA
Link 434 Crosstown – From Altamonte Springs through Longwood, Winter Springs and Oviedo to UCF	60 minute headway	30 minute headway
LYNX-PUL Oviedo Service Area (connects to Link 434)	60 minute headway 2 hour call in advance	Portion of Service Area Fixed Route; remainder 2 hour call in advance
LYNX-PUL Red Bug Lake Rd.	NA	60 minute headway 2 hour call in advance
LYNX-PUL Tuskawilla Rd.	NA	60 minute headway 2 hour call in advance

~~**B. The Pedestrian Quality/Level of Service standards shall be:** Presence of pedestrian path/sidewalk within ¼ mile of transit stops, within ¼ mile of mixed development/redevelopment in energy conservation overlay areas, and connecting abutting neighborhoods to SunRail stations. Need shall be identified during development review of projects that generate new transit trips. Improvement projects to address gaps shall be identified as part of Capital Improvements programming evaluation and during development review for new and redeveloping projects.~~

~~1. Pedestrian Quality/Level of Service: Northwest and Southwest Transportation Strategy Areas~~

<del><b>Pedestrian Feature (Ped)</b></del>	<del><b>Initial (2010) Quality/Level of Service Presence of Ped Path Complete</b></del>	<del><b>Next Goal (triggered by need) Quality/Level of Service Need for Ped Path to be completed</b></del>
<del>Paved Pedestrian path or sidewalk within ¼ mile of LYNX stop on both sides of major transit corridors</del>	<del>Northwest 18% Southwest 16%</del>	<del>Both 50%</del>
<del>Paved Pedestrian path or sidewalk from neighborhoods within ½ mile radius to SunRail stations; coordination with cities needed</del>	<del>Northwest 2% Southwest 2%</del>	<del>Both 50%</del>

<p>Paved Pedestrian path or sidewalk along major mixed-development or redevelopment/ energy conservation corridors (urban State Roads 46 and 46A, Lake Mary Blvd, State Road 434 and US 17-92; coordination with cities needed)</p>	<p>Northwest 25% Southwest 17%</p>	<p>Both 50%</p>
---	--	---------------------

2. ~~Pedestrian Quality/Level of Service: Northeast Transportation Strategy Area~~

<b>Pedestrian Feature (Ped.)</b>	<b>Initial (2010) Quality/Level of Service Presence of Ped. Path Complete</b>	<b>Next Goal (triggered by need) Quality/Level of Service Need for Ped. Path to be completed</b>
<p>Paved pedestrian path or sidewalk within 1/4 mile of LYNX bus stop(s) on State Road 46</p>	<p>17%</p>	<p>25%</p>
<p>Paved pedestrian path or sidewalk on both sides of energy conservation corridors and centers (center at E. Lake Mary Blvd. &amp; State Road 424; coordination with cities)</p>	<p>26%</p>	<p>50%</p>

3. ~~Pedestrian Quality/Level of Service: Southeast Transportation Strategy Area~~

<b>Pedestrian Feature (Ped.)</b>	<b>Initial (2010) Quality/Level of Service Presence of Ped. Path Complete</b>	<b>Next Goal (triggered by need) Quality/Level of Service</b>
----------------------------------	---	---

		<b>Need for Ped. Path to be completed</b>
Paved pedestrian path or sidewalk within ¼ mile of LYNX bus stop (Link 434)	3%	25%
Paved pedestrian path or sidewalk on both sides of energy conservation corridors	27%	50%

~~C. The Bicycle Quality/Level of Service standards shall be:~~ Completion of Cross Seminole Trail (approximately 24 miles) and initiation of "SunRail Trails" and "LYNX Trails" from abutting neighborhoods to SunRail Stations and LYNX stops.

<b>Bicycle Feature</b>	<b>Initial (2010) Quality/Level of Service Status</b>	<b>Next Goal (triggered by need) Quality/Level of Service Status</b>
Cross Seminole Trail	<p>Completed:</p> <p>Link from County Road 46A south to Greenway Boulevard in Lake Mary</p> <p>Link from Layer Elementary School in Winter Springs east to the intersection of State Road 434 and State Road 426 in Oviedo.</p> <p>In Progress:</p> <p>Link between Mikler and Red Bug Lake Road in Winter Springs</p> <p>Missing:</p> <p>Link between Layer Elementary School at County Road 419</p> <p>Pedestrian overpass over Red Bug Lake Road with connection to State Road 426</p> <p>Link from State Road 434 to Downtown Oviedo</p>	<p>Completion of Missing Links</p> <p>Consideration of new Links:</p> <p>Link from Highlands neighborhood in Winter Springs to Trail between US 17/92 and County Road 419</p>

SunRail Trail	NA	Link from East Altamonte neighborhood to Altamonte SunRail station
LYNX Trail	NA	Link from Colonial Center to International Parkway

~~special emphasis On major collectors and arterials with greater than 3,500 ADT transition to FDOT standard bike lanes.~~

**~~Policy TRA 2.1.1.1 Northwest Transportation Strategy Area—Need Indicators~~**

~~The transit need indicator that will be used to determine the need to move to the next quality/level of service shall be “ratio of passengers to seats for buses during peak period”. When the ratio indicates that more than 90% of seats on a LYNX route are filled during peak periods, it shall be an indicator of the need to shift to the next quality level.~~

~~The pedestrian needs indicators that will be used to determine the need to move to the next quality/level of service shall include the following: presence of sidewalk gaps within ¼ mile of a transit stop and presence of sidewalk gaps abutting and within ¼ mile of mixed development within energy conservation overlay areas when new development or redevelopment projects that generate new transit trips are approved. When such gaps are identified within ¼ mile of a transit stop, it shall be an indicator of the need to shift to the next quality level, which shall be the completion of the sidewalk. When such gaps are identified abutting and within ¼ mile of mixed developments, it shall be an indicator of the need to shift to the next quality level, which shall be the completion of the sidewalk.~~

~~The bicycle needs indicator that will be used to determine the need to move to the next quality level of service shall be “gap in bike connection to LYNX stops and SunRail stations versus total miles of roads serving developing and redeveloping residential and mixed use areas”. When the percentage exceeds 50%, it shall be an indicator of the need to shift to the next quality level, which shall be the removal of the gap.~~

**~~Policy TRA 2.1.1.2 Northeast Transportation Strategy Area—Need Indicators~~**

~~The roadway need indicator that will be used to determine the need to move to the next quality/level of service shall be a travel time index consisting of actual travel of vehicles to the airport during airport peak periods divided by the ideal free flow travel time. When the travel time index exceeds 50%, it shall be an indicator of the need to examine the roadway network serving this Mobility Area to determine the need for intersection improvements, signalization changes and introduction of alternative modes of mobility.~~

### **~~Policy TRA 2.1.1.3 Southwest Transportation Strategy Area — Need Indicators~~**

~~The transit need indicator that will be used to determine the need to move to the next quality/level of service shall be ratio of passengers to seats for buses during peak period. When the ratio indicates that more than 90% of seats on a LYNX route are filled during peak periods, it shall be an indicator of the need to shift to the next quality level.~~

~~The pedestrian needs indicators that will be used to determine the need to move to the next quality/level of service shall include the following: presence of sidewalk gaps within ¼ mile of a transit stop and presence of sidewalk gaps abutting and within ¼ mile of mixed development within energy conservation overlay areas when new development or redevelopment projects that generate new transit trips are approved. When such gaps are identified within ¼ mile of a transit stop, it shall be an indicator of the need to shift to the next quality level, which shall be completion of the sidewalk. When such gaps are identified abutting and within ¼ mile of mixed developments, it shall be an indicator of the need to shift to the next quality level, which shall be completion of the sidewalk.~~

~~The bicycle needs indicator that will be used to determine the need to move to the next quality level of service shall be "gap in bike connection to LYNX stops and SunRail stations versus total miles of roads serving developing and redeveloping residential and mixed use areas". When the percentage exceeds 50%, it shall be an indicator of the need to shift to the next quality level, which shall be the removal of the gap.~~

### **~~Policy TRA 2.1.1.4 Southeast Transportation Strategy Area — Need Indicators~~**

~~The transit need indicator that will be used to determine the need to move to the next quality/level of service shall be "ratio of passengers to seats for buses during peak period". When the ratio indicates that more than 90% of seats on a LYNX route are filled during peak periods, it shall be an indicator of the need to shift to the next quality level.~~

~~The pedestrian needs indicators that will be used to determine the need to move to the next quality/level of service shall include the following: presence of sidewalk gaps within ¼ mile of a transit stop and presence of sidewalk gaps abutting and within ¼ mile of mixed development within energy conservation overlay areas when new development or redevelopment projects that generate new transit trips are approved. When such gaps are identified within ¼ mile of a transit stop, it shall be an indicator of the need to shift to the next quality level, which shall be completion of the sidewalk. When such gaps are identified abutting and within ¼ mile of mixed developments, it shall be an indicator of the need to shift to the next quality level, which shall be completion of the sidewalk.~~

~~The bicycle needs indicator that will be used to determine the need to move to the next quality level of service shall be "gap in bike connection to LYNX stops versus total miles of roads serving developing and redeveloping residential and mixed use areas". When the percentage exceeds 50%, it shall be an indicator of the need to shift to the next quality level, which shall be the removal of the gap.~~

#### **~~Policy TRA 2.1.1.5 SunRail Parking Area Needs Indicator~~**

~~It is Seminole County's policy to encourage links between modes of travel to the extent possible. Therefore, a Quality/LOS for parking at SunRail stations was not recommended during the 2010 amendment period. However, the County recognizes that, even with connections to LYNX routes at SunRail stations, and improvements to pedestrian and bicycle facilities to enable access by foot or bicycle, parking may become heavily utilized. The needs indicator for additional parking shall be consistent weekly utilization of 80% of parking spaces during peak periods. When that level of usage has been reached at a particular station, the County shall initiate planning for additional parking facilities. The County shall examine a number of alternatives, including but not limited to entering into recorded agreements with nonresidential property owners within a ¼ mile radius for reservation of parking spaces for SunRail users; seeking a partnership with a private sector developer to build structured parking at that station (including space for recharge of electric cars) in a profit-sharing agreement; and potential use of valet parking services at that station.~~

#### **Policy TRA 2.1.3.1 Reserved Level of Service for SR 436**

~~As part of the process of coordinating the County mobility strategy with those of the cities; the level of service standard for S.R. 436 within the Altamonte Springs City limits (from Spring Oaks Boulevard to east of the CSX railroad crossing) is LOS E, consistent with the adoption of the Transportation Concurrency Exception Area (TCEA) by the City of Altamonte Springs generally following the S.R. 436 corridor within the City limits as shown in *Exhibit TRA: Transportation Concurrency Exception Areas—Dense Urban Land Area*.~~

#### **Policy TRA 2.1.9 Concurrency Management System and Ongoing Monitoring Program**

Outside of the Dense Urban Land Area/Transportation Concurrency Exception Area (DULA/TCEA), the County shall maintain its Concurrency Management System (CMA) that monitors transportation level of service for facilities and services for which the County has established minimum acceptable level of service standards. The purpose of the CMS is to ensure that adequate public facilities and services are available or are scheduled to be available in a manner which is consistent with State law. The County shall continue the ongoing program in order to:

- A Monitor operating conditions on transit, arterial and collector roadways;
- B Collect and evaluate data for the potential establishment of multi-modal quality levels of service where possible;
- C Collect and evaluate data for the establishment of peak hour level of service thresholds and maximum service volumes based on operational analysis of roadways; and

- D Establish procedures for measuring bicycle and pedestrian facility availability and use; and
- E Establish procedures for measuring roadway level of service thresholds using either travel speeds or traffic volumes.

In implementing the program the County shall utilize methodologies, techniques and procedures based on the ~~2000~~ latest edition of the Highway Capacity Manual, such as, Travel Time and Delay Studies, arterial analysis procedures and other operational analysis techniques. The County shall collect transportation system characteristics data in support of the program utilizing various data collection activities, which may include:

- ~~FA~~ Pedestrian and bicycle studies;
- ~~GB~~ Transit ridership studies and counts;
- ~~HC~~ Travel time and delay studies;
- ~~ID~~ Traffic counts;
- ~~JE~~ Traffic ~~accident-crash~~ reporting and speed studies;
- ~~KF~~ Intersection studies;
- ~~LG~~ Data from the roadway characteristics inventory; and
- ~~MH~~ Data reported by the closed loop signal system.

The County shall coordinate its efforts with other public and private entities.

**OBJECTIVE TRA 2.2 URBAN CENTERS AND CORRIDORS LAND USE, PERFORMANCE FRAMEWORKS, ~~ENERGY CONSERVATION~~, AND MOBILITY COORDINATION**

The County shall establish and enforce land use, performance frameworks and mobility policies, quality/level of service standards and land development regulations in major transit development/redevelopment corridors and mixed-use centers that coordinate the transportation system with the land uses shown in the Future Land Use map, and that discourage urban sprawl, encourage energy conservation, reduce vehicle miles traveled, and reduce greenhouse gas emissions through implementation of the following policies.

**Policy TRA 2.3.2.1 Evaluate Land Development Code for Pedestrian and Bicycle Design**

~~By 2011, the~~The County shall annually evaluate the Land Development Code requirements, guidelines and incentives that encourage the design of well-connected pedestrian and bicycle facilities and circulation systems that promote walking and biking and encourage the use of alternatives to the single-occupant vehicle as a mode of transportation.

**Policy TRA 2.3.2.2 Evaluate Regulations and Policies for Multi-Modal Design Standards**

~~By 2011, the~~The County shall annually evaluate Land Development Code requirements, guidelines, and incentives and County investment policies and incentives to implement integrated, multi-modal transportation/development/ redevelopment corridor design standards (“Complete Streets”) for transportation improvements throughout the Dense Urban Land Area/Transportation Concurrency Exception Area .

### **Policy TRA 2.3.2.3 Include Regulations for High Technology Development**

~~By 2011, the~~ The County shall update the Land Development Code when needed to stay current with include guidelines, and incentives that provide for high-technology ("smart building") upgrades for telecommunications, energy efficiency, Leadership in Energy and Environmental Design (LEED), Green Design and other emerging innovative features.

### **Policy TRA 2.3.3.2 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 continue to support efforts of local transit providers to provide bicycle racks on all transit vehicles.
- D The County shall encourage local transit providers to evaluate the provision of service to the Orlando Sanford International Airport.
- E The County shall support efforts by LYNX to operate a possible bus rapid transit line on State Road 436.
- F The County shall support efforts by LYNX and FDOT to offer NeighborLink PickUpLine service in areas not now served, such as the Red Bug Lake Road area, in order to create a more "transit ready" mobility system.
- G ~~The County shall continue to support the City of Altamonte Springs and LYNX in their efforts to establish and maintain the Altamonte Springs Flexbus Project, which will operate through use of Intelligent Transportation Systems to accept customer reservations and dispatch vehicles, and will connect key activity centers in the City with the Altamonte Springs SunRail station.~~
- H The County shall continue to support the efforts of LYNX to improve air quality by converting its fleet to biodiesel and compressed natural gas.

### **Policy TRA 2.3.6 Require Context-Sensitive Design**

The County shall require that all new or improved roadways be designed and constructed in manner that is supportive and reflective of adjacent land uses and development patterns.

In accordance with the Future Land Use Element, the County shall adopt performance frameworks that address the entire right of way and enable creation of "Complete Streets" in urban all areas where needed-feasible.

### **Policy TRA 2.3.7 Enforce Performance Frameworks**

The visual and functional characteristics of streets are important in the creation of the community. The performance frameworks include:

~~NA~~ Streets should be recognized as public open space.

~~OB~~ Streets should accommodate a mix of travel modes including vehicles, bicycles, transit and pedestrians per the complete street principles ("Complete Streets").

C Streets should be examined holistically, considering the pavement, curbing, bikeways, pedestrian ways, lighting signs, front yard setback areas and building facades.

### **Policy TRA 2.3.10 Safety Considerations for New or Expanded Roadways**

For new or expanded roadways, the County shall ~~continue to consider adding an additional width of the outside lanes on multi-lane roadways with curbs and gutters and on rural roads utilize complete street principles~~ to enhance safe operating conditions on the roadways for both motorized and non-motorized roadway users.

### **Policy TRA 2.3.11 On-Street Parking in Retail Districts**

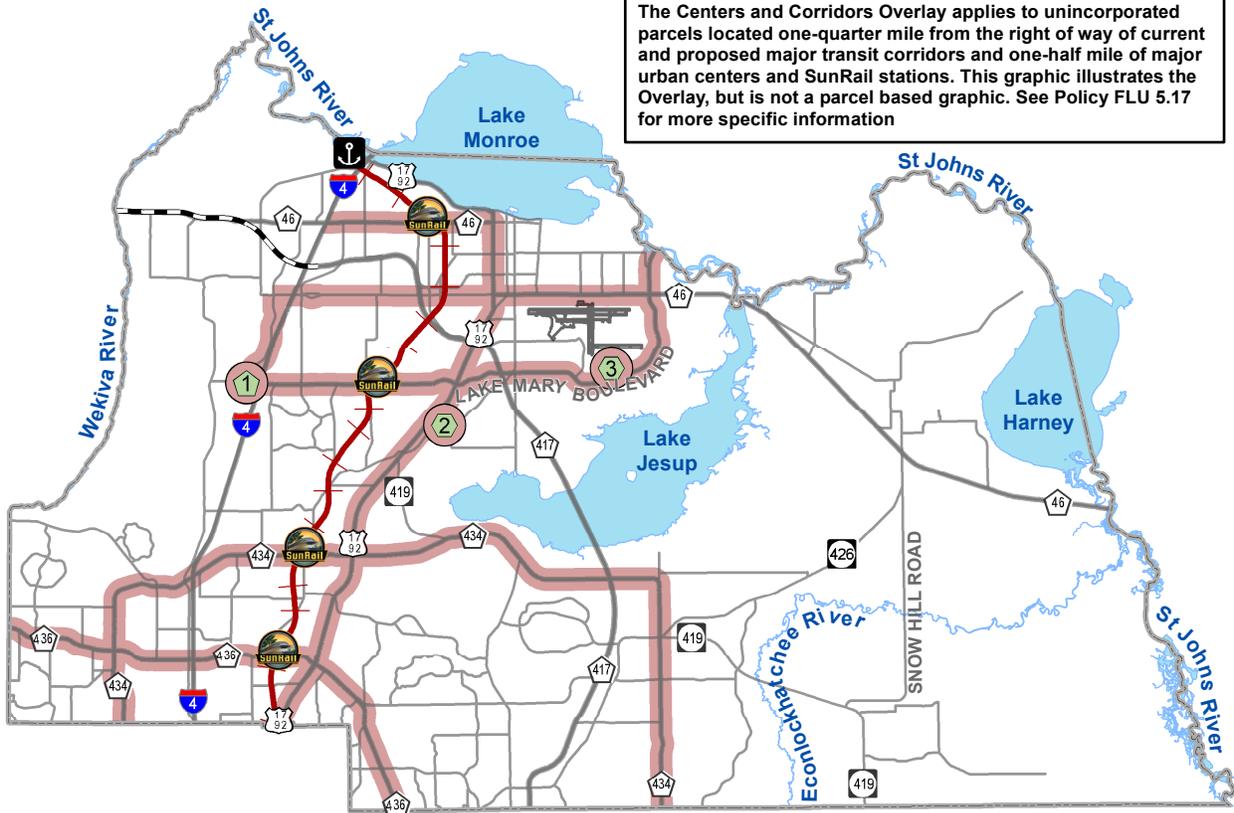
Within retail districts adjacent to designated development corridors and within mixed use centers, the County shall encourage the inclusion of on-street parking except where deemed unsafe or unnecessary in accordance with complete street principles.

### **Policy TRA 3.4.26.4 Context Sensitive Street Design**

Seminole County shall, in conjunction with the Florida Department of Transportation and the cities of Longwood, Lake Mary, Sanford, and Altamonte Springs, develop and implement context-sensitive street improvements within SunRail station areas that prioritize pedestrian movement and safety based on the complete streets principles.

# Urban Centers and Corridors Overlay

The Centers and Corridors Overlay applies to unincorporated parcels located one-quarter mile from the right of way of current and proposed major transit corridors and one-half mile of major urban centers and SunRail stations. This graphic illustrates the Overlay, but is not a parcel based graphic. See Policy FLU 5.17 for more specific information



5 Miles

### LEGEND



-  Port of Sanford
-  Orlando Sanford International Airport
-  Major Thoroughfares
-  Other Streets
-  Wekiva Parkway (Planned)
-  SunRail Line
-  Major Waterbodies
-  County Boundary
- Urban Centers**
-  International Parkway - South
-  Reagan Center
-  Seminole County Sports Complex
-  SunRail Station
- Urban Corridors**
-  Urban Corridors

Ordinance No. \_\_\_\_\_

# SEMINOLE COUNTY FUTURE LAND USE DESIGNATIONS AND ALLOWABLE ZONING CLASSIFICATIONS DISTRICTS

***Notes and Comments Integral to and Part of the Future Land Use Designations and Allowable Zoning Classifications Table Policy Notes Integral to and Part of the Table Entitled "Future Land Use Designations and Allowable Zoning Districts"***

<sup>1</sup> See Policy FLU 1.9 and Objective FLU 12 for all parcels located within the Wekiva River Protection Area and Objective 13 for all parcels within the Wekiva Study Area. See Policy FLU 1.10 for all parcels located within the Econlockhatchee River Protection Area.

<sup>2</sup> See Future Land Use Element Policies, future land use definitions and Land Development Code provisions for more specific land use definitions and requirements.

<sup>3</sup> Net Buildable Acres is defined as: within the Urban Service Area of Seminole County - the total number of acres within the boundary of a development excluding natural lakes and wetlands or floodprone areas; or within the East Rural Area as identified by Exhibit FLU: Special Area Boundaries - the total number of acres within the boundary of a development excluding areas devoted to road rights of way, transmission power line easements, natural lakes and wetlands or floodprone areas. For purposes of this definition, a development is defined as: for properties with PD (Planned Development) zoning - all property included within the legal description of the approved PD zoning ordinance and/or Development Order; or for properties in all zoning districts other than PD (Planned Development) - all property included within the final subdivision plat or site plan. The square feet of building divided by the net buildable acres within a development site, is used as a measure of the intensity of nonresidential development.

<sup>4</sup> Existing sites (as of Sept. 11, 1991) are permitted per Policy FLU 10.4. No new sites within Suburban Estates are permitted.

<sup>5</sup> The Comprehensive Plan sets forth the range of potential uses of property in the context of a specific planning horizon and provides for a wide array of potential zoning classifications within each future land use designation. The zoning classifications indicated in the table for each land use designation may be considered for approval, but are not guaranteed. The appropriateness of a requested zoning classification on a particular parcel of property is determined based on availability of public facilities and services, impacts on natural resources, compatibility with surrounding zoning and uses, and requirements of the Land Development Code. See Policy FLU 17.4, Relationship of Land Use to Zoning Classification.

<sup>6</sup> The following zoning classifications require a site development plan in conjunction with a rezoning application: PD, RP, OP, R-3, R-3A, R-4, RM-2, RM-3. See Land Development Code for specific submittal requirements.

**Commercial:** Commercial land use designations may be developed as mixed commercial/residential planned developments per Policy FLU 5.2.

**Environmentally Sensitive Lands Overlay:** The exact boundary of Environmentally Sensitive Land Overlay areas is determined at time of development order or permit approval. All development must comply with applicable Land Development Code requirements addressing natural resource characteristics of the specific site, which take precedence over the underlying future land use designation. (See Definitions of Future Land Use Designations in FLU Element regarding allowed uses and special provisions of development).

**Higher Intensity Planned Development:** Policies FLU 5.6 through FLU 5.14 and the definitions of HIP future land use in this Plan establish the allowable uses and special provisions for development within this future land use designation. Limitations relating to height and noise contours may restrict maximum densities within the HIP-Airport area.

**Low Density Residential:** See Policy FLU 10.1 Affordable and Workforce Housing Density Bonuses, and Policy HSG 3.3 Affordable Housing Density Bonus.

**Mixed Development:** Policy FLU 5.15 and the definition of MXD future land use in this Plan establish the uses and special provisions for development within this future land use designation.

**Office:** Architectural standards may be required for compatibility with adjacent residential development. See Office future land use definition.

**Planned Development:** Planned Development (PD) land use designations are made through applicant-requested amendments to the Future Land Use Map. Plan amendments to PD must be accompanied by a PD rezoning application including master development plan per Section 30.445 of the Land Development Code. See Definitions of Future Land Use Designations section of Future Land Use Element for details on architectural compatibility.

**Preservation/Managed Lands:** The PML land use designation consists of natural lands owned by Seminole County or other governmental agencies. See Definitions of Future Land Use Designations for purposes and allowable uses. Properties within the PML designation may retain their existing zoning classifications as of the PML adoption date.

**Recreation:** Properties in PD, A-3, A-5, and A-10 may be amended to the Recreation future land use designation without the need to undergo rezoning. The purpose of permitting these zoning classifications in Recreation is to recognize existing zoning while precluding development on publicly owned property within the Recreation land use designation.

**Rural-3, Rural-5 and Rural-10:** PD zoning is permitted within the Econlockhatchee River Basin only where a transfer of density is to be used in accordance with the provisions of the Econlockhatchee River Protection Overlay Standards Classification.

FUTURE LAND USE / OVERLAY	NET RESIDENTIAL DENSITY/INTENSITY	ALLOWABLE ZONING CLASSIFICATIONS DISTRICTS
Notes: 1,2	Note: 3 and *	Notes: 5,6
<b>Environmentally Sensitive Lands Overlay</b>	Overlay informational land designation indicating protected wetland and flood prone areas.	NA
<b>Urban Centers and Corridors Overlay</b>	Overlay areas with incentives to encourage a development pattern consistent with the Central Florida Regional Growth Vision (see Policy FLU 5.17)	NA
<b>Rural-10</b>	Maximum 1 DU/10AC or 1 DU/5AC if units are sited specifically on 1 acre lots	PLI, PD, A-10
<b>Rural-5</b>	Maximum 1 DU/5AC	PLI, PD, A-5, A-10
<b>Rural-3</b>	Maximum 1 DU/3AC	PLI, PD, A-3, A-5, A-10
<b>Suburban Estates</b>	Maximum 1 DU/AC	A-1, RC-1, PLI, PD, RM-3 <sup>4</sup>
<b>Low Density Residential (LDR)</b>	Maximum 4 DU/AC	R-1, R-1A, R-1AA, R-1AAA, R-1AAAA, A-1, RC-1, PLI, PD
	Maximum 7 DU/AC (Affordable Housing only) with affordable housing (see Policy HSG 3.3)	PD, R-AH
<b>Medium Density Residential (MDR)</b>	Maximum 10 DU/AC, Maximum 12 DU/AC with affordable housing (see Policy HSG 3.3)	RM-1, RM-2, R-2, R3-A, R-1B, R-1BB, RP, all LDR zonings, PD
<b>High Density Residential</b>	Maximum residential density - 20 DU/AC <u>Maximum 22 DU/AC with affordable housing (See Policy HSG 3.3)</u>	R-3, R-3A, R-4, all MDR zonings, PD
<b>Mixed Development</b>	<ul style="list-style-type: none"> <li>• Maximum residential density - 30 DU/AC (maximum 40 DU/AC per Policy FLU 5.15)</li> <li>• Maximum FAR - 0.60 (Commercial and Industrial) (additional FAR allowable per Policy FLU 5.15)</li> <li>• Maximum FAR - 1.0 (see Policy FLU 5.15)</li> </ul>	PLI, C-1, C-2, PD, and zoning in place at time Mixed Development designation was assigned.
<b>Planned Development</b>	Determined at time of Plan amendment, noted on FLUM. Max density/intensity: See Policy FLU 5.16; link to table on Comprehensive Plan webpage	PD
<b>Higher Intensity Planned Development – Core</b>	<ul style="list-style-type: none"> <li>• Minimum residential density – 20 DU/AC</li> <li>• Maximum residential density – 50 DU/AC</li> <li>• Minimum FAR – 0.5</li> <li>• Maximum FAR – 1.0</li> </ul>	PD, PLI
<b>Higher Intensity Planned Development – Transitional</b>	<ul style="list-style-type: none"> <li>• Maximum residential density – 20 DU/AC</li> <li>• Maximum FAR – 0.35</li> </ul>	PD, PLI
<b>Higher Intensity Planned Development – Target Industry</b>	<ul style="list-style-type: none"> <li>• Abutting single-family residential area – 20 DU/AC**</li> <li>• All other areas – 50 DU/AC**</li> <li>• FAR abutting single-family residential area – 0.35</li> <li>• FAR all other areas – 1.5</li> </ul>	PD, PLI Also, MDR and Office zoning classifications only where such development buffers existing single family subdivisions from target industry.
<b>Higher Intensity Planned Development – Airport</b>	<ul style="list-style-type: none"> <li>• Maximum residential density – 30 DU/AC</li> <li>• Maximum FAR – 1.0</li> </ul>	PD, PLI
<b>Office</b>	Maximum FAR – 0.35	OP, RP, A-1, PD, PLI
<b>Commercial</b>	Maximum FAR – 0.35	CN, CS, C-1, C-2, A-1, PD, PLI, OP, RP
<b>Commercial (see Policy FLU 5.2)</b>	Medium to high density residential uses <u>Range 10 – 20 DU/AC</u>	
<b>Industrial</b>	Maximum FAR - 0.65	C-3, C-2, C-1, M-1A, M-1, M-2, A-1, OP, PD, PLI
<b>Public, Quasi-Public</b>	Maximum FAR - 0.65	PLI, A-1
<b>Preservation / Managed Lands</b>	Maximum - 0.10	PLI
<b>Recreation</b>	Maximum FAR - 0.50	PLI, A-1, PD, A-3, A-5, A-10

\* Residential uses permitted where ancillary to a target industry and integrated into a development per Policy FLU 5.8.

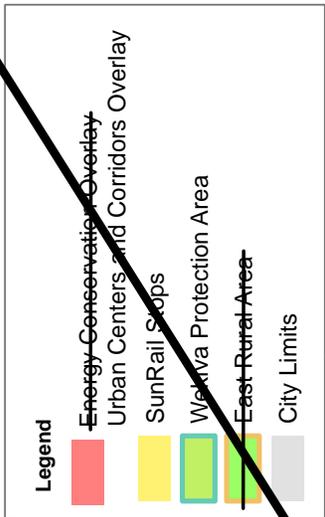
\*\* Dwelling Units Per Net Buildable Acre (DU/AC) and Floor Area Ratios (FAR)

\* Dwelling Units Per Net Buildable Acre (DU/AC) and Floor Area Ratios (FAR) are the measurements of density or intensity of land use

\*\* Residential uses permitted per Policy FLU 5.8

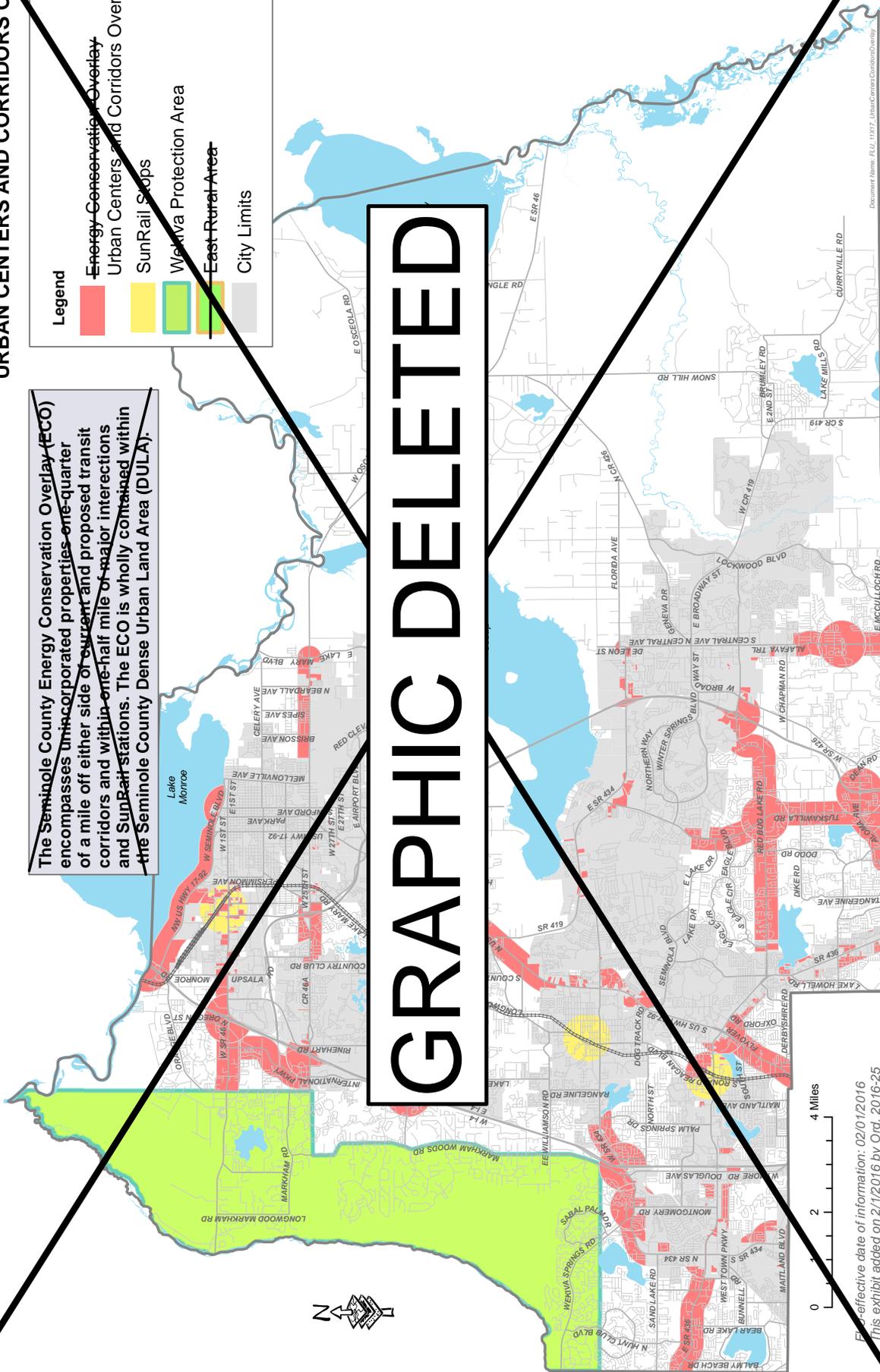
**Source: Seminole County Comprehensive Plan**  
Revised October 17, 2016 Ordinance Number \_\_\_\_\_

**ENERGY CONSERVATION OVERLAY-  
URBAN CENTERS AND CORRIDORS OVERLAY**

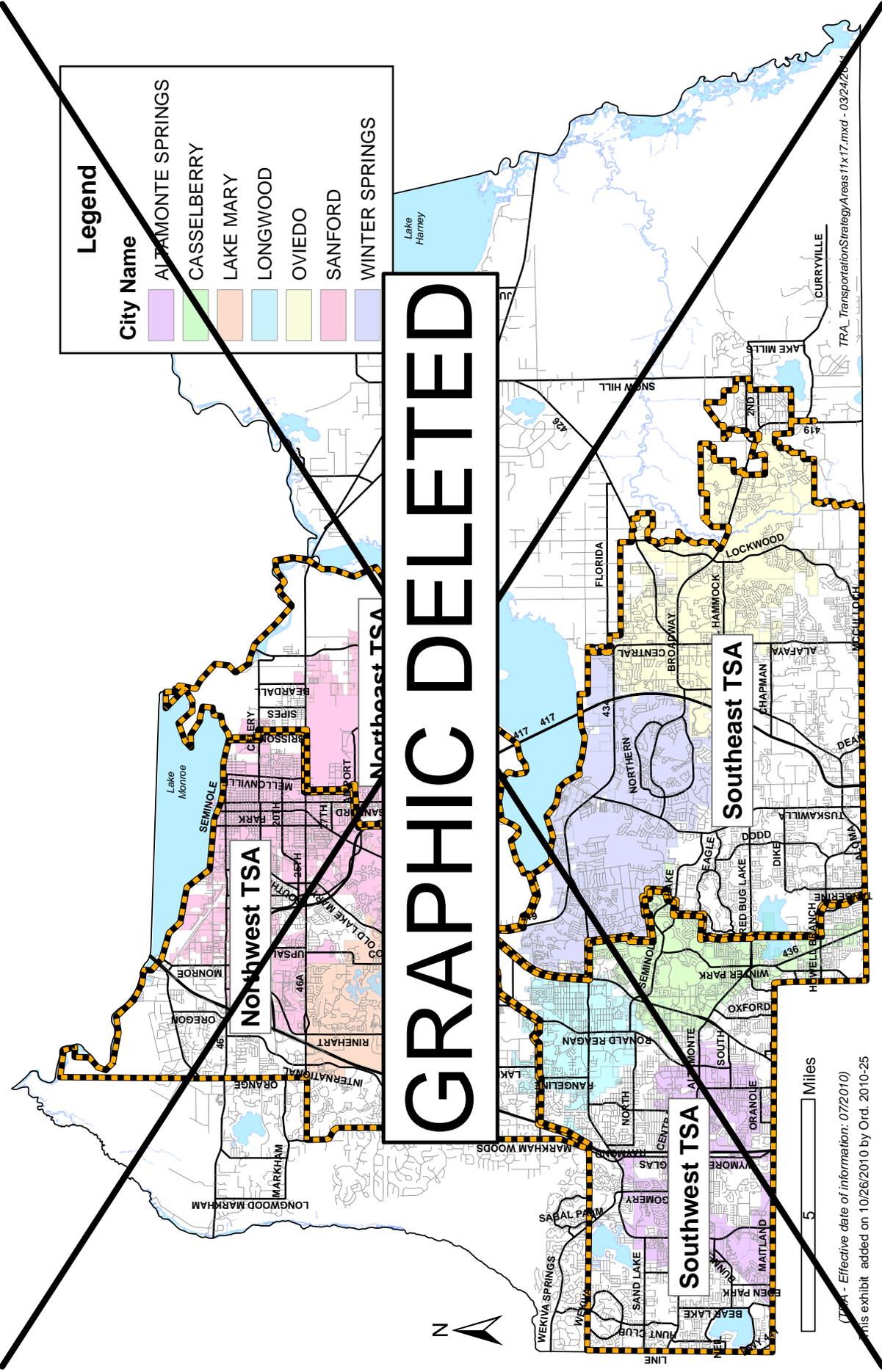


~~The Seminole County Energy Conservation Overlay (ECO) encompasses unincorporated properties one-quarter of a mile off either side of current and proposed transit corridors and within one-half mile of major intersections and SunRail stations. The ECO is wholly contained within the Seminole County Dense Urban Land Area (DULA).~~

**GRAPHIC DELETED**



Effective date of information: 02/01/2016  
This exhibit added on 2/11/2016 by Ord. 2016-25



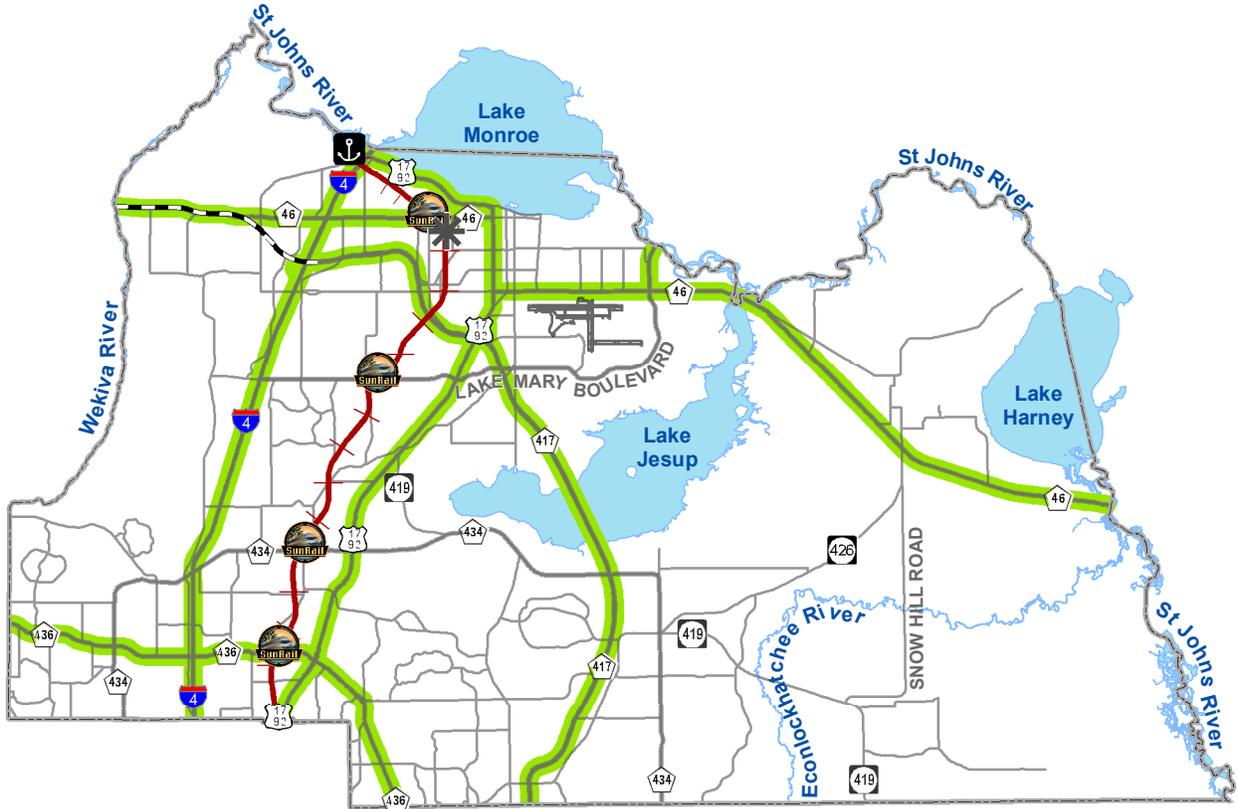
**Legend**

City Name	Color
ALTAMONTE SPRINGS	Purple
CASSELBERRY	Green
LAKE MARY	Orange
LONGWOOD	Light Blue
OVIEDO	Yellow
SANFORD	Pink
WINTER SPRINGS	Light Purple

**GRAPHIC DELETED**

5 Miles  
 (TSP - Effective date of information: 07/2010)  
 This exhibit added on 10/26/2010 by Ord. 2010-25

# Airport, Port, and Rail Facilities, Evacuation Routes 2016



5 Miles

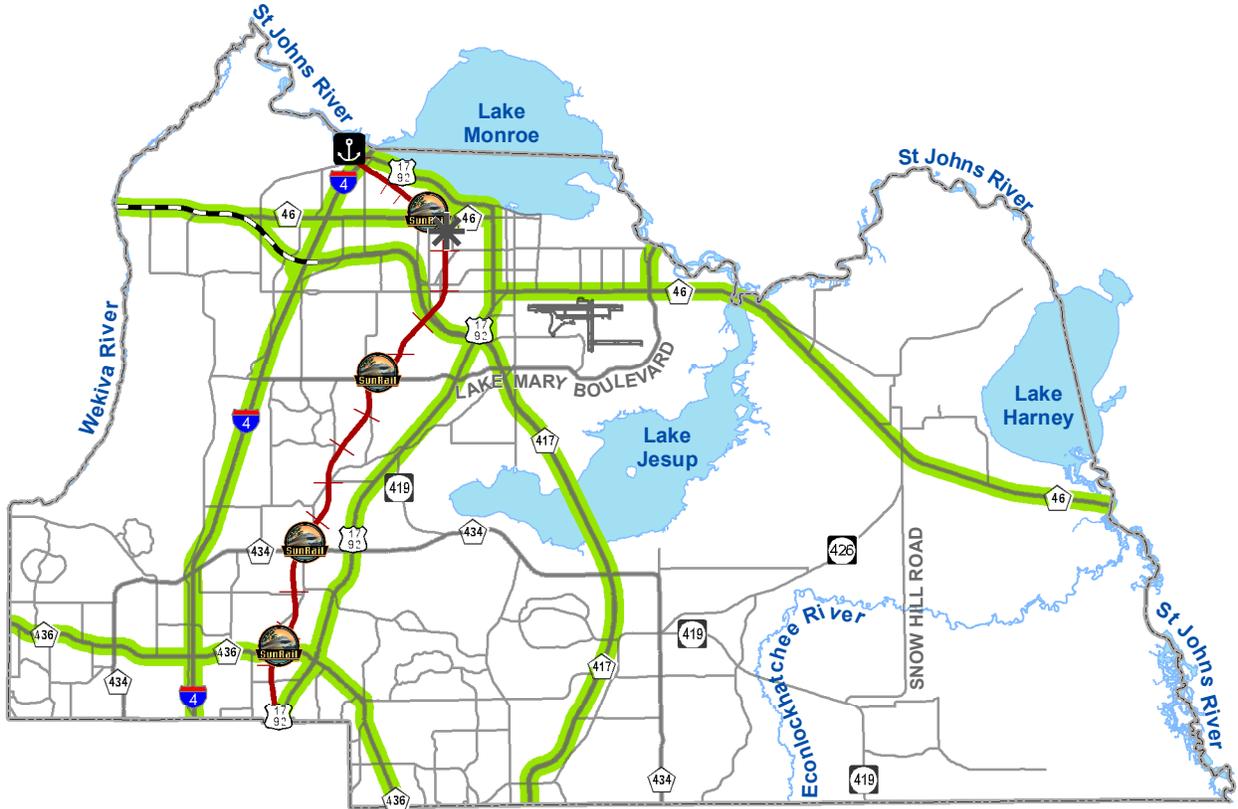
### LEGEND



-  Port of Sanford
-  Orlando Sanford International Airport
-  SunRail Station
-  Amtrak AutoTrain Station
-  Major Thoroughfares
-  Other Streets
-  Wekiva Parkway (Planned)
-  SunRail Line
-  Major Waterbodies
-  County Boundary
-  Evacuation Routes

Ordinance No. \_\_\_\_\_

# Airport, Port, and Rail Facilities, Evacuation Routes 2025



5  
 [Scale Bar] Miles

### LEGEND



- |                                       |                          |
|---------------------------------------|--------------------------|
| Port of Sanford                       | Wekiva Parkway (Planned) |
| Orlando Sanford International Airport | SunRail Line             |
| SunRail Station                       | Major Waterbodies        |
| Amtrak AutoTrain Station              | County Boundary          |
| Major Thoroughfares                   | Evacuation Routes        |
| Other Streets                         |                          |

Ordinance No. \_\_\_\_\_

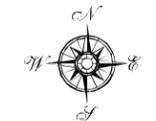
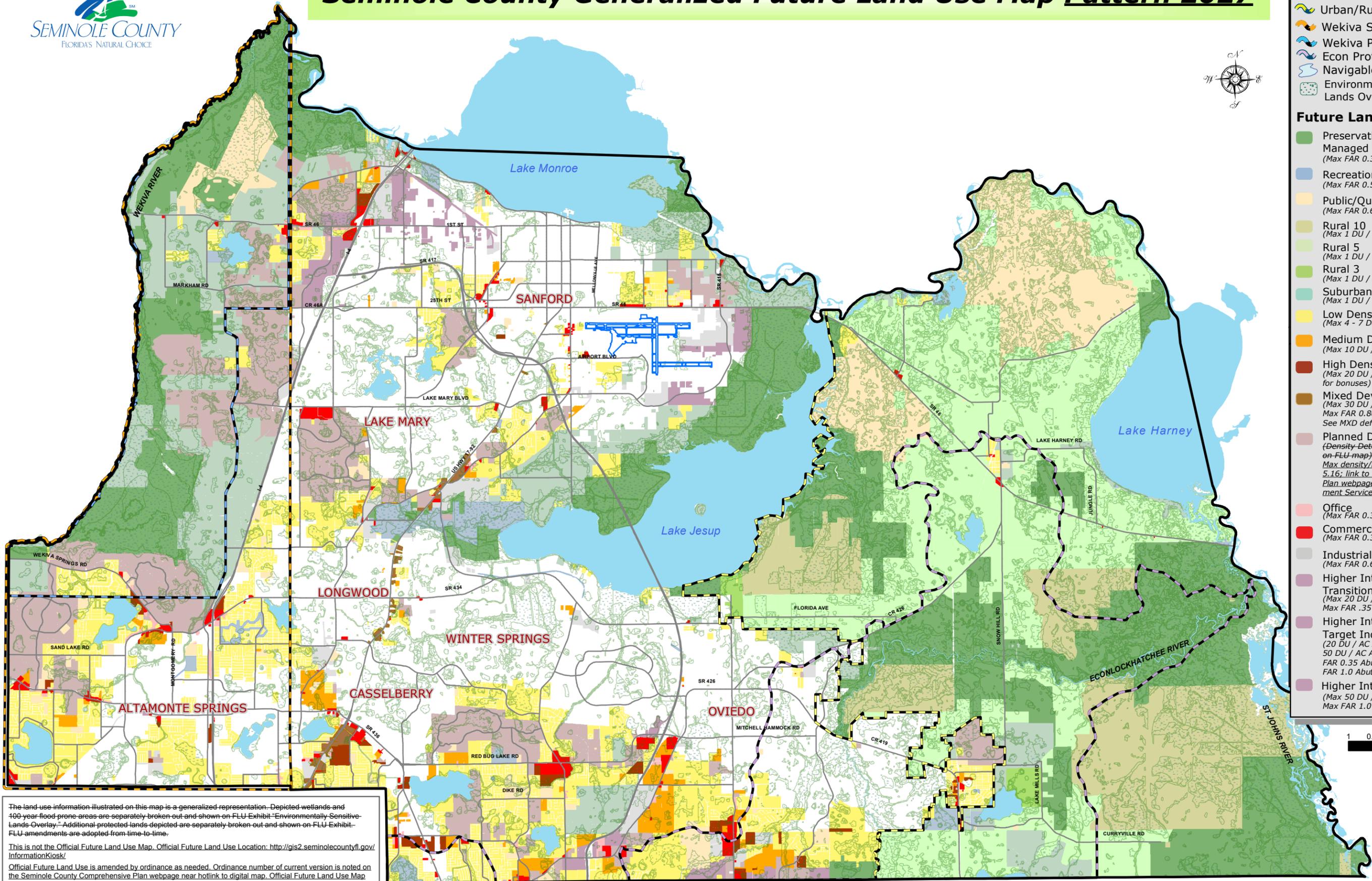
Transportation Element Exhibit

**Needed Unfunded Transportation Improvements**

Segment	From	To	Improvement
Interstate 4	<del>Orange County Line</del> <del>SR 434</del>	Volusia County Line	6+ Special Use Lanes
SR 426	Orange County Line	SR 417	Widen to 6 Lanes
SR 434	SR 436	Montgomery Rd	Widen to 6 lanes
SR 436	Interchange w/ Howell Branch		New Interchange
<del>IS 17-92</del>	<del>Lake Mary Blvd</del>	<del>Airport Blvd</del>	<del>Widen to 6 lanes</del>
<del>US 17-92</del>	<del>Interstate 4</del>	<del>French Avenue</del>	<del>Widen to 4 lanes</del>
<del>SR 434</del>	<del>SR 417</del>	<del>Mitchell Hammock Rd</del>	<del>Widen to 4 lanes</del>
<del>SR 46</del>	<del>SR 415</del>	<del>CR 426</del>	<del>Widen to 4 lanes</del>
<del>SR 414</del>	<del>Bear Lake Rd</del>	<del>Orange Seminole Line</del>	<del>Widen to 6 lanes</del>

Source: MetroPlan Orlando

# Seminole County Generalized Future Land Use Map Pattern 2027



### Legend

-  Urban/Rural Boundary
-  Wekiva Study Area
-  Wekiva Protection Area
-  Econ Protection Area
-  Navigable Water
-  Environmentally Sensitive Lands Overlay

### Future Land Use:

-  Preservation/Managed Lands (Max FAR 0.30)
-  Recreation (Max FAR 0.50)
-  Public/Quasi-Public (Max FAR 0.65)
-  Rural 10 (Max 1 DU / 10 AC)
-  Rural 5 (Max 1 DU / 5 AC)
-  Rural 3 (Max 1 DU / 3 AC)
-  Suburban Estates (Max 1 DU / AC)
-  Low Density Res (Max 4 - 7 DU / AC)
-  Medium Density Res (Max 10 DU / AC)
-  High Density Res (Max 20 DU / AC See HDR def for bonuses)
-  Mixed Development (Max 30 DU / AC Res; Max FAR 0.80 Nonres; See MXD def for incentives/bonuses)
-  Planned Development (Density Determined by use noted on FLU map) Max density/intensity: See Policy FLU 5.16; link to table on Comprehensive Plan webpage; or contact Development Services Department
-  Office (Max FAR 0.35)
-  Commercial (Max FAR 0.35)
-  Industrial (Max FAR 0.65)
-  Higher Intensity PD, Transitional (Max 20 DU / AC, Res; Max FAR .35)
-  Higher Intensity PD, Target Industry (20 DU / AC Abutting Res; 50 DU / AC Abutting Other Areas; FAR 0.35 Abutting Res; FAR 1.0 Abutting Other Areas)
-  Higher Intensity PD, Airport (Max 50 DU / AC, Res; Max FAR 1.0)



The land use information illustrated on this map is a generalized representation. Depicted wetlands and 400-year flood-prone areas are separately broken out and shown on FLU Exhibit "Environmentally Sensitive Lands Overlay." Additional protected lands depicted are separately broken out and shown on FLU Exhibit. FLU amendments are adopted from time to time.

This is not the Official Future Land Use Map. Official Future Land Use Location: <http://gis2.seminolecountyfl.gov/InformationKiosk/>

Official Future Land Use is amended by ordinance as needed. Ordinance number of current version is noted on the Seminole County Comprehensive Plan webpage near hotlink to digital map. Official Future Land Use Map alone does not guarantee particular use on a site; approval must be consistent with Goals, Objectives and Policies for the Seminole County Comprehensive Plan.

Ordinance Number \_\_\_\_\_