

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 AND RECREATION AND OPEN SPACE ELEMENTS TO UPDATE TEXT AND EXHIBITS, ADD DEFINITIONS, MODIFY ALLOWABLE USES IN A FUTURE LAND USE DESIGNATION, AND EXPLAIN IMPLEMENTATION OF OVERLAYS; 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 a Large Scale Text Amendment; 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 4, 2015, 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 March 8, 2016 and May 24, 2016, 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 ss. 163.3177, 163.3178, 163.3180, 163.3191, 163.3245 and 163.3248, 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 A-4" (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- A4	2015.TXT01	Introduction, Future Land Use, Housing, Implementation, Intergovernmental Coordination and Recreation and Open Space	11/4/2015	3/8/2016 5/24/2016

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) This Ordinance will take effect upon filing a copy of this Ordinance with the Department of State by the Clerk of the Board of County Commissioners; but the effective date of the Plan amendments set forth in this Ordinance, if the amendment is not challenged in a timely manner, will be no earlier than thirty-one (31) days after the date the State Land Planning Agency notifies the County that the Plan amendment package

is complete. If challenged within the appropriate time period, this amendment will become effective on the date the State Land Planning Agency or the Administrative Commission enters a final order determining the 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 th 24 day of May, 2016

BOARD OF COUNTY COMMISSIONERS
OF SEMINOLE COUNTY, FLORIDA

By: *John Horan*
JOHN HORAN, CHAIRMAN

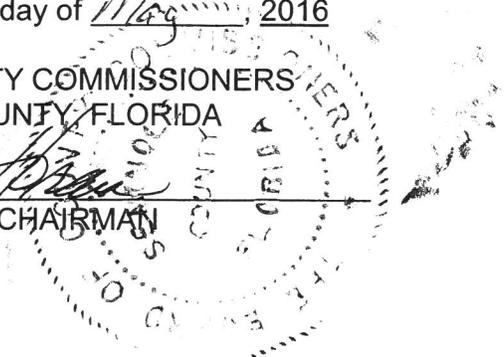


EXHIBIT A1

Introduction, Future Land Use, Housing, Implementation, Intergovernmental Coordination and Recreation and Open Space Elements

Text Amendments 2015.TXT.

INTRODUCTION Purpose, History, and Definitions

ADJACENT

For purposes of determining compatibility of land uses and/or the necessity of buffering land uses, 'adjacent' means properties that share a boundary or lot line, properties that touch at a point; properties that are separated by pedestrian, equestrian or bicycle paths (paved or unpaved); or properties that are separated by an alley or a local road.

LAND USE OVERLAY

A geographic area specified within the Future Land Use Element of the Seminole County Comprehensive Plan that is placed over an existing Future Land Use designation or designations and which identifies special conditions in addition to, or overriding, the provisions of the underlying base future land use under set circumstances as specified by the overlay. The overlay can share common boundaries with the underlying future land use designation(s) or may cut across the boundaries of the underlying designations. The purposes of the overlay may include preservation of a specific resource or public asset, protection of public safety from a hazard, or identification of areas in which urban development of a specified form is desired and for which incentives may be offered to encourage such development.

FUTURE LAND USE ELEMENT

Issue FLU 4 *Exhibit FLU: Future Land Use Map, Based On Growth, Economic Development and Redevelopment Needs.*

Exhibit FLU: Future Land Use Map was originally based only on the amount of land use by type needed to accommodate the County's projected growth during the planning period.

~~Text describing the Exhibit FLU: Future Land Use Map adopted as part of the Vision 2020 Comprehensive Plan stated that the County would experience a shortage of vacant developable land for single and multi-family development between 2015 and 2020. However, the 2006 Evaluation and Appraisal Report (EAR) found that the focus for development for most of unincorporated Seminole County had shifted from "greenfield" development to infill and redevelopment, as noted above. The Exhibit FLU: Future Land Use Map adopted during the EAR-based amendment cycle of 2008 therefore reflects redevelopment and potential infill development opportunities in~~

the unincorporated County as ~~a the~~ major means of accommodating projected population and employment increases. Redevelopment typically proceeds at a slower rate than initial “greenfield” development, so the rate of overall development in Seminole County was anticipated to slow to an average of 15% annually. ~~As a result of the fact that redevelopment occurs at a slower rate, the previously anticipated shortage of vacant residential land before the end of the new planning horizon of 2025 was no longer valid.~~

The 2006 EAR did project population increases, but not of the magnitude experienced during the years of rapid development of large vacant properties. Absent large vacant land tracts, the absorption of new residents (even if at a lower rate) meant a greater emphasis on the use of formerly overlooked small or odd-sized “infill” tracts in urban areas, and the revitalization of declining neighborhoods and transportation corridors such as US 17-92.

Following completion of the County’s 2006 [Evaluation and Appraisal Report 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 will be~~ 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 Altamonte Springs land contains existing moderate income neighborhoods that want to retain their single family character. Future land owners may be interested in redevelopment supportive of rail commuters when the system is initiated; therefore, the description of the Mixed Development (MXD) land use designation was written to include lands adjacent to commuter rail stations as appropriate locations.~~

~~In addition, T~~the stations themselves and their parking areas ~~are will be~~ the responsibility of Seminole County. These station sites ~~and surrounding sites~~ may ~~become long term locations acceptable for public-private partnership facilities containing passenger amenities (such as news stands and beverage to go kiosks) intended as incentives to attract ridership. As such, the station locations may become attract~~ future mixed-use developments~~s locations~~. Potential land use alternatives for sites in proximity to commuter rail locations were evaluated by the County as part of the [2006 Evaluation and Appraisal EAR](#)~~-based~~ amendment analysis needed to update the [Comprehensive Plan](#), and continued to be evaluated during the [2015-16 Evaluation and Appraisal process Transportation Element](#).

~~A new ‘target area’ for potential higher wage jobs was identified by the Board of County Commissioners in 2007, and potential amendments to both text and the Exhibit FLU: Future Land Use Map to implement the new target area will be considered following the EAR based amendment process. This new target area will be the “Seminole Way”, an area that runs north from State Road 426 in the City of Oviedo to Interstate 4 in the City of Sanford,~~

~~following the State Road 417 GreeneWay Corridor. The Seminole Way economic target area is highly correlated with SR 417 interchange areas and the attraction of high quality, high wage jobs to these areas. The intent of this target area is to connect to the similar "Innovation Way" in Orange County. In doing so, Seminole County will be fostering a regional corridor of higher paying employment, in support of the principles of the Central Florida Regional Growth Vision to encourage a diverse, globally competitive economy. A variation of the County's High Intensity Planned Development (HIP) land use is being considered as the model for potential land use changes that may be requested by interested property owners at interchanges serving this corridor. The Seminole Way corridor development will not encroach into environmentally sensitive areas, including the Black Hammock, or East Rural Area.~~

~~At the end of 2007 and beginning of 2008, the national economy experienced a recession. This economic downturn also affected Seminole County. A good indicator of the decline was the change in building permits issued for single family residences. The total of such permits issued in 2005, according to the US Census, was 3,810. In 2006, the total was 2,707. By 2007, the total was 1,826; in 2008, the total was 913, and in 2009, the total was 643. The Bureau of Economic and Business Research (BEBR) at the University of Florida issued population estimates for 2008 for counties in Florida that showed population losses in many instances. The BEBR projections for Seminole County show a slight population decline, followed by a slight gain in 2010, with a consistent growth through the end of the 2030 projection period. This slower growth is more consistent with the redevelopment scenario envisioned by Seminole County in 2008. The gain projected by BEBR is approximately 23%, which is slightly higher than the original growth pace that the County projected in 2008. However, ~~G~~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 Energy Conservation Overlay (see *FLU Series - Urban Centers and Corridors Energy Conservation Overlay*) that are consistent with the Central Florida Regional Growth Vision, ~~and which were identified in response to the 2008 House Bill 697 energy conservation law~~, Seminole County may attract a greater share of the projected regional population growth by 2030.~~

Issue FLU 5 Urban Sprawl

~~Subsection 163.3177 (6) (a), Florida Statutes Rule 9J-5.006, Florida Administrative Code, requires required local government plans to contain specific provisions to discourage urban sprawl. Urban sprawl is often one of the major threats to preservation of rural and environmentally valuable areas, undermines redevelopment efforts, wastes energy, and results in higher costs for urban services. Sprawl is further defined by Subsection 163.3177 (6) (a). 9. A. (I) through (XIII), Florida Statute. ~~the Florida Department of Community Affairs (Department) as scattered, poorly planned development occurring at the edge of urban and rural areas which frequently invades land important for natural resource protection. Types of urban sprawl land use patterns include leapfrog development, strip development along a roadway and large expanses of low density, single use development. Urban sprawl, as defined by Statute the Department, has not~~~~

occurred in unincorporated Seminole County. Extensive revisions to the County's *Exhibit FLU: Future Land Use Map* in 1987 to redesignate vacant and infill areas for urban development intensities helped to prevent urban sprawl. In addition to that major update and long standing Environmentally Sensitive Lands policies and regulations, a 1991 study and Plan amendment that established the East Rural Area and an Urban/Rural Boundary also prevented urban sprawl while protecting natural resource and Rural Areas.

Additional steps such as creation of the Higher Intensity Planned Development (HIP) future land use series, identification of an [urban centers and corridors energy conservation](#) overlay in which more compact redevelopment patterns, with sound jobs to housing balance, will be incentivized, (see *FLU Series -- Urban Centers and Corridors Energy Conservation Overlay*) and purchase of Natural Lands have also addressed urban sprawl. The use of the HIP land use designation discourages sprawl by providing appropriate locations for desired "target" (higher wage) jobs at locations served by necessary transportation and utility infrastructure. Such industry might otherwise seek locations in remote rural areas. The use of an [urban centers and corridors energy conservation](#) overlay incentivizes a mixed development pattern consistent with the Central Florida Regional Growth Vision, where appropriate services can be provided, guided by performance criteria that will ensure compatibility with adjacent uses, [and support a multimodal transportation network](#) ~~enable reduction of vehicle miles traveled and result in reduction of greenhouse gases.~~

Both the HIP land use series and the Mixed Development (MXD) land use designation also discourage sprawl development [and reduce greenhouse gases](#) by allowing residential uses in proximity to major employment opportunities as well as recreation and shopping opportunities. The concentrated development pattern enabled by HIP and MXD land use designations is more easily served by public transit and can be built in a pedestrian-friendly manner, ~~thus contributing to energy efficiency and reduced greenhouse gases.~~

Issue FLU 6

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

One of the Major Issues addressed by the 2006 Evaluation and Appraisal Report (~~EAR~~) was "Infill Development and Redevelopment". The [Report EAR](#) 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 ~~and reduce greenhouse gases~~. The County's redevelopment strategy has two major focuses: (1) community development target areas; and (2) economic redevelopment areas.

Redevelopment and removal of blight is achieved by identifying appropriate future land use designations and overlay zones on the *Exhibit FLU: Future*

Land Use 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 (~~EAR~~), under the Major Issue "Infill Development and Redevelopment" also called for designation of areas in need of economic redevelopment as mixed development sites. The 2008 EAR-based administratively-initiated Future Land Use Map amendments, designating 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 Energy Conservation Overlay](#) further supports ~~both~~ the Central Florida Regional Growth Vision and the ~~2008 House Bill 697~~ Goals of energy conservation and greenhouse gas reduction through incentivizing a more compact mixed development land use pattern that can [be served by, and support, public transportation and other mobility alternatives.](#) ~~reduce vehicle miles traveled.~~

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:

- F** Directing and incentivizing growth and redevelopment toward lands designated for Mixed Development (MXD) or Higher Intensity Planned Development (HIP) through incentives such as those identified in *Policy FLU 5.15 Mixed-Use Developments*. These land use designations encourage mixed or multiple use development patterns that can be served by multiple modes of transportation and can be walkable, 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 Energy Conservation Overlay](#) (see *FLU Series -- [Urban Centers and Corridors Energy Conservation 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 Energy Conservation Overlay](#)*;
- G** 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 corridors within the [Urban Centers and Corridors Energy Conservation Overlay](#);
- H** 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

- I 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 bonuses to compact redevelopment and infill development projects within the [Urban Centers and Corridors Energy Conservation](#) Overlay area, as specified in *Policy FLU 5.17 Urban Centers and Corridors Energy Conservation Overlay*, that will include bonuses for the inclusion of pedestrian and transit 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 support the Seminole County multimodal mobility strategy.

Policy FLU 2.3 Transportation Network and Residential Compatibility

The County shall encourage the compatibility of the transportation network and existing and future residential neighborhoods adjacent to collector and arterial roadways by:

- A Requiring additional setbacks and buffers for lower density residential development adjacent to future major collector and arterial roadways 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;
- C Requiring development plans, redevelopment projects and infill development located at major urban intersections to include pedestrian, bicycle and transit oriented features in order to facilitate access of pedestrians to any crosswalks near the major intersections, to enable bicyclists to use any bicycle features near the major intersections, and to enable transit riders to easily access 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 Energy Conservation](#) Overlay ~~shall~~ 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 to allow for outside uses for any first floor retail or restaurant uses. Such redevelopment and infill projects ~~must shall~~ must share vehicle access from the arterial, and ~~may shall~~ may not be designed to provide multiple individual vehicle accesses for each individual use; and
- D Discouraging through traffic on local residential roadways.

OBJECTIVE FLU 4 REDEVELOPMENT AND RENEWAL OF BLIGHTED AND DECLINING AREAS AND REDEVELOPMENT OF URBAN CENTERS AND CORRIDORS Energy Conservation 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 Energy Conservation Overlay (FLU Series – Energy Conservation Overlay) to achieve a more compact land use pattern.

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 Energy Conservation Overlay (see *Exhibit FLU: Urban Centers and Corridors Energy Conservation Overlay*) ~~must shall~~ be incentivized in accordance with strategies and the performance framework contained in *Policy FLU 5.17 Urban Centers and Corridors Energy Conservation Overlay* 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 Setback and Parking Lot Flexibility for Infill Development, and Urban Centers and Corridors Energy Conservation Overlay Redevelopment

In support of infill development and Urban Centers and Corridors Energy Conservation Overlay redevelopment, the Land Development Code (LDC) will be amended in accordance with a schedule adopted by the Board of County Commissioners to provide flexibility in the placement of buildings and setbacks for the purposes of preserving and enhancing existing large canopy trees and natural vegetation, supporting the County’s multi-modal mobility strategy by reducing required minimum parking in areas served by transit ~~and~~ 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.

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

In addition to the Code amendments identified in *Policy FLU 4.3 Setback and Parking Lot Flexibility for Infill Development and Urban Centers and Corridors Energy Conservation Overlay Redevelopment* and *Policy FLU 4.4 Urban Open Space, On-Site Recreational Amenities and Buffering Performance Frameworks for Infill/Redevelopment Areas*, the County shall encourage infill development by providing incentives to encourage compact redevelopment within existing transit/development/redevelopment corridors and urban centers, especially those within the Urban Centers and Corridors Energy Conservation Overlay, considering amendments to the Future Land Use Map for Mixed Development land use where appropriate, and shall encourage infill and redevelopment in the US 17-92 Corridor through the use of Tax Increment Financing (TIF) funds and similar mechanisms to assist property owners with the costs of rehabilitating sites. The County shall also encourage phased redevelopment intended to achieve a compact land use pattern within the Urban Centers and Corridors Energy Conservation Overlay in accordance with the performance framework of *Policy FLU 5.17 Urban Centers and Corridors Energy Conservation 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 WITHIN THE IDENTIFIED ENERGY CONSERVATION OVERLAY AND INFILL DEVELOPMENT AND MOBILITY 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 Mobility Strategy that includes a variety of transportation choices; 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

The County adopts the Future Land Use Map Series required by ~~Rule 9J-5.006, Florida Administrative Code, Section 163.3177, Florida Statutes,~~ 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; Flood Plains, Future Land Use Map; 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.

Policy FLU 5.2 Mixed Commercial/Residential Use Development

A. The County shall allow properties designated as Commercial on the County's *Exhibit FLU: Future Land Use Map* to be developed as mixed residential/commercial planned development, subject to compliance with design standards in the Land Development Code (LDC). The following residential uses ~~will shall~~ be permitted within the Commercial land use designation as an incentive to create opportunities for infill development that provides short travel distances between commercial and residential areas and to create a range of obtainable housing opportunities and choices consistent with the Central Florida Regional Growth Vision:

1. Attached multifamily units such as condominiums, apartments and townhouses of medium to high density; and
2. Above store apartments, live/work lofts or office flats.

B. The County shall allow such mixed-use developments to discourage urban sprawl, allow or maintain short travel distances between commercial and residential areas, enable creation of a range of obtainable housing opportunities and choices, encourage redevelopment and infill development, and provide transitional uses between low density residential and nonresidential uses.

Policy FLU 5.6 Higher Intensity Planned Development (HIP) General Uses and Intensities

The Higher Intensity Planned Development (HIP) designation is designed to provide a variety of land uses, development intensities, target industry development and supportive residential uses. Allowable uses vary according to each HIP designation.

A. Location and Timing of Specific Uses: Criteria and standards for the location and timing of specific uses are detailed in Policy FLU 5.7 Higher Intensity Planned Development-Airport (HIP-Airport) Permitted Uses and Locational Standards, Policy FLU 5.8 North I-4 Corridor Higher Intensity Planned Development-Target Industry (HIP-TI) Permitted Uses and Locational Standards, Policy FLU 5.11 Public Infrastructure in Higher Intensity Planned Development (HIP) Areas and Policy FLU 5.12 Higher Intensity Planned Development (HIP) Design Standards. The ultimate land uses within these areas are subject to economic cycles and the timing of individual property owner(s) proposals and therefore should not be specifically

designated on the Exhibit FLU: Future Land Use Map. Rather these areas should remain flexible in terms of future land use while ensuring that the uses developed can meet particular standards for facility capacity and land use compatibility.

- B. Development Intensities: The County shall apply the development intensities as shown in Exhibit FLU: Future Land Use Designations and Allowable Zoning Classifications as a general guide to core and transitional area development. The criteria for establishing appropriate intensities includes, but are not limited to, compatibility with surrounding existing and planned uses, adequacy of existing and programmed public services and facilities, economic development objectives, and consistency with the Plan and site characteristics.
- C. Performance Standards and Allowable Uses: The County shall apply Performance standards [through the Planned Development rezoning process adopted into the Land Development Code by 2010](#) to implement this Policy and its requirement that HIP development ~~will shall~~ be governed by standards that protect the character of surrounding neighborhoods while encouraging the development of employment-based uses. Such standards ~~shall hereby~~ address, but ~~are not be~~ limited to, the following criteria in the Higher Intensity Planned Development future land use designation: , building setbacks, buffers, landscaping, building heights, access, parking, lighting, signage, and hours of operation. Buffering standards ~~will shall~~ be [required in Development Orders established](#) based on the intensity of the proposed new or redevelopment use versus the intensity of the existing use to be protected, ~~and may include those detailed in the~~ [Bufferyards provisions of the Seminole County Land Development Code, or unique landscaping and buffering standards addressing specific characteristics of surrounding neighborhoods, in order to ensure compatibility with adjacent land uses.](#)

Buffers to protect existing residential areas from parking lots, loading areas, refuse disposal facilities and similar uses ~~will shall~~ be required to achieve greater degrees of protection of those existing residential uses, except for instances where a residential use is located on land with a HIP land use designation. Buffers ~~must shall~~ be specified in a range of opacities (the degree to which an adjoining activity can be seen), and a menu of options to achieve the degree of desired opacity ~~must shall~~ be provided. A range of residential and nonresidential uses (e.g., office, commercial, industrial) along with allowable densities and intensities are set forth within the policies, definitions and Exhibit FLU: Future Land Use Designations and Allowable Zoning Classifications of this Plan. These uses and standards are intended to maximize the use of land designated for higher intensity uses, prevent urban sprawl or scattered development of higher intensity uses into adjacent residential areas, reduce travel demands on the County road system, satisfy a need for living diversity and choice of work environments, and support the growth principles of the Central Florida Regional Growth Vision

Policy FLU 5.7

Higher Intensity Planned Development-Airport (HIP-Airport) Permitted Uses and Locational Standards

A Uses

The HIP-Airport area is designed to provide for higher intensity mixed-use development that is compatible with the operation and expansion of the Orlando Sanford International Airport (see Exhibit FLU: HIP Target Areas). This land use is designated along major roadways in the vicinity of the Orlando Sanford International Airport where location factors and higher land values tend to attract higher intensity development and where services and facilities are programmed to accommodate this growth. To provide for a variety of residential and nonresidential uses, the HIP-Airport area ~~comprises~~ ~~shall be comprised of~~ the uses specified in the Future Land Use Element "Definitions of Future Land Use Designations" Section for the Higher Intensity Planned Development-Airport land use designation.

B Residential Compatibility Standards

1. Design standards shall be used to the maximum extent possible to ensure compatibility between existing communities and airport related uses.
2. Due to noise and aircraft overflights, residential uses are deemed incompatible with airport operations. The County recommends that the Sanford Airport Authority purchase lands where noise contours measure 65 and greater Day-Night Noise Level (DNL) consistent with Policy TRA 2.2.13 Purchase of Noise Impacted Land, ~~in In~~ order to provide additional protection. Accordingly, ~~no~~ ~~No~~ new residential uses shall be authorized or approved within unincorporated areas covered by a noise contour of 65 DNL and greater, according to the noise contour map shown as Exhibit FLU: Orlando Sanford International Airport Avigation Easement Boundary and Noise Level Contours (DNL). In any new residential development within the Avigation Easement Boundary, recorded notice shall be required to inform potential purchasers of the impact of aircraft overflights. If a new residential use of any kind is requested and approved within the Avigation Easement Boundary, there shall be a rebuttable presumption that an Avigation Easement is required and that such an easement bears a rational nexus to the permitting of residential uses, and that such an easement is roughly proportionate to the impact of the development. ~~This Said~~ easement is to be recorded in the public records of Seminole County at the expense of the applicant for the residential use.
3. Residential land uses and residential zonings shall be prohibited if within 300 feet of the centerline of the OSIA's new runway system east to the Conservation Area adjacent to Lake Jesup.
4. No provision within this Section shall apply to single family residential units in existence prior to the adoption of these amendments in 2008.

C Environmentally Sensitive Lands

1. Transitional land use zones and buffers must occur within HIP-Airport areas adjacent to preservation lands where applicable.

2. The County's Natural Lands Program will continue to consider acquisition of environmentally sensitive lands along the Lake Jesup shoreline.

D Development Phasing

1. Services and Facilities

a. HIP-Airport land use requires a full range of urban services and facilities (see Exhibit FLU: Future Land Use Designations and Allowable Zoning Classifications).

b. Development must be timed concurrent with the extension of central water and sewer to ensure the provision of adequate public services according to adopted standards and facility plans.

~~Development must be timed concurrent with the improvements to East Lake Mary Boulevard to ensure adequate transportation access.~~

c. Development must be timed concurrent with the necessary drainage facility improvements prior to urban development within the HIP- Airport Area.

d. In addition ~~to development phasing concurrent with major public roadway improvements~~, the following provisions are required to ~~maintain roadway capacity and~~ minimize traffic congestion for area residents and through traffic and protect public safety:

1) Internal access coordinated between and among individual parcels of land;

2) Limited access points through cross access easements and joint use driveways;

3) Dedication of necessary rights-of-way;

4) Substantial private investment for the extension of water and sewer lines, intersection improvements, signalization, deficit correction, and feeder road improvements; and

5) Use of pedestrian and mass transit facilities to reduce vehicle trips within interchange areas and trips along feeder routes.

F. Special Services - High intensity development may require special services such as aerial fire equipment, transit facilities and effluent reuse to meet public safety needs and to offset facility capacity impacts.

Policy FLU 5.8

North I-4 Corridor Higher Intensity Planned Development-Target Industry (HIP-TI) Permitted Uses and Locational Standards

A. Uses

The North I-4 Corridor HIP-TI Area is comprised of all HIP-TI designated lands in the northwest area of the County (see Exhibit FLU: Hip Target Areas). To maintain adequate lands for target

industry in close proximity to and high visibility from major interchanges, the HIP-TI area ~~comprises shall be comprised of~~:

1. Target businesses and industries as defined in Exhibit FLU: Target Industry Uses;
 2. High density residential uses, subject to the following conditions:
 - a) Residential uses in the HIP-TI shall be ancillary to target industry uses and must be functionally and physically integrated into project components;
 - b) Residential uses that are "functionally integrated" into a project are residential uses that are supportive of the project. Residential uses that are "physically integrated" within a project need not be contained within the same structures as nonresidential uses (although this is strongly encouraged), but should be located either on the same site or sites adjacent or in close proximity to the nonresidential portions of a project, and are linked to the nonresidential portions by internal mobility options, such as local streets, internal trolleys or shuttle services, bicycle paths and pedestrian walkways. Physically integrated residential uses ~~will shall~~ share common open space elements, such as public plazas, greenways, and pocket parks, and ~~may shall~~ share common parking facilities.
 - c) Residential uses that are part of mixed-use projects located on HIP-TI lands ~~must shall~~ represent less than 50% of the total square footage of any such project.
 3. Commercial uses located adjacent to the Seminole Towne Center Mall, at major roadway intersections, which are defined as collector and arterial intersections, or as an accessory use or a use supportive of the Target Industry and which is located either within a principal office structure or on-site within walking distance of the Target Industry and occupying a lesser square footage than the Target Industry;
 4. Infill commercial uses on parcels less than one acre along major collector and arterial roads, when commercial uses are the predominant existing use along the roadway in both directions from the project site, and therefore the proposed commercial development represents infill development; and
 5. Medium density residential uses and lower intensity office uses may only be located adjacent to existing subdivisions as a buffer for the existing subdivisions from future target industry development. As a condition of this use, medium density development ~~must shall~~ provide adequate areas on the development site to buffer the residential uses from future target industry development.
- ~~5.6.~~ In addition, for those parcels located east of I-4 and north of State Road 46, and not included within a ½ mile radius of the

SunRail station and not within the [Urban Centers and Corridors Energy Conservation](#) Overlay District, the following additional uses are allowed

B. Compatibility Standards

Target Industries ~~must shall~~ use design standards [as identified during the Planned Development zoning approval process included in the Land Development Code \(LDC\)](#) intended to protect existing adjacent residential communities, including but not limited to: landscaped buffer areas, placement of required open space, drainage and less intense uses nearest to residential uses, 'wedding cake' stepping back, or other creative design of structures nearest to residential uses to effect the purpose of ensuring compatibility, and noise and light standards [must be employed to that](#) limit impacts on residential uses to the extent possible.

C. Development Phasing

Ultimate development for the North I-4 Corridor Target Industry HIP-TI area is predicated on the facility improvements described in Exhibit FLU: HIP Target Areas.

Policy FLU 5.10 Higher Intensity Planned Development (HIP) – Core and Transitional Areas Permitted Uses and Locational Standards

All other HIP Areas described in Exhibit FLU: HIP Target Areas ~~must shall~~ encourage a variety of mixed uses provided that high intensity development ~~must shall~~ have adequate buffers and ~~must shall~~ transition building heights and incompatible uses from [adjacent](#) residential areas. Uses and locational standards for all other HIP Areas ~~must shall~~ be those as described in Exhibit FLU: HIP Permitted Use Guidelines.

Policy FLU 5.12 Higher Intensity Planned Development (HIP) Design Standards

The County shall apply the following design standards to all HIP development proposals:

A. Open Space and Buffers

The County shall [continue to](#) evaluate each development proposal to determine the open space required; [during the development review process, and shall be guided by these principles and in accordance with](#) the Land Development Code:

1. Within HIP-TI development and HIP-Core areas, open space ~~will shall~~ consist of features such as: landscaped [and lighted](#) pedestrian connections between buildings; landscaped [and lighted](#) pedestrian connections between parking lots and structures and adjacent development, and landscaped plazas incorporating [native shade](#) trees and seating areas, which may include fountains and public art; [community gardens, internal hiking and bicycling trails, or other open space features identified in the definition of "Urban Open Space" contained in the Introduction Element of the Seminole County Comprehensive Plan;](#) and
2. Open space in HIP-Transition areas and in areas adjacent to existing neighborhoods ~~must shall~~ be designed to provide

recreation areas for residents and adequate buffers between the HIP area and adjacent neighborhoods. Buffers may be based on the requirements of the Seminole County Land Development Code Bufferyards requirements, or on requirements identified for an individual proposal that are needed to ensure compatibility with adjacent neighborhoods.

B. Special Services

High intensity development may require special services such as aerial fire equipment, transit facilities and effluent reuse to meet public safety needs and to offset facility capacity impacts.

C. Transportation and Parking

High intensity uses include both major traffic generators (e.g., higher density residential development and hotels) and attractors (e.g., industrial, office and commercial employment and shopping centers). In addition to development phasing concurrent with ~~major public roadway and~~ transportation improvements, the following standards ~~will shall~~ continue to be in effect in the Land Development Code and used during the review and approval of development to maintain public safety roadway capacity and manage minimize traffic congestion for area residents and through traffic:

1. Internal access coordinated between and among individual parcels and uses;
2. Limited access points through cross access easements and joint use driveways;
3. Dedication of necessary rights-of-way, when justified upon applying the "rational nexus" and "rough proportionality" tests, and substantial private investment for interchange ramps, intersection improvements, signalization, ~~deficit correction~~, and feeder road improvements when traffic impact studies and site impact analyses required by Chapter 10 of the Land Development Code for projects within the Dense Urban Land Area show that such improvements are needed for public safety and multimodal mobility management;
4. The development and implementation of fixed rail people mover, shuttle services or other transit systems and pedestrian and bicycle paths or other facilities ~~as a means to ensure availability of multiple modes of mobility reduce internal roadway travel demands~~; and
5. Parking lots and parking structures to provide for shared parking ~~structures~~, location of parking to provide safe pedestrian access to buildings and for convenient park-and-ride lots. All parking ~~must shall~~ incorporate design features based on the guidelines of Crime Prevention Through Environmental Design (CPTED) principles; and -

5-6. The use of deceleration lanes, synchronized traffic signalization, pedestrian priority signalization, frontage roads and similar public safety improvements.

D. Transfer of Open Space

The County shall, on a case-by-case basis, allow the transfer of open space from intensely developed HIP areas to locations within the HIP Area to increase buffers from residential neighborhoods and consider the off-site transfer of open space to help assemble Countywide conservation areas and to encourage clustering of land uses.

E. Urban Design

The County shall consider the design aspects of development proposals for landscaping, hardscape, signage, lighting, and other design features to enhance the appearance of developments and roadways during the review and approval of development proposals.

Policy FLU 5.13

~~Code Updates to Implement for Higher Intensity Planned Development Target Industry (HIP TI) Land Use Policy Directives~~

~~The County shall amend the Land Development Code to include zoning classifications and standards to implement the HIP TI Future Land Use Designation: Reserved~~

Policy FLU 5.14

Regulation of Existing Uses

The only permitted zoning classifications allowed under the HIP future land use designation are Planned Development, ~~Target Industry,~~ and Public Lands and Institutions. Parcels of land currently used for agricultural purposes, and developed parcels or parcels which had site plan approval prior to December 8, 1987, ~~will shall~~ be deemed to be compatible with and further the goals, policies, provisions, densities, intensities, and land uses provided for in this Plan. Properties zoned A-1 prior to December 8, 1987 located on land with HIP future land use designation may not be denied a single family residential building permit, provided that the property was consistent with the minimum lot size requirements of the A-1 zoning district, however; such properties ~~must shall~~ not be subdivided/platted into single family lots. The County shall not approve new A-1 zoning within the HIP land use designation.

Applicants for permits for new single family uses located on HIP properties shall be advised by the County that permitted land uses abutting the proposed single family unit may create noise or other impacts, and that the owner of the home may need to provide buffering along property lines to mitigate such impacts from future nonresidential uses that are permitted within the HIP land use designation.

The County ~~may shall~~ evaluate the need for additional methods of addressing ~~the this~~ issue of existing A-1 zoned lots within the HIP land use designation to determine if amendments to the Land Development Code are necessary and potential changes to the Land Development Code (LDC) by January 1, 2010.

For parcels of land which were developed or had site plan approval prior to December 8, 1987, under a zoning classification other than Planned Development, additions to existing structures shall be permitted without

undergoing a rezoning to Planned Development, or Public Lands and Institutions. However, to adequately address impacts of development, the following procedures shall be used:

Development applications shall be forwarded to the appropriate staff for review and to propose conditions for infrastructure improvements (e.g., road, drainage, water and sewer plans) to adequately serve the project, and conditions for Comprehensive Plan compliance; and

Conditions may be imposed as part of the permit approval. Applicable Land Development Code appeal procedures are available.

Policy FLU 5.17 Urban Centers and Corridors Energy Conservation Overlay

- A **Location.** Seminole County hereby establishes an Urban Centers and Corridors Energy Conservation Overlay as shown on *Exhibit FLU Urban Centers and Corridors Energy Conservation Overlay*, consistent with the Central Florida Regional Growth Vision ~~and the provisions of House Bill 697 of 2008~~, located within the unincorporated Dense Urban Land Area, 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. The purpose of the overlay is to encourage a phased redevelopment of these areas into a more compact, energy conserving land development pattern that allows for a balance of jobs to housing and the use of multiple modes of transportation, ~~in order to conserve energy and reduce greenhouse gases~~. A performance framework ~~based on energy criteria~~, which is contained within this Policy, and score values identified in the Land Development Code (LDC), ~~will shall~~ determine how redevelopment can occur. A specific development proposal shall be approved only upon achieving an 80% or higher score on the ~~Energy Conservation Assessment~~ Performance Framework contained herein, with numerical values assigned in the LDC.
- B **Development Options.** Development in the Overlay ~~may shall~~ 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, 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 and reduce greenhouse gases by reducing vehicle miles traveled~~. Such compact land use patterns may also include buffers in the form of natural areas containing trees ~~that can reduce greenhouse gases through absorption of carbon dioxide~~.
- C **Urban Centers and Corridors Energy Conservation Assessment 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 ~~Energy Conservation~~ principles contained in this policy. The assessment ~~will shall~~ 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 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. The jobs to housing balance, as defined within the "Plan Amendment Standards of Review" portion of the Future Land Use Element, 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 Location relative to existing or proposed public transit service and/or rail station.
- 3 Walkability of proposed development; extent to which paths and sidewalks are proposed and proposed 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 Proposal redevelops an existing site that is not developed in [an energy-efficient](#) manner [that supports multimodal mobility](#).
- 5 Proposal develops an infill area.
- 6 Proximity of proposal to existing development and existing or proposed urban services.
- 7 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.
- 8 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 Extent to which proposal discourages crime through use of Crime Prevention Through Environmental Design principles.
- 10 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.
- 11 Extent to which proposal preserves existing natural areas, especially those containing trees, or creates wooded areas ~~to serve as carbon sinks~~.
- 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 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.

D **Permitted Development.** Allowable densities and intensities shall be determined using the table below and the proposed development’s ~~Energy Conservation~~ 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 acres				
Intensity is measured in floor area ratio (FAR)				

*All ~~Energy Conservation~~ 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 as shown in the Capital Improvements Element of the Seminole County Comprehensive Plan. With respect to recreational acreage, ~~Energy Conservation~~ developments approved pursuant to this Policy may satisfy needs either by compliance with the adopted levels of service as shown in the 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.

E ~~Energy Conservation~~ **Development Agreements.** Development within the Urban Centers and Corridors Energy Conservation Overlay ~~must shall~~ comply with applicable provisions of the Land Development Code, but ~~will shall~~ also be subject to a Development Agreement with Seminole County to ensure effective implementation of ~~energy conservation~~ the principles while furthering and supporting other important Comprehensive Plan Goals, Objectives and Policies. Each Agreement ~~will shall~~ be uniquely crafted, based upon the location, type, density and intensity of the proposal. However, all Agreements ~~must shall~~ address the following areas of concern:

- 1 **Compatibility.** The development shall be compatible with adjacent uses, particularly residential neighborhoods outside of Urban Centers and Corridors Energy Conservation Overlay urban activity centers and transit corridors. Methods of achieving compatibility may include, but are not limited to: landscape buffers with Florida-friendly trees ~~to remove greenhouse gases from the air~~ and native vegetation to reduce need for irrigation; construction of transitional uses ~~and/or~~ lot size transitioning on lots abutting the adjacent uses; placement of parking, delivery, storage and solid waste management facilities away from abutting properties; building height restrictions; and use of residential architectural features

on facades of nonresidential structures abutting outside neighborhoods.

- 2 **Public Facilities.** Developments ~~must shall~~ 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 shall~~ be used to minimize demand for irrigation water and reuse water ~~must shall~~ be used for necessary irrigation. On-site septic disposal ~~will shall~~ not be permitted. All stormwater management facilities ~~must shall~~ comply with any federal requirements to limit Total Maximum Daily Pollution Loads.
- 3 **Mobility and Access.** Developments ~~must shall~~ be designed to be transit-ready, whether current service is available or not. Internal mobility corridors ~~must shall~~ be complete streets. Vehicular entry to a development via connections to arterial roads ~~must shall~~ 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 shall~~ be provided wherever possible.
- 4 **Parking.** Minimum parking standards ~~will shall~~ be lowered in the Land Development Code for proposals located along major transit corridors or within ½ mile of SunRail stations. On-site parking ~~must shall~~ 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 shall~~ also be accessible from external pedestrian walkways. In general, parking areas should not be visible from main roads, with the exception of on-street parking that may be permitted where it can be done safely. Surface parking ~~must shall~~ also be primarily centrally located and ~~must shall~~ feature a number of spaces on stabilized, permeable surfaces. Any surface parking ~~must shall~~ contain grade separated, well-lighted pedestrian walkways and drainage features that include Florida-friendly vegetation and trees; surface parking areas ~~must shall~~ also feature Florida-friendly vegetated buffer areas and planting areas. Both structured and surface parking ~~must shall~~ contain recharging stations for electric and hybrid vehicles. Employment uses ~~must shall~~ provide bicycle lockers.
- 5 **Energy Conservation.** All developments ~~must will~~ comply with the energy efficiency technology provisions and other energy requirements of Chapter 553, Florida Statutes, ~~must shall~~ incorporate green building techniques including solar energy and other measures that reduce the need for artificial heating, cooling and lighting, and ~~must shall~~ include or preserve forested areas ~~to serve as carbon sinks~~. Any condominium or homeowner association established to manage buildings and common areas within Urban Centers and Corridors Energy Conservation Overlay developments ~~will shall~~

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, temporary hurricane shutters, and temporary clothes lines.

- 6 **Green Infrastructure, Open Space and Related Amenities.** All developments ~~must shall~~ include “Green Infrastructure” areas set aside for landscaping, open space, preservation of existing Florida-friendly trees and vegetation, wetlands, passive recreation for residents and ~~for~~ employees, and other amenities that create a sense of place, ~~naturally sequester carbon dioxide and reduce the heat island effect in urban areas~~. Related amenities that are encouraged include green roofs, green walls, indoor planting areas, outdoor Florida-friendly vegetated planting beds and community gardens.
- 7 **Crime Prevention.** In addition to features that create an attractive, inviting place to live, shop, work and play, the development ~~must shall~~ 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 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, to integrate the findings of the Seminole County Workforce Housing Task Force into the County Plan and to encourage a range of housing types and a range of household incomes within close proximity to SunRail commuter rail stations and ~~along major transit corridors within Energy Conservation Overlay. (See Exhibit FLU: Energy Conservation Overlay.)~~.

Policy FLU 10.1 Affordable and Workforce Housing Density and Intensity Bonuses

The County will ~~continue to evaluate review recommendations from the Affordable Housing Advisory Committee issued in 2015 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 ~~that may be enacted by 2011. The changes will also include provisions to implement Policy FLU 5.15 Mixed-~~

Policy FLU 10.2 Affordable Housing Trust Fund ~~and Linkage Program~~

The County shall continue to maintain its ~~Federal/~~State-funded Affordable Housing Trust Fund to purchase and subsidize the cost of land, impact fees, supporting infrastructure, and other housing delivery costs as a means of encouraging non-profit developers to build and otherwise provide housing for very low and low income households.

Policy FLU 12.8 ~~Wekiva Character Policy Compliance Agreements between Seminole County and the Florida Department of Community Affairs~~

~~A—The Compliance Agreement, dated November 23, 1999, relating to Plan Amendment 98S.FLU1 (Astor Farms) and the Compliance Agreement, dated December 15, 1999, relating to Plan Amendment 98S.FLU2 (CFG/Las Bocas) shall be considered as support documents to this Plan. The County adopted land development regulations to implement, as necessary, the amendments to this Plan described in the Compliance Agreement Relating to Plan Amendment 99S.FLU2 and will continue to implement such regulations.~~

A The concept of rural character is essentially established by means of the following planning policies ~~which were developed from the agreements referenced above.~~

- 1 Establishing an overlay zoning classification applicable to the Seminole Estates subdivision as set forth in *Policy FLU 12.4 Platting and Replatting of Seminole Estates Development*.
- 2 Limiting the density within the designated East Lake Transitional Area to a maximum density of two and one half dwelling units per net buildable acre over the subject property as set forth in *Policy FLU 12.2 Recognition of the East Lake Sylvan Transitional Area*.
- 3 Maintaining the assigned future land use designation for any property located within the Wekiva River Protection Area and outside of the East Lake Sylvan Transitional Area, and which is assigned the Suburban Estates future land use designation, except for the reassignment of land to the Recreation future land use designation, as set forth in *Policies FLU 12.1 Recognition of the Wekiva River Protection Area, 12.3 Development Form of Land Area within the WRPA and Outside of the East Lake Sylvan Transitional Area, and 12.5 Preservation of Local and Regionally Significant Natural Areas and Environmentally Sensitive Lands/Use of Lands for Passive Recreational Purposes*.
- 4 Limiting development of property assigned the Suburban Estates land use designation to a maximum density of one dwelling unit per net buildable acre, and encouraging clustering within the Suburban Estates land use designation where appropriate through the use of PD zoning to protect natural resources, as set forth in *Policies FLU 12.1 Recognition of the Wekiva River Protection Area,*

12.3 Development Form of Land Area within the Wekiva River Protection Area and Outside of the East Lake Sylvan Transitional Area, 12.5 Preservation of Local and Regionally Significant Natural Areas and Environmentally Sensitive Lands/Use of Lands for Passive Recreational Purposes, and 12.9 Wekiva River Protection Area Environmental Design Standards and in the definition of "rural character".

- 5 Prohibiting further commercial development on properties not assigned the Commercial land use designation on the *Exhibit FLU: Future Land Use Map* adopted as of December 15, 1999, as set forth in the definition of "rural character" ~~and Policy FLU 12.8 Compliance Agreements between Seminole County and the Florida Department of Community Affairs.~~
- 6 Pursuing the acquisition of property within the Wekiva River Protection Area and the reassignment of land to the Recreation land use designation for the purpose of protecting natural resources, as set forth in Policies FLU 12.1 *Recognition of the Wekiva River Protection Area* and 12.5 *Preservation of Local and Regionally Significant Natural Areas and Environmentally Sensitive Lands/Use of Lands for Passive Recreational Purposes.*
- 7 ~~Retaining the definitions of the terms "net density" and "net buildable acreage" within the Wekiva River Protection Area as established by the Seminole County Comprehensive Plan as of December 15, 1999.~~

Policy FLU 14.3 Adopt Creative Development features for MXD and the Urban Centers and Corridors Energy Conservation 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 urban corridors within the Urban Centers and Corridors Energy Conservation Overlay. Features may include but are not limited to: 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; and 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.

Policy FLU 14.4 Policies for Live, Work, Shop, Play Corridor Character

Through Joint Planning Agreements of the US 17-92 Community Redevelopment Agency and other programs as needed, the County shall form partnerships with its municipalities to establish consistent policies

guiding the redevelopment within major urban corridors. Issues to be addressed may include, but ~~are not shall be~~ limited to, the following:

- A** Uniform or complementary policies for buffers adjacent to major roads that allow for 'built-to' lines in pedestrian-oriented corridors, addressing Florida-friendly, low water demand landscape planting species; buffer widths; fencing/berms and posting of building addresses on commercial properties.
- B** Minimum tree size, tree spacing, tree species, and irrigation standards to ensure the viability of new landscaping. Acceptable landscape plantings listed in the Land Development Code ~~must shall~~ emphasize low water use species.
- C** Flexibility in tree species selection to avoid tree conflicts with utility lines and to allow for shading of pedestrian areas.
- D** Hedges, walls and landscaping at intersections and development entryways along arterial and collector roadways that are consistent with line-of-sight safety standards and that identify community areas to the traveling public.
- E** Landscaping and design techniques between commercial areas and highway frontage together with sign controls that ensure compatibility and support neighborhood viability. Landscape and design techniques may vary in urban development corridors, the [Urban Centers and Corridors Energy Conservation](#) Overlay and mixed-use centers based on the specific site plans for each site.

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.

URBAN LAND USE CATEGORIES

MIXED LAND USE DESIGNATION AND OVERLAY SERIES

[Urban Centers and Corridors Energy Conservation Overlay](#)

Purpose and Intent

The purpose of the [Urban Centers and Corridors Energy Conservation](#) 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 ½ mile radius of major urban activity centers and SunRail commuter rail stations, and within ¼ mile of major urban transit corridors. A Performance Framework, identified in *Policy FLU 5.17 [Urban Centers and Corridors Energy Conservation 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.

Uses

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 ~~and reduce greenhouse gases by reducing vehicle miles traveled~~. Such compact land use patterns may also include buffers in the form of natural areas ~~that can reduce greenhouse gases through absorption of carbon dioxide~~.

~~Energy Conservation Assessment Performance Framework~~

Proposed developments requesting approval under Option 2 ~~will~~ ~~shall~~ be subject to an assessment by Seminole County to evaluate extent of consistency with the ~~Energy Conservation~~ principles contained in this policy. The assessment ~~will~~ ~~shall~~ 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:

- A 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.
- B Location relative to existing or proposed public transit service ~~and~~/or rail station.
- C 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.
- D Proposal redevelops an existing site that is not developed in an energy-efficient manner.
- E Proposal develops an infill area.
- F Proximity of proposal to existing development and existing or proposed urban services.
- G 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.
- H 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.
- I Extent to which proposal discourages crime through use of Crime Prevention Through Environmental Design principles.
- J 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.

- K Extent to which proposal preserves existing natural areas, especially those containing trees, or creates wooded areas ~~to serve as carbon sinks~~.
- L 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.
- M 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 shall~~ be determined using the table below and by the proposed development’s ~~Energy Conservation~~ 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 ~~Energy Conservation~~ developments approved pursuant to this Policy ~~must shall~~ 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.*

~~Energy Conservation~~ **Development Agreements.** Development within the ~~Urban Centers and Corridors Energy Conservation~~ Overlay requesting approval under Option 2 ~~must shall~~ comply with applicable provisions of the Land Development Code, but ~~will shall~~ 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 shall~~ be uniquely crafted, based upon the location, type, density and intensity of the proposal and ~~will shall~~ address, at a minimum, the issues of concern identified in *Policy FLU 5.17 ~~Urban Centers and Corridors Energy Conservation~~ Overlay*.

HIGHER INTENSITY PLANNED DEVELOPMENT (HIP)-TARGET INDUSTRY

PURPOSE AND INTENT

The purpose and intent of this land use designation is the identification of sites along the north I-4 Corridor where location factors and higher land values tend to attract higher intensity development, and services and facilities are programmed to accommodate a range of nonresidential employment-oriented uses offering higher paying jobs, and to allow supportive residential uses. The maximum density and intensity permitted in this HIP designation is 50 dwelling units per net buildable acre and floor area ratio of ~~1.5~~ ~~1-0~~.

Special Provisions

- A. Development within this Future Land Use Designation Requires Rezoning: Plan amendments to Higher Intensity Planned Development will require a future rezoning to enable a HIP development to proceed. If a rezoning request is submitted

simultaneously with a plan amendment, the following conditions ~~will shall~~ apply: (a) the plan amendment ~~must shall~~ be accompanied by data and analysis supporting the ability of the County ~~and/or~~ other service providers to meet ~~service serve~~ demands at the maximum density ~~and/or~~ intensity allowable by the future land use designation, regardless of the density or intensity of a proposed rezoning; (b) ~~the proposed rezoning shall be processed as a separate case with a separate staff analysis;~~ (c) an approval of a rezoning shall not become effective until ~~the timeframe established by State Statute 22 days after publication of an unchallenged Notification of Intent to Find the Future Land Use amendment In Compliance by the State Land Planning Agency;~~ and (c) ~~(d)~~ a preliminary master plan/site plan is a required submission with the rezoning application, which would then become a condition of zoning approval; ~~this said~~ preliminary plan ~~must shall~~ provide sufficient detail to demonstrate compliance with the performance framework contained in this section of the Seminole County Comprehensive Plan (Plan) and regulations implementing the policies of the Plan, as provided for in the Land Development Code.

- B. Development Phasing: Construction Development of the phases of any phased a mixed-use development must be timed concurrent with facility capacity to ensure the provision of adequate public services according to adopted standards (see Exhibit FLU: Services and Facilities by Classification) and facility plans. Each phase must be self-sufficient on a cumulative basis in case subsequent phases are delayed or abandoned.
- C. Access within the Development: High intensity planned developments ~~will shall~~ be designed to have safe and plentiful ways for vehicles, bicycles and pedestrians to travel between and among the several uses and activities if developed as a mixed-use development. Sidewalks, cross access easements, connected parking lots, and other similar means of providing full internal access are typical components.
- D. Access to Adjacent Developments: If developed as a mixed-use development, high intensity planned developments ~~must shall~~ provide access for vehicles, bicycles and pedestrians throughout the site and from the mixed-use development to adjacent activities and uses for ease of travel and reduction of trips on main thoroughfares. Access to residential neighborhoods ~~must shall~~ be designed to prevent cut-through traffic and intrusion of adverse impacts. Design concepts ~~must shall~~ include a roadway design for mixed-use areas that does not adversely impact established residential areas. Sidewalks must be provided, or equivalent funds provided to the County Sidewalk Fund.
- E. Shared Facilities: High intensity planned developments developed as mixed-use developments are intended to offer advantages of integrated infrastructure (e.g., shared parking, stormwater facilities and signage, etc.) to reduce costs, reduce the provision of excess facilities and improve visual appearance.
- F. Special Services: Higher intensity development may require special services such as aerial fire equipment, transit facilities and effluent reuse to meet public safety needs and to offset facility capacity impacts.

MIXED DEVELOPMENT

PURPOSE AND INTENT

In general, the purpose and intent of this land use is to encourage and promote well planned, suitable and appropriate mixed-use developments with residential and nonresidential components in close proximity to one another. This land use designation is an optional, or applicant-driven, land use for which an applicant will apply. The County shall not apply the Mixed Development (MXD) land use designation unless working with land

owners for a public purpose, such as enabling redevelopment undertaken pursuant to plans or strategies adopted in accord with Chapter 163, Part III of Florida Statutes, or as part of an overall strategy to support the Central Florida Regional Growth Vision by enabling the creation of compact, [transit-oriented and](#) energy-efficient development patterns that prevent urban sprawl and strip development, ~~reduce greenhouse gases~~ and foster the use of alternative transportation modes. Should an applicant seek this land use designation, the list of potential development options is identified below. This land use provides for a mix of uses within a development site or within a multiple parcel area to encourage flexible and creative design, to protect established residential neighborhoods from adverse impacts from nonresidential development while encouraging internal capture of automobile trips and to reduce the cost of public infrastructure. The Mixed Development designation allows for a transition of uses from parcel to parcel to protect [adjacent](#) residential uses from adverse impacts of nonresidential uses.

HOUSING ELEMENT

Policy HSG 1.5 Affordable and Workforce Housing Developments

The County shall provide incentives for building a variety of affordable and workforce housing types at appropriate densities on lands allowing residential and mixed-use development, in locations near public transit facilities and the SunRail ~~commuter rail~~ stations, ~~within the identified Energy Conservation Overlay~~.

Policy HSG 1.6 Infill Development

The County shall incentivize a range of housing types, including affordable and workforce housing, on infill and redevelopment parcel areas, especially in proximity to public transportation ~~and, commuter rail SunRail stations and within the identified Energy Conservation Overlay~~. Performance frameworks in the Land Development Code ~~must shall~~ ensure compatibility with surrounding areas.

Policy HSG 3.3 Affordable Housing Density Bonus

The County's Land Development Code will [continue to](#) 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:....

IMPLEMENTATION ELEMENT INTRODUCTION

The Implementation Element is an optional element of the Seminole County Comprehensive not required by Florida Statutes. ~~The Implementation Element provides~~ [a logical location for material that is required by Florida Statutes, such as the process for public participation \(Section 163.3181, Florida Statutes\), an explanation of the required evaluation and appraisal of the comprehensive plan \(Section 163.3191, Florida Statutes\), and similar requirements. Explanations of direction to accomplish specific actions related to Plan management processes are found in this element, programs, regulations, development policies, and coordination, including:](#)

- A. State mandated Evaluation and Appraisal ~~Report~~ of the Comprehensive Plan;

- B. Annual [review of updates to the Capital Improvements Element, with modification to the 5-year Capital Improvements Schedule when needed](#);
- C. Amendments to the Land Development Code;
- D. Future Land Use amendments;
- E. [The A](#) process for interpreting Future Land Use district boundaries;
- ~~E-F.~~ [The process for implementing Future Land Use Overlays](#);
- F. [The A](#) process for public participation; and
- G. Administration of Concurrency Management and Mobility Strategy Systems.

~~The Comprehensive Plan includes the following statutorily required and optional Elements:~~

- | | |
|---|--|
| ● Capital Improvements | ● Introduction (optional) |
| ● Conservation | ● Potable Water |
| ● Drainage | ● Public School Facilities |
| ● Future Land Use | ● Recreation and Open Space |
| ● Housing | ● Sanitary Sewer |
| ● Implementation (optional) | ● Solid Waste |
| ● Intergovernmental Coordination | ● Transportation |

~~Seminole County adopted its first Comprehensive Plan to fully meet Rule 9J-5, Florida Administrative Code requirements on September 11, 1991. As part of the early efforts to implement the plan, in 1992, the County identified nonconforming uses and zonings and conflicting zonings. The County made every effort to bring these uses/zonings into compliance with the adopted Comprehensive Plan. The County conducted an extensive search on all unincorporated lots and parcels to identify nonconforming uses and zonings and conflicting zonings. The Board of County Commissioners subsequently held advertised public hearings in 1992 (and again in 2008) to remedy these nonconformities and conflicts in accordance with the recommendations of the Comprehensive Plan. The Implementation Element includes processes for resolving, when identified, any nonconforming uses and rezonings, or conflicting zonings. As part of the adoption of the 2008 Plan, the County evaluated the need for any amendments pertaining to updating data and dates, rules of grammar, and formatting. As a result, the reader will find the Plan more accessible and understandable than previous Plan updates. As a supplement to the Plan, during 2011, the County is creating a "Reader's Guide" to direct readers to particular Plan sections and to make the Plan more "user friendly". In 2003, the County adopted a resolution authorizing conversion of the County's Future Land Use Maps to digitalized format from the traditional paper format. The County adopted amendments to the Implementation Element in 2004 to reflect the change from paper to digital mapping for both the County's Future Land Use Maps and Zoning Maps.~~

~~This Element also includes processes for a Concurrency Management System and describes how public participation is addressed above and beyond the statutory requirements. This Element also provides direction regarding preparation of Evaluation and Appraisal Reports, annual Capital Improvement Element Updates, Land Development Code amendments, and Future Land Use amendments.~~

IMPLEMENTATION ACTIONS

The Plan is implemented through four [types of activity in order to achieve the adopted goals, objectives and policies](#) ~~major categories of action~~:

Plan Programs

The Plan ~~identifies policies address the~~ continuation, expansion and initiation of new government service and facility programs, including, but not limited to: [provision of service or payment for provision of service by other entities \(such as the provision of public transit\)](#); capital facility construction; [facility operation](#); and [maintenance of facilities at established levels of service](#).

Regulations

Continued enforcement of existing regulations [that are intended to carry out Plan policies](#), revising existing regulations and creating new land development regulations for managing growth, providing adequate levels of service, [ensuring compatibility of growth and redevelopment with the existing neighborhoods](#), and protecting the environment.

Performance Frameworks ~~Development Policies~~

Adoption and implementation of criteria and performance frameworks that guide when, where and how development is to occur, [and may provide incentives to encourage redevelopment at locations consistent with and supportive of Plan policies, the Central Florida Regional Growth Vision, existing investment of public dollars in infrastructure, and the County Charter](#). These ~~general frameworks policies~~ are contained in the Future Land Use Element and other Plan Elements, [with more detailed specifications contained within the Land Development Code](#).

Coordination

The Plan includes policies in the Intergovernmental Coordination Element and in other Elements that explain how and to what extent the County will coordinate with other local, [county](#), regional, State, and Federal agencies.

~~The County achieves progress toward meeting the goals, objectives and policies through various implementation programs. An explanation of these implementation programs follows:~~

- ~~A.—Evaluation and Appraisal Reports~~
- ~~B.—Annual Capital Improvements Element Updates~~
- ~~C.—Comprehensive Plan Updates~~
- ~~D.—Land Development Code Updates~~
- ~~E.—Future Land Use Map Amendments~~
- ~~F.—Interpretation of Future Land Use Designation Boundaries~~
- ~~G.—Nonconforming Uses, Nonconforming Zonings, and Conflicting Zonings~~
- ~~H.—Public Participation~~
- ~~I.—Concurrency Management System and Mobility Strategy~~
- ~~J.—Special Studies~~

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 Future Land Use to a digitized format from the historical paper format.](#) The boundaries of the various land use designations are contained in the 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 Comprehensive Plan includes a [generalized full color representation of the Future Land Use Map depicting each of the adopted future land use designations, which is updated and republished at least every two years. This generalized map enables the reader to understand the overall Future Land Use pattern, but is not the official map.](#)

[The public and the County staff are able to access the official digital map using the Geographic Information System \(GIS\) 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 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.](#)

INTERPRETATION OF FUTURE LAND USE DESIGNATION BOUNDARIES

Except as otherwise specifically provided, the future land use designation symbol, or name shown within boundaries on the Future Land Use Map, indicates that the future land use designation [pertaining to the land use](#) extends through the whole area surrounded by the boundary line. Where uncertainty exists as to the boundaries of any future land use designation depicted on the Future Land Use Map, the [Director of Development Services or designee shall follow the procedure below following rules shall apply:](#)

- [A.—Where boundaries are indicated as approximately following street and alley lines, land lot lines, or military district lines, such line shall be construed to be the boundary.](#)
- [B.—In un subdivided property or tracts, where a future land use designation boundary divides a tract, the location of such boundaries shall be determined by use of the dimensions appearing on the Future Land Use Map.](#)
- [C.A. Upon official vacation and/or abandonment of a public road, street or alley, the future land use designation applicable to the property to which it is reverted will shall apply to such vacated or abandoned road, street or alley.](#)
- [D.—Where boundaries are so indicated that they are approximately parallel to the center lines or street lines of streets, or to the central lines of alley lines or alleys, or the center lines of right of way lines of highways, such boundaries shall be construed as being parallel thereto and boundaries shall be determined by use of appropriate GIS tool\(s\) upon the Future Land Use Map.](#)
- [E.—When adjustments are required \(demonstrating, by survey or by updates to wetland boundaries from the St Johns River Water Management District and/or updates to flood prone boundaries by the Federal Emergency Management Agency, that certain properties are neither a wetland nor a flood prone area\) the future land use designation of that property shall not be subject to the requirements of the Environmentally Sensitive Lands Overlay as shown in the Future Land Use Map. These adjustments shall include areas where mitigation or other regulatory devices that offset impacts allow encroachment into a wetland system or the 100-year floodplain.](#)

- B. Where boundaries are so indicated that they are approximately parallel to the center lines or right of way lines of publicly owned streets, center lines or right of way lines of publicly owned alleys, or center lines or right of way lines of major publicly owned highways, arterials, and throughways, the boundary will be construed as being parallel to the right of way of this corridor. Where a street or alley is not a public right of way, the boundary of the land use designation will be the center line of said street or alley.
- F.C. When adjustments are required (demonstrating, by survey or updates to the wetland boundaries from the St Johns River Management District or updates to the flood prone boundaries by the Federal Emergency Management Agency, that certain properties are neither a wetland nor a flood prone area) the future land use designation of that property will not be subject to the requirements of the Environmentally Sensitive Lands Overlay as shown in the Future Land Use Map. These adjustments must include area where mitigation or other regulatory devices that offset impacts allow encroachment into a wetland system or the 100-year floodplain.

IMPLEMENTATION OF FUTURE LAND USE OVERLAYS

Overlays are used in the Future Land Use Element and shown on the Future Land Use Map in order to accomplish specific goals, objectives and policies of Seminole County. Overlays are geographic areas drawn to 'overlay' the underlying land use, and may either restrict that underlying land use, or allow additional permitted uses to that underlying land use when specified conditions are met.

INTERGOVERNMENTAL COORDINATION ELEMENT INTRODUCTION

The Intergovernmental Coordination ~~chapter or~~ "Element" of a comprehensive plan is required by Florida State law. This Element sets forth relationships, principles, and guidelines ~~for to accomplishment~~ coordination of plans of the County with, among others, the School Board of Seminole County, County municipalities, regional authorities, adjacent counties, and State agencies. Seminole County continues to engage in meaningful intergovernmental coordination efforts with municipalities and other agencies and levels of government. ~~The Board of County Commissioners has indicated that the Intergovernmental Coordination Element is one of the most important elements in the Comprehensive Plan.~~ Without ~~effective the efforts of~~ intergovernmental coordination, the ~~success of the~~ goals, objectives and policies in the other elements may not be realized.

The ~~Community Planning Act Florida Growth Management Act~~ requires all comprehensive plans to be internally consistent and consistent with regional and State plans. i.e., local plans must be consistent with and further the Strategic Regional Policy Plan (SRPP); and must be consistent with and further the State Comprehensive Plan. Other applicable provisions of law related to intergovernmental coordination include Section 163.3171, (F.S.) which addresses joint agreements. The Seminole County Comprehensive Plan is consistent and compatible with the SRPP and the State Comprehensive Plan through shared policies and through its coordination mechanisms with the municipalities within Seminole County, adjacent counties and bordering municipalities, the School Board of Seminole County, and State, Federal, and other agencies, including independent governmental entities that have no regulatory authority over land.

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

The Intergovernmental Coordination Element's Goals, Objectives, and Policies section contains its own policies in addition to a summary of policies that originate from other Comprehensive Plan elements and which address coordination efforts. The number of policies from other elements is extensive, demonstrating coordination efforts documented or recommended concerning the topics of the individual elements. The County shall continue the existing intergovernmental coordination programs contained in this Comprehensive Plan.

~~In 2007, the County entered into an Interlocal Agreement for Public School Facility Planning and School Concurrency with the Seminole County School Board and the seven cities, as required by State Law. The 2007 Interlocal Agreement provides for sharing of data on student enrollment, population projections and educational facilities plans; procedures for joint planning for selection of new school sites, remodeling and closures of schools; inclusion of school capital improvement program for school capacity within the County and city Capital Improvement Elements in compliance with State Law; procedures for determining how services needed by a public school (such as sidewalks, roads, water or sewer) will be provided and a uniform Public School Concurrency process, as required by State Law. This 2007 Interlocal Agreement was subsequently amended in January 2008 to comply with State Law.~~

To ensure that City-County coordination results in efficient provision of services and compatible land uses, Seminole County this Plan will continue existing coordination efforts. Steps taken include the following: with those Cities that currently have joint planning and other interlocal agreements, such as the Cities of Oviedo, Altamonte Springs, Winter Springs, and Longwood.

- In 1995, the County entered into an agreement with all Cities and the School Board of Seminole County that provides for conflict resolution and mediation measures among the jurisdictions in times of dispute.
- The County, the School Board and all Cities, except Longwood, entered into an Intergovernmental Planning Coordination Agreement in 1997 that assures notice to each entity for zoning and land use changes that may be of a multi-jurisdictional significance. ~~In 1995, the County entered into an agreement with all Cities and the School Board of Seminole County that provides for conflict resolution and mediation measures among the jurisdictions in times of dispute.~~

- ~~In 1999, the County amended the Comprehensive Plan to address the location of new public elementary, middle and high schools to meet the Provisions of Chapter 163, Florida Statutes.~~
- In 2007/2008, the County, County Municipalities and the School Board of Seminole County enacted the 2007/2008 Interlocal Agreement for Public School Facility Planning and School Concurrency. In 2007, the County entered into an Interlocal Agreement for Public School Facility Planning and School Concurrency with the Seminole County School Board and the seven cities, as required by State Law. The 2007 Interlocal Agreement provided provides for: sharing of data on student enrollment, population projections and educational facilities plans; procedures for joint planning for selection of new school sites, remodeling and closures of schools; inclusion of school capital improvement program for school capacity within the cCounty and city Capital Improvement Elements in compliance with requirements then included in State Law; procedures for determining how services needed by a public school (such as sidewalks, roads, water or sewer) would will be provided and a uniform Public School Concurrency process, as was required at that time by State Law. This 2007 Interlocal Agreement was subsequently amended in January 2008 to comply with the requirements of State Law at that time.

In addition, the County continues to encourage the pursuit of joint planning agreements or other coordination agreements, with the ~~remaining~~ Cities in the County. The County intends to work diligently with the Cities and the School Board of Seminole County to improve intergovernmental coordination to ensure livable communities for the County's residents for generations to come.

Various other coordination efforts are in place ~~as demonstrated on the exhibits in this Element~~. Since the County's urban area has been identified as a 'Dense Urban Land Area' (DULA) eligible to be designated as a Transportation Concurrency Exception Area (TCEA) enactment of Senate Bill 360 in 2009, the County has initiated and continued efforts to coordinate Mobility Strategies for the unincorporated portion of the ~~Transportation Concurrency Exception Area (TCEA) identified by that legislation~~ with the Mobility Strategies of the cities located within the incorporated portion of the TCEA. In addition, the County continues ongoing efforts to coordinate its Mobility Strategy with those of Orange County and the City of Maitland.

Of particular interest are ~~the~~ coordination efforts with ~~the~~ many environmental interest groups, such as the Econlockhatchee River Work Group whose purpose is to share information concerning the lands in both the Big and Little Econ River Basins and a similar organization, the Wekiva River Work Group.

The County will continue to participate in regional transportation issues through its interlocal agreement with METROPLAN ORLANDO (the Metropolitan Planning Organization). ~~The County is proud of its extensive "First Response" Agreements among law enforcement and fire and rescue services for providing emergencies services to the residents and business communities.~~

The following major activities relating to intergovernmental coordination have occurred since adoption of major Evaluation and Appraisal (EAR)-based amendments to the Seminole County Comprehensive Plan on May 8, 2001 and December 9, 2008:

~~G.A.~~ _____ Interlocal Service Delivery Agreement Report

In 2003, the County created the Interlocal Service Delivery Agreement Report (ISDAR), as required by Section 163.3177(6)(h), Florida Statutes, which identified all existing or proposed interlocal service-delivery agreement regarding:

1. Education;
2. Sanitary Sewer;
3. Public Safety;
4. Solid Waste;
5. Drainage;
6. Potable Water;
7. Parks and Recreation; and
8. Transportation Facilities

H.B. _____ Charter Amendment

In 2004, Seminole County voters approved a referendum that established a Rural Area and a Rural Boundary in the Home Rule Charter through a map and a legal description. The Charter Amendment also required the County to add the map and legal description to the Seminole County Comprehensive Plan (see Exhibits FLU Rural Boundary Map and Rural Area Legal Description. The Charter Amendment stated that, for the legally described Rural Area as shown in the "Rural Boundary Map", the Future Land Use designations contained in the Seminole County Comprehensive Plan shall control the density and intensity of development. Additionally, the Board of County Commissioners must approve all changes to the Future Land Use designations regardless of whether any lands in the Rural Area are located within a municipality.

The City of Winter Springs adopted a comprehensive plan policy and ordinance that provides that the City will not process voluntary annexations east of the DeLeon Street right-of-way.

I.C. Commuter Rail (SunRail)

Following completion of the County's 2006 [Evaluation and Appraisal Report \(EAR\)](#), the Florida Department of Transportation (FDOT) announced funding for commuter rail to serve Seminole, Orange, Osceola and Volusia counties. The four stations serving Seminole County are 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 Altamonte Springs land contains existing neighborhoods that desire to retain their character, but some land owners may be interested in redevelopment supportive of rail commuters. In addition, the stations themselves and their parking areas will be the responsibility of Seminole County, and may become locations acceptable for mixed use redevelopment efforts.

~~Potential land use alternatives for commuter rail locations were analyzed by the County as part of the EAR-based amendment analysis needed to update the Transportation Element in 2008.~~

In 2010, as part of the County's Mobility Strategy (required ~~for a Transportation Concurrency Exception Area or TCEA to comply with the provisions of Senate Bill 360 of 2009~~) and the identification of an Energy Conservation Overlay (to comply with ~~the requirements provisions~~ of House Bill 697 of 2008 ~~that were removed from Chapter 163, Part II, Florida Statutes in 2011~~), incentives to encourage phased redevelopment

of a more energy-efficient and transit-ready compact mixed land use pattern were examined for areas within a ½ mile radius of each commuter rail station. Mobility strategy coordination with the cities will be a continuing process.

[Consultants retained with the use of US Housing and Urban Development \(HUD\) Sustainable Cities grant funds during 2013-2014 further analyzed potential land use and multimodal mobility improvements around the SunRail stations located in the cities of Altamonte Springs and Sanford. Some of the recommendations for pedestrian improvements in the unincorporated neighborhoods abutting the Altamonte Springs SunRail station have already been included in the County's Capital Budget.](#)

J.D. Seminole Way

A new 'target area' for potential higher wage jobs was identified by the Board of County Commissioners in 2007, and potential amendments to both text and the Exhibit FLU: Future Land Use Map to implement the new target area were examined during the [2008 Evaluation and Appraisal Report \(EAR\)](#)-based amendment process. This new target area was the 'Seminole Way', an area that runs north from State Road 426 in the City of Oviedo to Rinehart Road in the City of Lake Mary, following the State Road 417 ("[GreeneWay](#)") Corridor. The intent of this target area is to connect to the similar 'Innovation Way' in Orange County, fostering a regional corridor of higher paying employment. A variation of the County's High Intensity Planned Development (HIP) land use was considered.

K.E. Continued Joint Planning for the US 17-92 Community Redevelopment Area

As a part of Seminole County's [2008 Evaluation and Appraisal Report \(EAR\)](#)-based amendments, intended to respond to the 2006 EAR, the County initiated meetings during 2007 and 2008 with cities that are participants in the US 17-92 Community Redevelopment Area (CRA), interested property owners and interested citizens on discussions about an administrative land use amendment for certain unincorporated portions of the CRA. The amendment, which was included within the County's 2008 EAR-based amendment package, changed certain properties previously designated as "Commercial" to "Mixed Development", where property owners desired this change.

During 2009 and 2010, this [ongoing](#)-planning effort [also](#) initiated the update of the CRA Plan. The updated CRA Plan [identified will identify](#) a set of strategies to be used by all CRA participants to ensure provision of services, including but not limited to: a coordinated approach to the provision of multi-modal mobility alternatives within a regional, unified Transportation Concurrency Exception Area (TCEA) identified as a mechanism of the redevelopment efforts of the cities and Seminole County; and the identification of providers of potable water and sanitary sewer service for those areas not currently served within the CRA corridor. The relevant portions of the updated CRA plan ~~will be adopted as amendments to the Seminole County Comprehensive Plan and~~ will serve as the basis for any [additional](#) necessary Interlocal Agreements among the cities and the County.

The policies within the Intergovernmental Coordination Element provide direction for [Seminole County's](#) intergovernmental coordination ~~with in the areas of County Municipalities within the County,~~ and [with](#) adjacent counties and [their](#) municipalities, [as well as with](#) authorities, independent special districts, utility companies, [the](#) School Board of Seminole County, and with State, Federal, and regional agencies. Each of the Elements of this Comprehensive Plan also addresses intergovernmental issues, where applicable.

INTERGOVERNMENTAL COORDINATION ELEMENT ISSUES AND CONCERNS

ISSUE IGC 1 INTERGOVERNMENTAL COORDINATION

One of the Major Issues addressed by the 2006 [Seminole County Evaluation and Appraisal Report \(EAR\)](#) was "Intergovernmental Coordination", and the need to both continue and improve coordination efforts. Due to rapid growth along City fringe areas, [the desire of participants in the Central Florida Regional Growth Visioning process \("How Shall We Grow?"\) to guide growth to locations where it can best be served while preserving valued resources, rural and historic assets,](#) and the need ~~for consistent land uses~~ to maximize compatibility and meet infrastructure [demands needs, Seminole the County, its and cities, and adjacent counties](#) need to continue ~~to future planning efforts~~ coordinate development of ~~future land use plans and any necessary Interlocal agreements~~. These efforts are important for the creation of a good working relationship among [all parties and the success of the Central Florida Regional Growth Vision.](#) ~~cities and the County, and avoiding conflicts that may arise with the expansion of City jurisdictional boundaries. In addition, in response to the requirements of Senate Bill 360 of 2009, the County and cities initiated efforts to coordinate mobility strategies to ensure the availability of multiple modes of transportation within the Transportation Concurrency Exception Area (TCEA) that was identified by Senate Bill 360. Mobility strategy coordination will remain an ongoing effort. Countywide emergency response coordination is currently achieved through a system of interlocal agreements. The County participates in "First Response" Automatic Aid Interlocal Agreements with the cities of Altamonte Springs, Oviedo, Longwood, Sanford, Winter Springs, Casselberry, Lake Mary, Maitland and Orange County, and continually works with other cities to participate in this program. The County also has mutual aid agreements with Orange, Volusia and Lake Counties, and the cities of Apopka, Oviedo, Winter Park, and Deltona.~~

~~As future financial challenges arise for the County and other jurisdictions, these interlocal agreements and others may become increasingly vital to ensure needed services. New intergovernmental efforts may also be needed for joint operation of County and City recreational facilities.~~

~~In addition to Interlocal Agreements, Seminole County also engages in efforts to develop Joint Planning Agreements. The County developed Joint Planning Agreements (JPAs) with its the cities of Sanford (1991) and Oviedo (1999). The County and the City of Oviedo adopted amended JPAs in 2006 and 2007. Efforts to amend the JPA with Oviedo are underway again in 2008, to further refine protections for the County's Rural Area. The County and the City of Sanford have initiated efforts to update the 1991 JPA. JPAs have many purposes, including but not limited to: setting future annexation boundaries, ensuring compatible land uses at jurisdictional borders, providing for adequate services and facilities, and providing for a formal review process of land use actions. Since 1991, the County has entered into agreements with the cities of Altamonte Springs and Longwood regarding annexation of enclaves. The County will continue to maintain its efforts to achieve agreements that will ensure land use compatibility and provision of vital services.~~

In 1997, the County, County municipalities and County School Board joined in an agreement to establish a framework for coordination, communication and notification of proposed land use actions, and to build cooperation between affected local governments and the School Board. This agreement also established the Joint Planning Technical Advisory

Committee (PTAC) comprised of one County planner, one School Board planner and one City planner from each of the municipalities. As an advisory committee, the PTAC serves to enhance intergovernmental coordination of comprehensive plan programs and helps ensure consistency between these programs and issues of multi-jurisdictional concern.

~~[Advance notification, shared information and development review coordination procedures with adjacent counties are sought by Seminole County, in order to ensure the implementation of the shared Central Florida Regional Growth Vision and to comply with the provisions of Florida Statutes. In 2007, the County adopted the 2007 Interlocal Agreement for Public School Facility Planning and School Concurrence, as required by amendments to Chapter 163, Florida Statutes that were enacted by the State Legislature in 2005 \(Senate Bill 360\). The 2007 Interlocal Agreement addressed a School District wide school concurrence process, and identified procedures to ensure collaborative planning of public school facility locations \(including provision for services to the schools\) as well as increased coordination of land use planning, development approval processing and public school planning. This Interlocal Agreement was revised in 2008 to ensure the initiation of school concurrence at the date required by the Florida Department of Community Affairs \(Department\).](#)~~

In addition, the County also coordinates with State agencies such as the ~~Department and~~ Florida Department of Transportation (FDOT) ~~and the Department of Environmental Protection~~, among others, regarding land use, ~~transportation, multimodal planning, surface water quality and~~ other issues.

The County recognizes the increasingly vital need to coordinate efforts with other governmental entities, ~~both~~ to ensure compatibility of efforts, ~~support the accomplishment of the Central Florida Regional Growth Vision (such as land use approvals)~~ and to ensure continued availability of vital services.

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 se~~ 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.~~ A. Joint planning agreements;
- ~~B.~~ B. Water and sewer service utility agreements;
- ~~C.~~ C. Agreements for annexation of enclaves;
- ~~D.~~ D. Intergovernmental Planning Coordination Agreement;

~~Q.E. Agreements for fiber optics;~~

~~P. First response and mutual aid agreements for public safety;~~

~~Q.F. Participation in METROPLAN ORLANDO; and~~

~~R.G. Mobility Strategy Planning~~

~~An inventory of existing coordination mechanisms is contained in Exhibit IGC: Existing Coordination Mechanisms with Adjacent Counties and Municipalities and Exhibit IGC: Existing Coordination Mechanisms with Municipalities within Seminole County, and Exhibit IGC: Joint Planning Areas~~

~~In 2007, the County entered into an Interlocal Agreement titled "2007 Interlocal Agreement for Public School Facility Planning and School Concurrency" with the Seminole County School Board and the seven cities, as required by State Law. The 2007 Interlocal Agreement provides for sharing of data on student enrollment, population projections and educational facilities plans; procedures for joint planning for selection of new school sites, remodeling and closures of schools; inclusion of school capital improvement program for school capacity within the County and city Capital Improvement Elements in compliance with State Law; procedures for determining how services needed by a public school (such as sidewalks, roads, water or sewer) will be provided and a uniform Public School Concurrency process, as required by State Law. This Interlocal adopted in 2007 superseded an Agreement titled "Interlocal Agreement for Public School Facility Planning" that had been adopted in 2003. The 2007 Interlocal Agreement was amended in January 2008 to comply with State Law, and is now entitled "2007 Interlocal Agreement for Public School Facility Planning and School Concurrency As Amended January 2008".~~

~~Notwithstanding these agreements, land use related conflicts may arise from time to time between the Cities and Seminole County relating to, as examples, the following issues or areas:~~

~~A. Issues relating to annexations~~

~~1. Elimination of residential or nonresidential lands in enclaves;~~

~~2. Discouraging the creation of any new enclaves;~~

~~3. Proposed uses of lands undergoing annexed that are incompatible to adjacent uses or lands in unincorporated Seminole County;~~

~~4. Annexation and conversion of older residential houses/lots in subdivisions in the County to nonresidential uses, as professional office, within the city;~~

~~5. Provisions of water and sewer service and the annexation of right of way containing County utility lines;~~

~~6. The need for land under development to annex into a city to acquire the city's water and sewer services;~~

~~7. Annexation of lands beyond Seminole County's Urban/Rural Boundary not currently addressed in a Joint Planning Agreement;~~

~~8. Wetland encroachment, particularly beyond the Urban/Rural Boundary;~~

~~9. Development of lands at intensities higher than planned for in the County's comprehensive plan, thus resulting in an impact to county facilities not previously anticipated and planned for by the County, and~~

~~10. Annexation disputes among Cities.~~

- ~~B.—Issues relating to differences in land use regulations guiding growth on properties within a city but adjacent or in close proximity to lands in unincorporated Seminole County.~~
- ~~C.—Issues relating to the development of lands in municipalities that result in impacts to County lands, such as an increase of traffic affecting established residential areas or cut-through traffic.~~
- ~~D.—Areas of concern or land use issues that merit special attention for intergovernmental coordination include, but are not limited to:
 - ~~1.—Potential development of lands along SR 46, west of I-4 to the County Line with Lake County and implementation of the SR 46 overlay zone;~~
 - ~~2.—Celery Avenue/SR 415 area, east of Sanford;~~
 - ~~3.—Lake Monroe area, east of I-4;~~
 - ~~4.—Waterfront development in Sanford;~~
 - ~~5.—Orlando Sanford International Airport land use compatibility issues;~~
 - ~~6.—Winter Springs Town Center and Spring Avenue area;~~
 - ~~7.—Annexation of lands by Winter Springs or Oviedo that lie within the East Seminole County Rural Area;~~
 - ~~8.—Development of housing for UCF students south of Oviedo;~~
 - ~~9.—Downtown Oviedo and proposed rerouting of traffic;~~
 - ~~10.—Development along Rinehart Road and CR 46A;~~
 - ~~11.—Redevelopment of the Greyhound Track lands;~~
 - ~~12.—Community Redevelopment Areas on US 17/92;~~
 - ~~13.—Development/redevelopment activities within the SR 434 and CR 427 corridors;~~
 - ~~14.—Development along the southern portion of Lake Emma Road;~~
 - ~~15.—Enhanced availability of transit and mobility options, including commuter rail, throughout Seminole County;~~
 - ~~16.—Wetland encroachment/protection;~~
 - ~~17.—Cut-through traffic impacting established residential areas;~~
 - ~~18.—Adult entertainment uses;~~
 - ~~19.—Trail planning;~~
 - ~~20.—Seminole Way Economic Target Area;~~
 - ~~21.—Transition within the County/City of Oviedo Joint Planning Area;~~
 - ~~22.—Billboards and communication towers;~~
 - ~~23.—Protection of residential enclaves, not likely to be annexed; and~~
 - ~~24.—Mobility strategy coordination issues.~~~~

ISSUE IGC 4 EXISTING COORDINATION MECHANISMS WITH AUTHORITIES, INDEPENDENT SPECIAL DISTRICTS, UTILITY COMPANIES, AND THE SCHOOL BOARD OF SEMINOLE COUNTY

Seminole County actively coordinates with authorities, independent special districts, utility companies [and authorities](#) such as the [Central Florida Seminole County](#) Expressway Authority for roadway planning and improvements, Sanford Airport Authority related to development activities adjacent the airport, and Florida Power and Light Company, and Progress Energy to address installation of electrical substations and transmission lines within Seminole County. These strategies include, but are not limited to:

- A. Information sharing;
- B. Economic development activities;
- C. Participation on various boards.

The County has also continued improving coordination with the School Board of Seminole County regarding review of school site plans for off-site impacts, land use compatibility, impacts on County services and infrastructure, and school concurrency. Coordination strategies include:

- A. The Interlocal Agreement for Public School Facility Planning and School Concurrency, as required by Chapter 163, Florida Statutes;
- B. Public School Facilities Element of the Comprehensive Plan;
- C. Planners Technical Advisory Committee; and
- D. Continued provision of each month's Development Review Committee and Local Land Planning Agency/Planning and Zoning Commission agenda, and staff reports, on any project that may increase residential density, to the School Board, both to solicit comments to be included in staff reports as a project is reviewed, and to provide information to the School Board representative to serve on the County's Land Planning Agency/Planning and Zoning Commission.

[An inventory of existing coordination mechanisms is contained in Exhibit IGC: Existing Coordination Mechanisms with Authorities, Independent Special Districts, Utility Companies and School Board of Seminole County.](#)

ISSUE IGC 5 EXISTING COORDINATION WITH REGIONAL AGENCIES

Seminole County actively coordinates with regional agencies such as the East Central Florida Regional Planning Council relating to review [of proposed changes to existing and approval of](#) developments of regional impact, METROPLAN ORLANDO for transportation planning and improvements, [Central Florida Commuter Rail \(SunRail\) for commuter rail and station area issues](#), and the Central Florida Regional Transportation Authority (LYNX) regarding mass transit. These strategies include, but are not limited to:

- A. Review and comment on comprehensive plan [and regional plan](#) amendments;
- ~~B. Review and comment on existing developments of regional impact, when required;~~
- [B. Discussion of funding requests submitted to the County and other funding mechanisms;](#)

- C. Participation ~~on in~~ various boards; and
- D. Information sharing.

~~An inventory of existing coordination mechanisms is contained in Exhibit IGC: Existing Coordination Mechanisms with Regional Agencies.~~

ISSUE IGC 6 EXISTING COORDINATION WITH STATE AND FEDERAL AGENCIES

Seminole County actively coordinates with State and Federal agencies such as the US Department of Housing and Urban Development for the Community Development Block Grant program, Federal Emergency Management Agency regarding flood map, the Department of Transportation for transportation planning and improvements, and the St Johns River Water Management District for effective management of wetlands and groundwater resources.

These strategies include, but are not limited to:

- A. Administration of Housing and Urban Development funding;
- B. Administration of Federal Emergency Management Agency flood maps;
- C. Review and comment on comprehensive plan amendments; and
- D. Information sharing.

~~An inventory of existing coordination mechanisms is contained in Exhibit IGC: Existing Coordination Mechanisms with State and Federal Agencies.~~

INTERGOVERNMENTAL COORDINATION ELEMENT GOALS, OBJECTIVES AND POLICIES

Policy IGC 1.10 Coordinated Efforts to Protect Established Residential Areas, Protected Natural Resources, Drainage Features, Multimodal Mobility Systems and Historic Rural Areas

The County shall work diligently with the Cities for the protection of and ensuring the viability of established residential uses, protected natural resources, drainage features, multimodal mobility systems and historic rural areas through formal and informal agreements, such as Joint Planning Agreements.

Agreements with Cities in Seminole County will emphasize protecting homes, natural areas, drainage features, multimodal mobility systems and historic rural areas from adverse impacts caused by incompatible land uses, cut through traffic, uncontrolled surface water runoff and costly or duplicative demands for service; will and provide for transitional uses or buffers where needed on border parcels, and provide adequate separation of homes, natural areas and historic rural areas from land uses that are sensitive in nature, ~~such as communication towers.~~

OBJECTIVE IGC 2 COORDINATION OF PLAN WITH OTHER LOCAL AGENCIES

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

Policy IGC 2.7 County Review of Electrical Transmission Facilities

The County shall continue to coordinate with [local power companies](#) ~~Progress Energy and Florida Power and Light Company~~ in providing the County sufficient opportunity, at an early stage in the design process, to review and comment on plans to construct electrical substations and transmission lines within the County consistent with State Law.

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

Seminole County shall [continue to](#) coordinate its Comprehensive Plan with the plans and programs of regional, State and Federal agencies in order to more effectively and efficiently address across jurisdictional issues.

Policy IGC 3.1 ~~Reserved Compliance of State Development with Local Regulations~~

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

Policy IGC 3.3 Plan Coordination

Seminole County shall coordinate its comprehensive planning activities with the plans and programs of regional, State and Federal agencies by, at minimum, continuing to coordinate with the following agencies through participation on planning advisory committees, notification of intent to amend the County Comprehensive Plan and sharing of data:

- ~~E.A.~~ East Central Florida Regional Planning Council;
- ~~F.B.~~ St. Johns River Water Management District;
- ~~G.C.~~ Metropolitan Planning Organization (METROPLAN ORLANDO);
- ~~H.D.~~ Central Florida Regional Transportation Authority (LYNX);
- ~~I.E. Central Florida Seminole County~~ Expressway Authority;
- ~~J.F.~~ Florida Department of Environmental Protection
- ~~K.G.~~ Florida Department of Agriculture and Consumer Services;
- ~~L.H.~~ Florida Department of State, Bureau of Historic Preservation;

~~M.I.~~ Florida Department of Transportation;

~~N.J.~~ Florida Department of [Economic Opportunity Community Affairs](#);

~~O.K.~~ Florida Fish and Wildlife Conservation Commission;

~~P.L.~~ Florida Department of Education;

~~Q.M.~~ Florida Public Service Commission;

~~R.N.~~ Florida Highway Patrol;

~~S.O.~~ Federal Agencies of Housing and Urban Development;

~~T.P.~~ Federal Transit Administration;

~~U.Q.~~ Federal Environmental Protection Agency;

~~V.R.~~ Federal Emergency Management Agency; and

~~W.S.~~ Army Corps of Engineers.

The County shall also seek legislative action by the Florida Legislature when the needs of the County so require. The County shall continue to work on issues with the Florida Association of Counties and shall work with the Florida League of Cities as needed.

The Water Supply Facilities Work Plan (Work Plan) – The St Johns River Water Management District (District) updates the District Regional Water Supply Plan (DRWSP) every five (5) years. The County’s Work Plan shall be updated within 18 months following an update to the DRWSP per Policy POT 5.5 Coordination and Consistency with District Regional Water Supply Plan. This coordination shall be documented in the text of the Work Plan with each amendment. Additionally, where appropriate and feasible, the Work Plan shall include collaborative approaches with District and other local governments for water supply source use and development, and water resource development per Policy POT 5.6 Coordination with District and Local Water Providers.

Policy IGC 3.4 Coordination during Major Regional Transportation Construction Projects

The County shall coordinate with the Florida Department of Transportation, the Central Florida Regional Transportation Authority (LYNX), [SunRail](#), and other jurisdictions and agencies to prepare in advance for the maintenance of car, bicycle, pedestrian and transit traffic during construction of major regional transportation projects.

OBJECTIVE IGC 7 CONFLICT RESOLUTION

The County shall endeavor to prevent and resolve conflicts and inconsistencies with other governments and agencies through available formal and informal mediation and conflict resolution techniques.

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

In cases where the County is unable to resolve intergovernmental conflicts through informal means or existing coordination mechanisms, the County may invoke one of, but not necessarily [be](#) limited to, the following mediation and conflict resolution techniques:

- A. The Interlocal Planning Coordination Agreement of 1997.
- B. The 1995 Interlocal Agreement on Mediation and Intergovernmental Coordination.
- ~~C. If needed, the County shall adhere to the provisions of Chapter 164, Florida Statutes (the "Florida Governmental Cooperation Act").~~
- ~~D. The East Central Regional Planning Council (ECFRPC) mediation process shall be considered, in particular, when the issue involved is of regional significance and the ECFRPC would have particular and significant expertise which would be of a unique value in terms of resolving the issue in dispute; and, when the dispute involves the location of a community residential home under Section 419.001(5), Florida Statutes, or its successor provision.~~

OBJECTIVE IGC 8 JOINT PLANNING FOR US 17-92 COMMUNITY REDEVELOPMENT AREA

The County shall continue to plan jointly with those County municipalities that participate in the US 17-92 Community Redevelopment Area (CRA) to ~~update the existing CRA Plan by January 2010 and~~ coordinate redevelopment activities through ~~both the Planning Technical Advisory Committee (PTAC), which includes city planners, and~~ the Regional Planning Authority (RPA), which is the Advisory Committee to the Community Redevelopment Authority and includes city official representation.

Policy IGC 8.1 Implementation of "Mixed Development" Future Land Use designation and creation of "Mixed Development" Zoning District

Seminole County shall continue to coordinate with those County municipalities that participate in the US 17-92 CRA through the regular meetings of the Regional Planning Authority (RPA). ~~and other interested parties, through regular meetings of the RPA and PTAC, to refine the definition, allowable uses, incentives and performance standards of the "Mixed Development" Future Land Use designation within the Seminole County Comprehensive Plan, and to provide input into similar designations that may be adopted within the comprehensive plans of participating municipalities. A zoning district to implement the "Mixed Development" Future Land Use designation shall also be created through this joint planning effort, and said zoning district shall be added to the Seminole County Land Development Code by 2011.~~

Policy IGC 8.2 Coordination of the Mobility Strategy within the US 17-92 Community Redevelopment Area (CRA) Corridor

Pursuant to Policy TRA 2.1.17 Transportation Concurrency Exception Area (TCEA) for US 17-92 Community Redevelopment Area (CRA) Corridor, the Seminole County Mobility Strategy for the unincorporated portions of the US 17-92 Community Redevelopment Area (CRA) shall be coordinated with those established by County municipalities that participate in the CRA, in order to support redevelopment efforts through shared multi-modal mobility capabilities that include, but are not limited to:

- A. Continuation of improved transit service through both more frequent transit headway of Link 103, serving the US 17-92 corridor (financed

through CRA Tax Increment Funds [TIF]) and a coordinated performance framework that requires redevelopment projects within the CRA to incorporate principles of Transit Oriented Development and pedestrian and bicycle-friendly performance frameworks. ~~The performance frameworks shall be included in the updated CRA Plan to be completed by January 2011, and subsequently included in the Seminole County Land Development Code and either City codes or Interlocal Agreements between the municipalities and Seminole County.~~

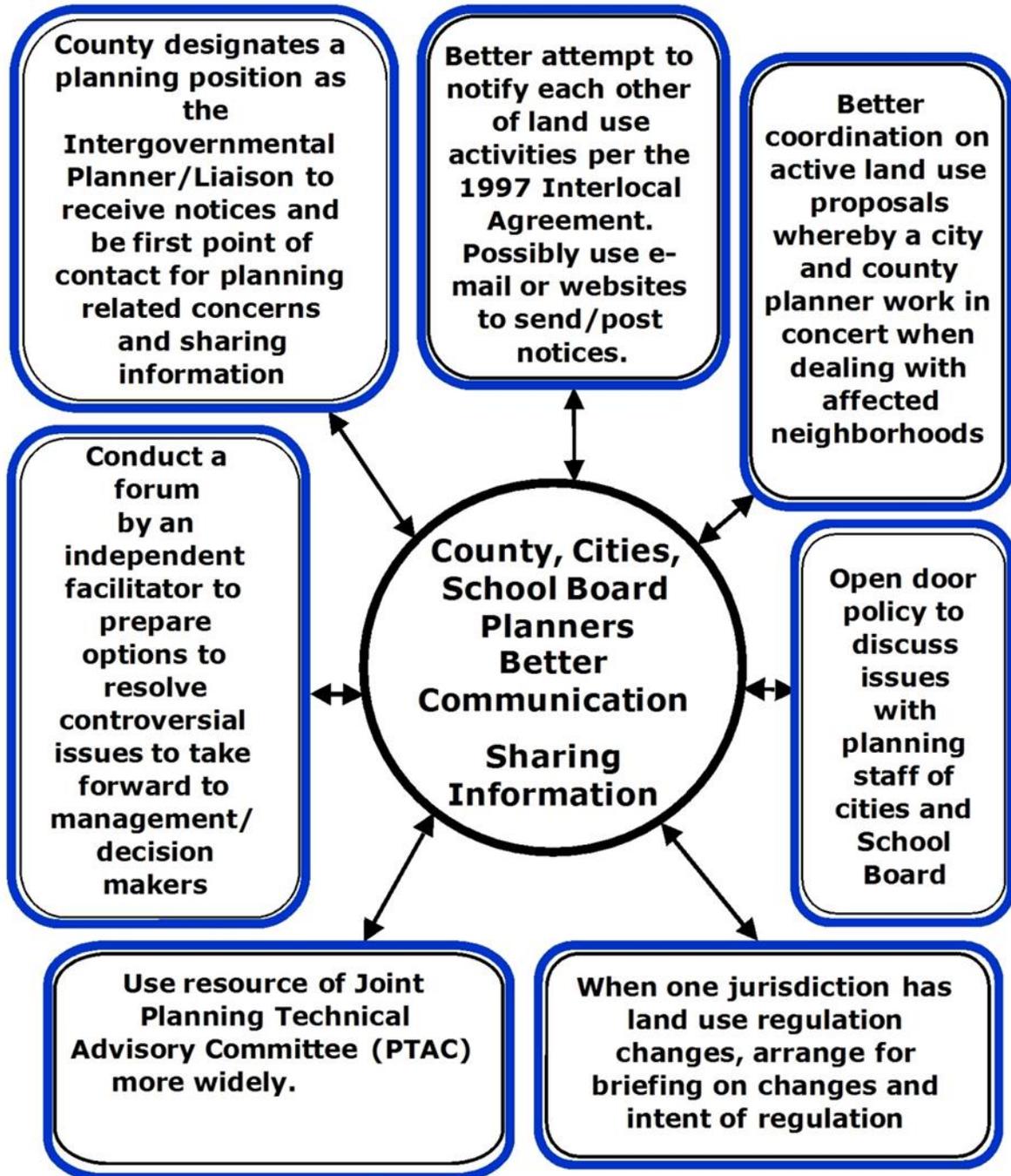
- B. Interlocal Agreements or other mechanisms to ensure that employment-based redevelopment approvals include Transportation Demand Management (TDM) mechanisms such as staggered work hours, bicycle lockers and showers, use of vanpools ~~and/or~~ carpools with preferred parking, provision of transit passes to employees, and participation in ride-sharing or ride matching programs.
- C. Operation of a ride-sharing or ride matching program for employees within the CRA corridor by FDOT, the CRA or another mechanism to be identified through continued joint coordination and planning efforts.
- D. Continued joint planning with LYNX to coordinate transit connections between the US 17-92 CRA transit stops and the Commuter Rail stations.

~~Policy IGC 8.3 — Planning for Potable Water and Sanitary Sewer Services within areas of the US 17-92 CRA Corridor that lack service as of 2008~~

~~As a part of the update of the CRA Plan to be completed by January 2011, a provider or providers of potable water and sanitary sewer services shall be identified for those portions of the US 17-92 currently not included within a service area. Until such service providers have been identified and financially feasible service for a five-year period is included within a local comprehensive plan, redevelopment shall be restricted to the capabilities of the existing services. Should a city elect to extend such service prior to the completion of the update of the CRA Plan, redevelopment efforts shall be governed by the capacity of the services extended by that city provider.~~

DELETE THIS EXHIBIT

INTERGOVERNMENTAL COORDINATION EXHIBITS



**Existing Coordination Mechanisms
with Adjacent Counties and Municipalities**

COUNTY/ MUNICIPALITY	SUBJECT AREA	COORDINATION MECHANISM	RESPONSIBLE COUNTY DEPARTMENT	EFFECTIVENESS
COUNTY				
Orange County	Utilities (Water)	Interlocal Agreements for Utility Service	Environmental Services—Staff	Satisfactory
	Water, Conservation	Orange County Soil and Water Conservation District	Health Department Staff	Satisfactory
	Drainage	Stormwater Utility Task Force	Public Works Staff	Satisfactory
	Transportation	METROPLAN ORLANDO	Growth Management Staff	Satisfactory
	Fee collection for Site Plans	Agreements	Growth Management Staff	Satisfactory
CITY				
City of Maitland	Improvement in the US 17-92 Corridor	Interlocal Agreement to jointly fund improvement program	Growth Management Staff	Satisfactory
City of Orlando	Utilities (Sewer)	Interlocal Agreement	Environmental Services Staff	Satisfactory

Existing Coordination Mechanisms with Authorities, Independent, Special Districts, Utility Companies and School Board

ORGANIZATION	SUBJECT AREA	COORDINATION MECHANISM	RESPONSIBLE COUNTY DEPARTMENT	EFFECTIVENESS
Orange County Housing Finance Authority	Housing	(1) Interlocal Agreement authorizes this Authority to utilize Seminole County tax-exempt bond allocations for Housing Finance Programs. Board of County Commissioners reviews and approves financing of multifamily projects.	Community Services Staff	Satisfactory
Parks & Recreation Advisory Board	Recreation	County staff provides support and considers recommendations for development of park systems and review of Comprehensive Plan.	Leisure Services Staff	Satisfactory
Sanford Housing Authority	Housing	Informal, ad hoc coordination and funding	Community Services Staff	Satisfactory
Sanford Airport Authority	Transportation, Land Use, Economic Development	Information sharing Noise Abatement Committee	Growth Management Staff	Satisfactory
Seminole County Expressway Authority	Transportation	County Commissioners are represented with cities; and information sharing	Board of County Commissioners and Public Works Staff	Satisfactory
Seminole County Industrial Development Authority	Economic Development	County Commissioner is represented; informal, ad hoc staff coordination	Board of County Commissioners, Growth Management Staff	Satisfactory
Seminole County Port Authority	Transportation, Economic Development	County Commissioner is represented; informal, ad hoc staff coordination	Board of County Commissioners, Growth Management Staff	Satisfactory

ORGANIZATION	SUBJECT AREA	COORDINATION MECHANISM	RESPONSIBLE COUNTY DEPARTMENT	EFFECTIVENESS
Florida Power and Light and Florida Power Corporation	Utilities	Information sharing	Public Works and Growth Management Staff	Satisfactory
Tourist Development Council	Tourism	County Commissioner is represented	Board of County Commissioners, Growth Management Staff	Satisfactory
Seminole County School Board	Education Capital Improvements and School Concurrency	School Board staff on DRC Committee; current interlocal for collaborative planning; information sharing	Growth Management Staff	Satisfactory
Community Redevelopment Agencies in Seminole County	Land Use, Redevelopment	Information sharing, Highway Beautification, Redevelopment efforts	Growth Management Staff	Satisfactory

**Existing Coordination Mechanisms with Municipalities within
Seminole County**

SUBJECT AREA	COORDINATION MECHANISM	RESPONSIBLE COUNTY DEPARTMENT	EFFECTIVENESS
ALL SEMINOLE COUNTY MUNICIPALITIES			
Intergovernmental coordination and conflict mediation	County Commissioners; Council of Local Governments of Seminole County (CLGSC, formerly CALNO)	Board of County Commissioners; Growth Management Staff	Satisfactory
Housing	Interlocal Agreements for HOME and Emergency Shelter Grants and Community Development Block Grant Programs	Community Services Staff	Satisfactory
Comprehensive Planning and Land Use	Seminole County Planners Technical Advisory Committee; Interlocal Agreements for Notification of Land Use Activities. (All cities except Longwood)	Growth Management Staff	Needs Improvement Attempt to involve Longwood before next EAR
Utilities (Water, Reclaimed Water and Sewer)	Various Interlocal Agreements for wholesale services and emergency interconnects	Environmental Services Staff	Satisfactory

SUBJECT AREA	COORDINATION MECHANISM	RESPONSIBLE COUNTY DEPARTMENT	EFFECTIVENESS
Recycling	Intergovernmental Recycling Committee	Environmental Services Staff	
Schools	Interlocal Agreement with School Board for Notification of Land Use Activity	Growth Management Staff	Satisfactory
Impact Fee Collection	Interlocal Agreement for collection of road, school library, and fire impact fees	Public Works Staff	Satisfactory
Stormwater Discharge	Interlocal Agreement for control of contribution of stormwater pollutants and Total Maximum Daily Load	Public Works Staff	Satisfactory
ALTAMONTE SPRINGS			
Annexations	Interlocal Agreement for Annexation of Enclaves	Growth Management Staff	Satisfactory
CASSELBERRY			
Economic Development	Interlocal Agreements for Jobs Growth Incentive Program; US 17/92 Corridor	Growth Management Staff	Satisfactory
Corridor Redevelopment Planning Agency	Interlocal Agreement for the creation of the agency	Growth Management Staff	Satisfactory
LAKE MARY			
Lake Mary Boulevard Corridor	Information sharing; administration and coordination	Planning and Development	Satisfactory
Corridor Redevelopment Planning Agency	Interlocal Agreement for the creation of the agency for US 17/92	Growth Management Staff	Satisfactory
LONGWOOD			
Annexations	Interlocal Agreement for Annexation of Enclaves	Growth Management Staff	Satisfactory
OVIEDO			
Land Use, Facilities, Services, Annexations	Joint Planning Agreement	Growth Management Staff	Excellent
Corridor Redevelopment Planning Agency	Interlocal Agreement for the creation of the agency	Growth Management Staff	Satisfactory

SUBJECT AREA	COORDINATION MECHANISM	RESPONSIBLE COUNTY DEPARTMENT	EFFECTIVENESS
WINTER SPRINGS			
Land Use	Interlocal Agreement for Annexation of Lands	Growth Management Staff	Satisfactory
Corridor Redevelopment Planning Agency	Interlocal Agreement for the creation of the agency for US 17/92 Corridor	Growth Management Staff	Satisfactory

Existing Coordination Mechanisms With Regional Agencies

AGENCY	SUBJECT AREA	COORDINATION MECHANISM	RESPONSIBLE COUNTY DEPARTMENT	EFFECTIVENESS
East Central Florida Regional Planning Council	Existing Developments of Regional Impact, Census Data	County Commissioners are represented on the Council; information sharing	Board of County Commissioners; Growth Management Staff	Satisfactory
	Housing	Data provision and information sharing	Community Services Staff	Satisfactory
	Emergency Management	Seminole County representatives on RPC Local Emergency Planning Committee	Public Safety Staff	Satisfactory
	Miscellaneous regional planning Issues	Seminole County staff is represented on the ECFRPC Planners Committee (inactive)	Growth Management Staff	Inactive
METROPLAN ORLANDO (Metropolitan Planning Organization for Orange, Osceola, Seminole Counties also involves coordination with Brevard, Volusia and Lake Counties)	Transportation Planning, Growth Projections and information sharing	County Commissioners; city representatives, and an OSIA representative	Board of County Commissioners; selected cities	Satisfactory
	Transportation Planning, Growth Projections and information sharing	County staff members are represented on the Transportation Technical Committee	Growth Management Staff; Expressway Authority Staff; Engineering Staff	Satisfactory

Economic Development Council of Mid-Florida	Economic Development	County Commissioners provides funding; Information Sharing	Board of County Commissioners; Growth Management Staff	Satisfactory
Central Florida Regional Transportation Authority (LYNX)	Mass Transit Service Delivery and planning; bus and paratransit services and rail planning; funding transit services	Seminole County Commissioner represented on the Board of Directors; staffs share data; Board of County Commissioners funds Seminole County bus routes and paratransit services	Board of County Commissioners; Growth Management Staff	Satisfactory
	SUBJECT AREA	COORDINATION MECHANISM	RESPONSIBLE COUNTY DEPARTMENT	EFFECTIVENESS
Orange County Soil and Water Conservation District	Conservation	Information sharing	Environmental Services Staff	Satisfactory
St. Johns River Water Management District and others	Conservation, Water Quality	County Commissioner is represented on the Econlockhatchee River Task Force and Wekiva River Task Force; County staff sits on technical committees	Board of County Commissioners; Public Works Staff; Environmental Services Staff	Satisfactory
St. Johns River Water Management District	Conservation	Wekiva Protection Act provides for permanent review; coordination and planning	Growth Management Staff	Satisfactory
St. Johns River Water Management District, Soil Conservation Service, FEMA, USGS	Stormwater	Coordinated drainage studies with provisions for local match; St. Johns River Middle Basin Working Group	Growth Management Staff; Public Works Staff	Satisfactory

AGENCY	SUBJECT AREA	COORDINATION MECHANISM	RESPONSIBLE COUNTY DEPARTMENT	EFFECTIVENESS
Central Florida Commuter Rail Technical Advisory Committee	Transportation	Advises Central Florida Commuter Rail Governing Board and stakeholders on progress of commuter rail	Public Works Staff; Growth Management Staff	Satisfactory
Florida Economic Development Council	Economic Development	Information Sharing;	Growth Management staff	Satisfactory
Seminole County Community College	Job training	Coordination of job training through grant funded program	Growth Management Staff	Satisfactory
South Seminole/North Orange Wastewater Transmission Authority	Wastewater transmission facilities served by the Iron Bridge Facility	Authority comprised of a member from each jurisdiction	Environmental Services Staff	Satisfactory
Wekiva River Basin Commission	Wekiva Study Area	County Commissioner and staff for coordination of Wekiva Parkway and Protection Act	Board of County Commissioners; Public Works Staff	Satisfactory
Central Florida Regional Commission on Homelessness	Issued surrounding homelessness	County Commissioner; citizens and businesses	Board of County Commissioners; Community Services Staff	Satisfactory
Congress of Regional Leaders	Promote the Central Florida Regional Vision (How Shall We Grow?)	County Commissioner	Board of County Commissioners; Growth Management Staff	Satisfactory

Existing Coordination Mechanisms with State and Federal Agencies

AGENCY	SUBJECT AREA	COORDINATION MECHANISM	RESPONSIBLE COUNTY DEPARTMENT	EFFECTIVENESS
FEDERAL				
U.S. Department of Housing and Urban Development (HUD)	Federally assisted housing and community development	Grants administration	Community Services Staff	Satisfactory
Federal Transit Administration (FTA)	Mass Transit	Through METROPLAN ORLANDO	Growth Management Staff	Satisfactory
Environmental Protection Agency (EPA)	Permitting, American Heritage Rivers Initiative	Information sharing, grants	Growth Management, Public Works, Environmental Services Staff	Satisfactory
Federal Emergency Management Agency (FEMA)	Flood Insurance Rate Maps (FIRM)	Amendments to FIRM maps	Growth Management Staff	Satisfactory
U.S. Army Corps of Engineers	Permitting	Information sharing; permitting coordination	Growth Management Staff; Environmental Services Staff	Satisfactory
STATE				
Florida Department of Environmental Protection (FDEP)	Permitting	Transmittal for review and comment per Chapter 9J-11, Florida Administrative Code	Growth Management Staff; Environmental Services Staff	Satisfactory
Florida Department of State (FDOS)	Plan amendments	Transmittal for review and comment per Chapter 9J-11, Florida Administrative Code	Growth Management Staff	Satisfactory
Florida Fish and Wildlife Conservation Commission (FFWCC)	Plan amendments	Transmittal for review and comment per Chapter 9J-11, Florida Administrative Code	Growth Management Staff	Satisfactory

AGENCY	SUBJECT AREA	COORDINATION MECHANISM	RESPONSIBLE COUNTY DEPARTMENT	EFFECTIVENESS
Florida Department of Agriculture and Consumer Services (Division of Forestry)	Plan amendments	Transmittal for review and comment per Chapter 9J-11, Florida Administrative Code	Growth Management Staff	Satisfactory
Florida Department of Transportation (FDOT)	Transportation Planning; Improvements Program; Plan amendments; Stormwater	Transmittal for review and comment per Chapter 9J-11, Florida Administrative Code; Transportation Funding; Stormwater Discharge	Growth Management ; Public Works Staff	Satisfactory
Florida Department of Community Affairs (FDCA)	Plan amendments	Transmittal for review and comment per Chapter 9J-11, Florida Administrative Code	Growth Management Staff	Satisfactory
St. Johns River Water Management District (SJRWMD)	Plan amendments Stormwater and wetlands permits	Transmittal for review and comment per Chapter 9J-11, Florida Administrative Code	-Public Works Staff	Satisfactory
U.S. Department of Commerce, Economic Development Administration	Economic Development	Competitive grants awards	Growth Management Staff	NA (newly initiated)

AGENCY	SUBJECT AREA	COORDINATION MECHANISM	RESPONSIBLE COUNTY DEPARTMENT	EFFECTIVENESS
Florida Department of Commerce	Road grants	Transportation agreement	Growth Management Staff	Satisfactory
Florida Housing Finance Corporation	Affordable Housing; funding administration	Per Chapter 67, Florida Administrative Code	Community Services Staff	
Workforce Central Florida	Economic Development	Job training; outreach to local businesses	Growth Management Staff	Satisfactory

EXHIBIT FLU: *SEMINOLE COUNTY FUTURE LAND USE DESIGNATIONS AND
ALLOWABLE ZONING CLASSIFICATIONS*

SEMINOLE COUNTY FUTURE LAND USE DESIGNATIONS AND ALLOWABLE ZONING CLASSIFICATIONS

Exhibit A2

Notes and Comments Integral to and Part of the Future Land Use Designations and Allowable Zoning Classifications Table

¹ 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.

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

³ Net residential density is the number of dwelling units per net buildable acre. Net buildable acreage is the number of acres within the boundary of a development excluding areas devoted to road rights of way, transmission power line easements, lakes and wetland or flood prone areas. Floor Area Ratio is determined by dividing the gross floor area of all buildings on a lot by the area of that lot. 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.

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

⁵ 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.

⁶ 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	ALLOWABLE ZONING CLASSIFICATIONS
Notes: 1,2	Note: 3 and **	Notes: 5,6
Environmentally Sensitive Lands Overlay	Overlay informational land designation indicating protected wetland and flood prone areas.	NA
Rural-10	Maximum 1 DU/10AC or 1 DU/5AC if units are sited specifically on 1 acre lots	PLI, PD, A-10
Rural-5	Maximum 1 DU/5AC	PLI, PD, A-5, A-10
Rural-3	Maximum 1 DU/3AC	PLI, PD, A-3, A-5, A-10
Suburban Estates	Maximum 1 DU/AC	A-1, RC-1, PLI, PD, RM-3 ⁴
Low Density Residential (LDR)	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)	PD, R-AH
Medium Density Residential (MDR)	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
High Density Residential	Maximum residential density - 20 DU/AC	R-3, R-3A, R-4, all MDR zonings, PD
Mixed Development	<ul style="list-style-type: none"> • Maximum residential density - 30 DU/AC (maximum 40 DU/AC per Policy FLU 5.15) • Maximum FAR - 0.60 (Commercial and Industrial) (additional FAR allowable per Policy FLU 5.15) • Maximum FAR - 1.0 (see Policy FLU 5.15) 	PLI, C-1, C-2, PD, and zoning in place at time Mixed Development designation was assigned.
Planned Development	Determined at time of Plan amendment; noted on FLUM	PD
Higher Intensity Planned Development - Core	<ul style="list-style-type: none"> • Minimum residential density - 20 DU/AC • Maximum residential density - 50 DU/AC • Minimum FAR - 0.5 • Maximum FAR - 1.0 	PD, PLI
Higher Intensity Planned Development - Transitional	<ul style="list-style-type: none"> • Maximum residential density - 20 DU/AC • Maximum FAR - 0.35 	PD, PLI
Higher Intensity Planned Development - Target Industry	<ul style="list-style-type: none"> • Abutting <u>single-family</u> residential area - 20 DU/AC* • All other areas - 50 DU/AC* • FAR abutting <u>single-family</u> residential area - 0.35 • FAR all other areas - 1.0 <u>1.5</u> 	PD, PLI Also, MDR and Office zoning classifications only where such development buffers existing single family subdivisions from target industry.
Higher Intensity Planned Development - Airport	<ul style="list-style-type: none"> • Maximum residential density - 30 DU/AC • Maximum FAR - 1.0 <u>1.5</u> 	PD, PLI
Office	Maximum FAR - 0.35	OP, RP, A-1, PD, PLI
Commercial	Maximum FAR - 0.35	CN, CS, C-1, C-2, A-1, PD, PLI, OP, RP
Commercial (see Policy FLU 5.2)	Medium to high density residential uses	
Industrial	Maximum FAR - 0.65	C-3, C-2, C-1, M-1A, M-1, M-2, A-1 OP, PD, PLI
Public, Quasi-Public	Maximum FAR - 0.65	PLI, A-1
Preservation / Managed Lands	Maximum - 0.10	PLI
Recreation	Maximum FAR - 0.50	PLI, A-1, PD, A-3, A-5, A-10

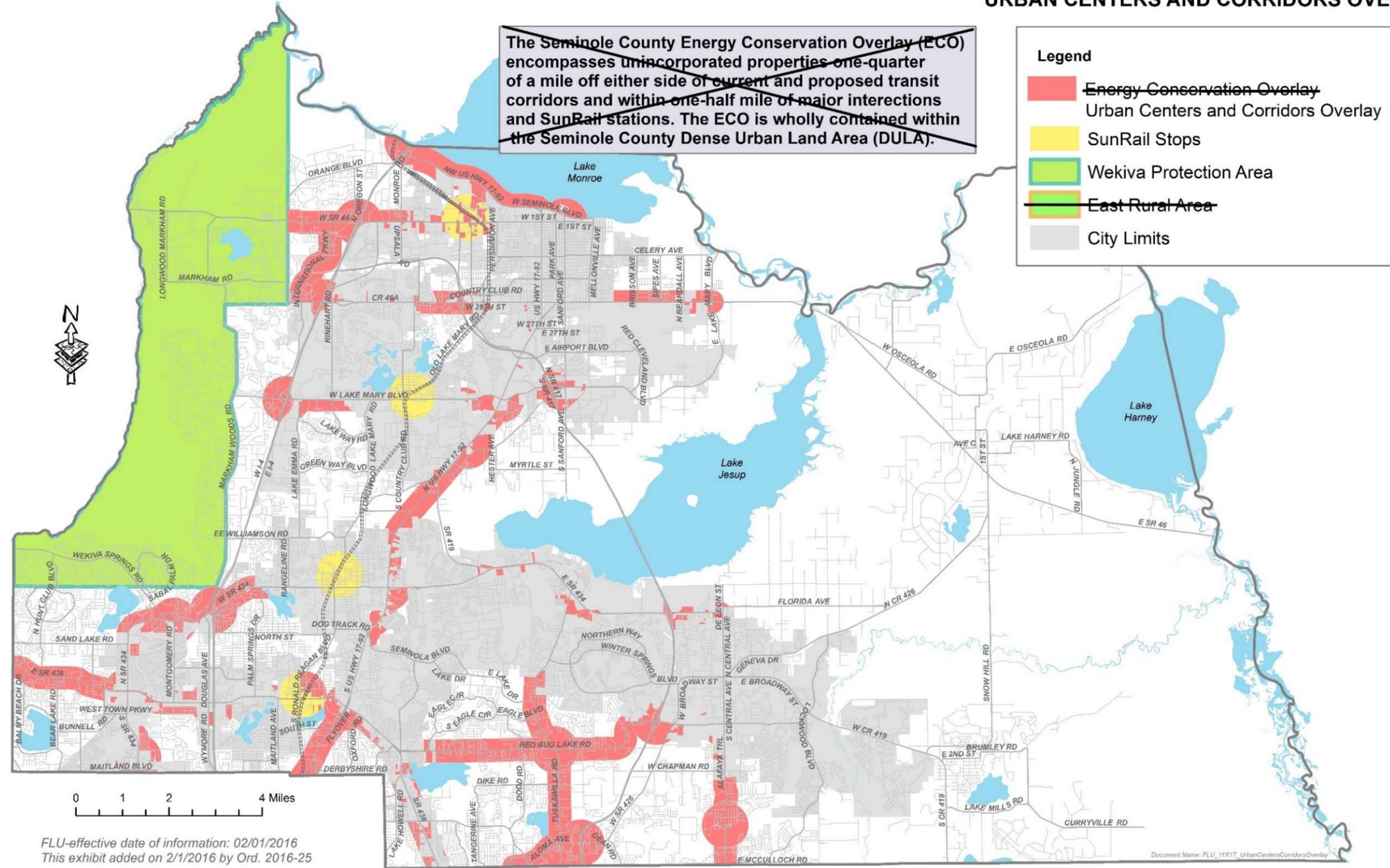
* Residential uses permitted where ancillary to a target industry and integrated into a development per Policy FLU 5.8.

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



URBAN CENTERS AND CORRIDORS OVERLAY

~~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 interconnections and SunRail stations. The ECO is wholly contained within the Seminole County Dense Urban Land Area (DULA).~~

FLU-effective date of information: 02/01/2016
This exhibit added on 2/1/2016 by Ord. 2016-25

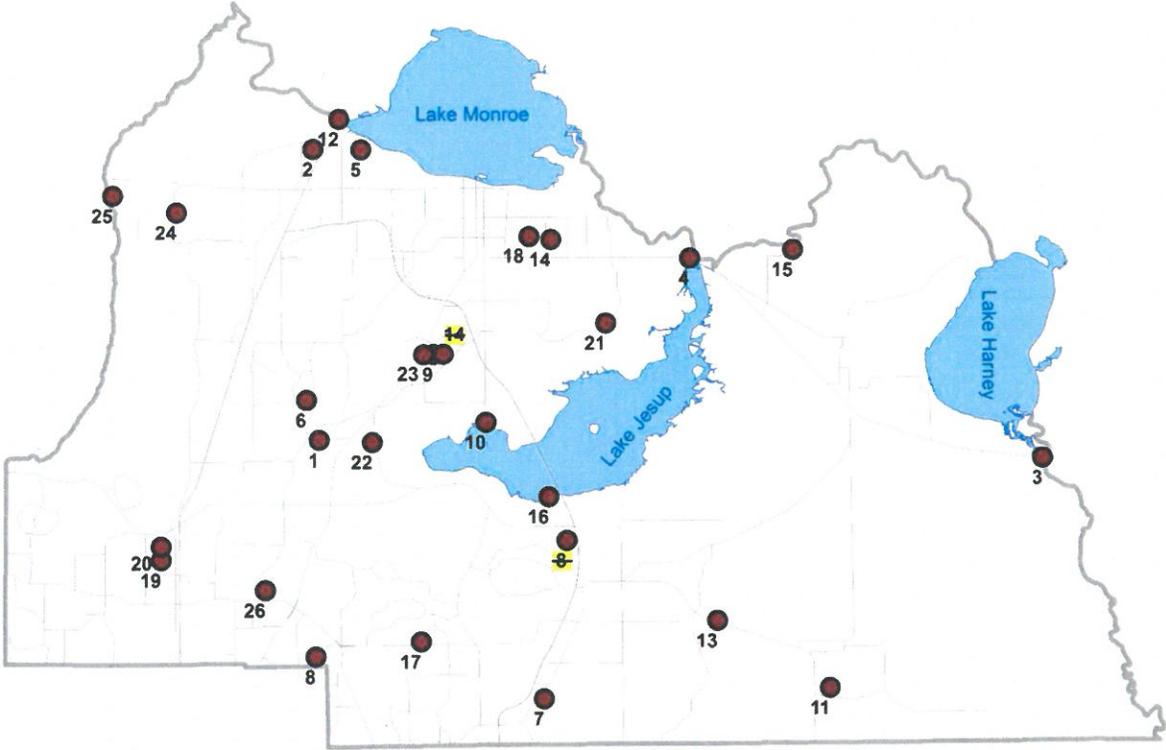
Document Name: FLU_11X17_UrbanCentersCorridorsOverlay



SEMINOLE COUNTY COMPREHENSIVE PLAN



County Parks and Facilities



5 Miles



LEGEND

- | | | |
|----------------------------------|---|--|
| 1 BIG TREE PARK | 10 LAKE JESUP PARK | 19 SANLANDO PARK |
| 2 BOOKERTOWN PARK | 11 LAKE MILLS PARK | 20 SEMINOLE COUNTY SOFTBALL COMPLEX |
| 3 C S LEE PARK & BOAT RAMP | 12 LAKE MONROE WAYSIDE PARK & BOAT RAMP | 21 SEMINOLE COUNTY SPORTS COMPLEX |
| 4 CAMERON WIGHT PARK & BOAT RAMP | 13 LITTLE BIG ECON CANOE LAUNCH | 22 SOLDIERS CREEK PARK |
| 5 CENTRAL FLORIDA ZOO | 14 LITTLE LAKE DOT | 23 SUNLAND PARK |
| 6 GREENWOOD LAKES PARK | 14 MIDWAY PARK | 24 SYLVAN LAKE PARK |
| 7 JAMESTOWN PARK | 15 MULLET LAKE PARK | 25 WILSONS LANDING PARK |
| 8 JETTA POINT PARK | 16 OVERLOOK PARK | 26 WINWOOD PARK |
| 8 KEWANNEE PARK | 17 RED BUG LAKE PARK | |
| 9 LAKE DOT PARK | 18 ROSELAND PARK | |

Note: # 8 Jetta Point Park is proposed

(REC - Effective date of information: 02/2008)
This exhibit last amended on 10/26/2010 by Ord. 2010-25