



## E. LAKE MARY BLVD. SMALL AREA STUDY

Community Workshop #2 Presentation  
April 29, 2021



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PLANNING



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BACKGROUND

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# Workshop Goals

Goals for this workshop include:

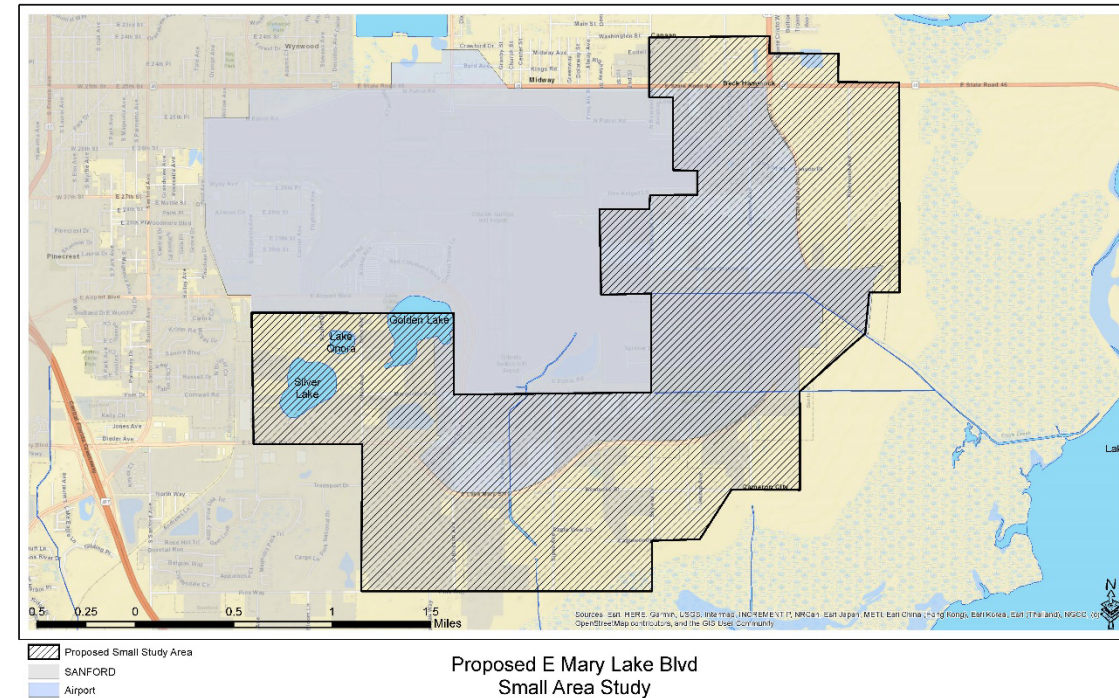
- summarize project background work
- review draft recommendations
- discuss the future of the study area and hear stakeholder input



# Project Study Area

The study area spans a five-mile section of E. Lake Mary Boulevard, from Mellonville Avenue to just north of SR 46. Sanford Orlando International Airport and environmental areas bordering Lake Jesup form boundaries to the east, west and south.

- The study area contains parcels in both Seminole County and the City of Sanford.
- The existing land use pattern consists of a mix of airport supportive facilities, commercial, community, residential and recreational uses, although much of the land is undeveloped or underutilized.

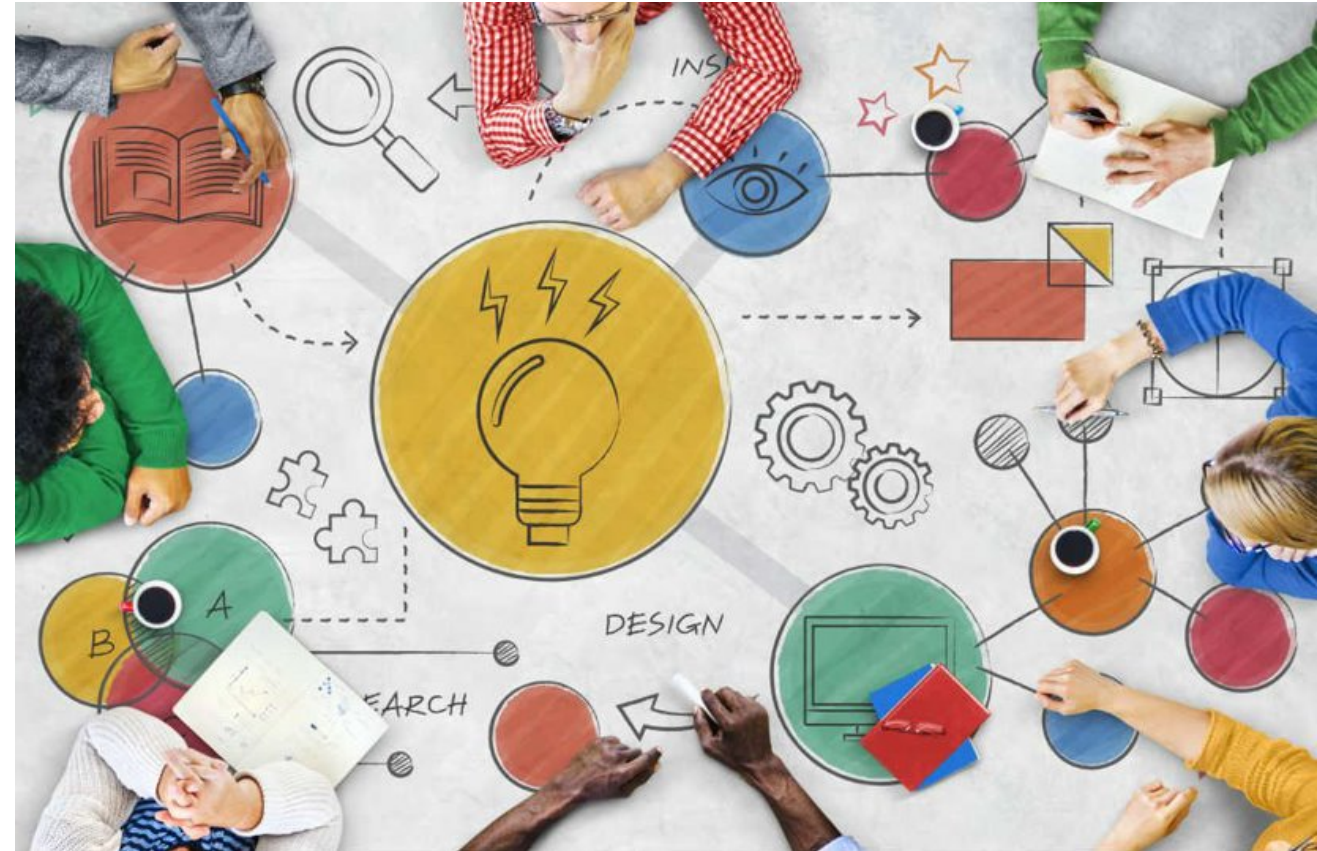




# Small Area Study

Small Area Studies are:

- long-range plans applied to smaller areas to allow stakeholders to address unique issues with tailored solutions.
- aspirational community plans that define a locality's vision for the future.
- guides that address elements of the built environment – housing, businesses, green spaces, public improvements, and the transportation network that connects them.



# Project Purpose

Seminole County has identified this area as a priority due to a broad range of development- and planning-related issues, including:

- expansion of the airport
- annexation requests
- proposals for residential development

They are looking to create a clear framework that defines a program of strategies and policies to guide and accommodate growth as the study area evolves.





# Data Collection

Existing conditions have been documented, including:

- infrastructure
- multimodal networks
- demographics and employment
- community
- environmental resources
- regulatory framework

Stakeholder input on existing conditions, issues, and opportunities has also been documented through meetings, surveys, and conversations.





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VISION

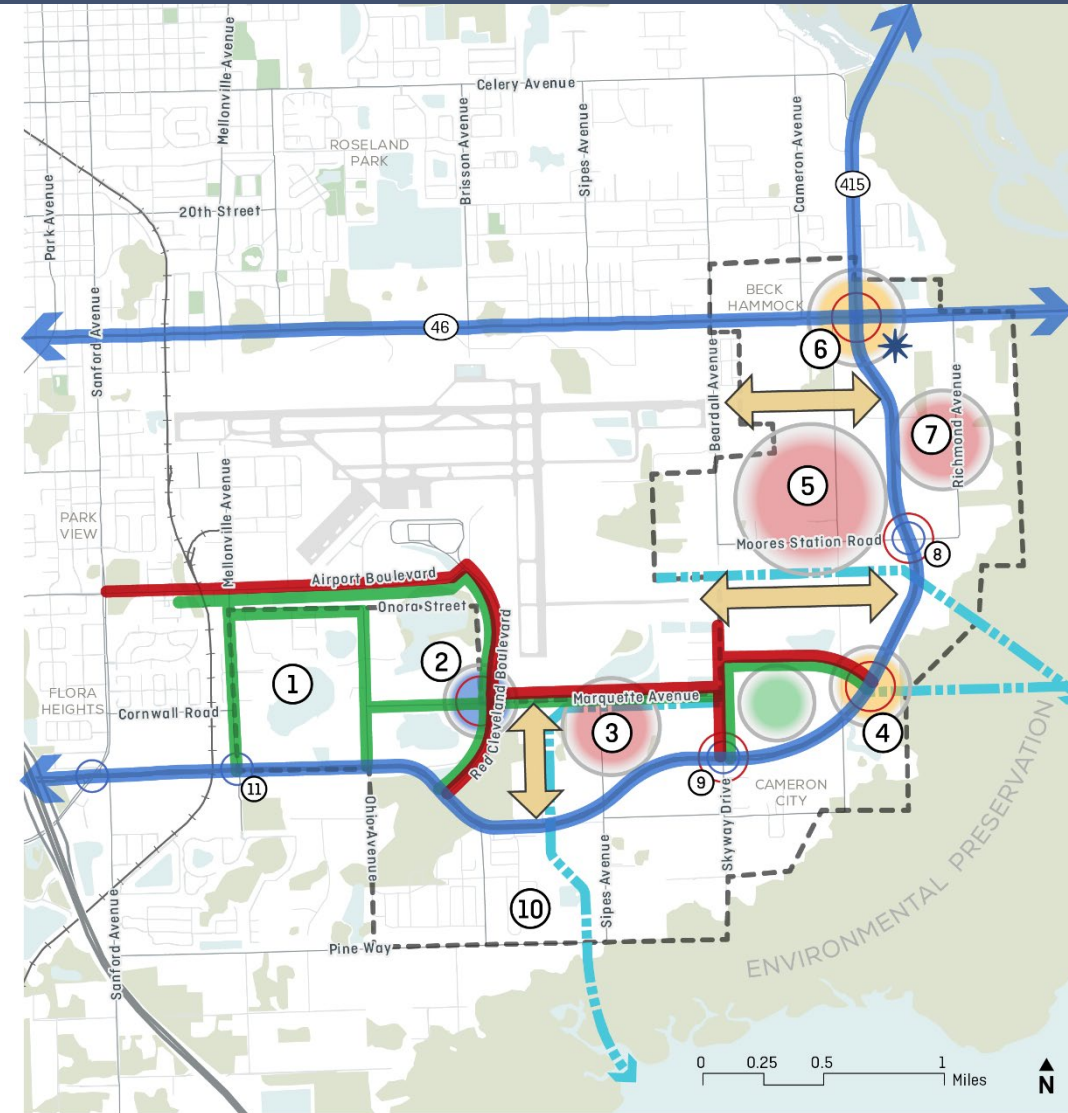
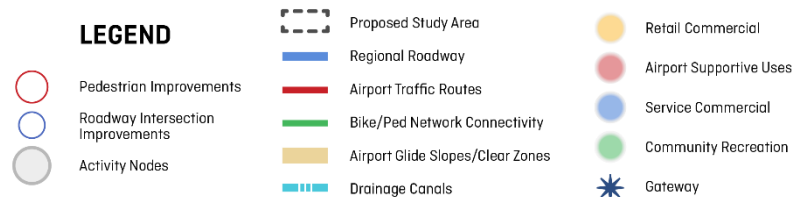
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# Vision Map

The vision map is a simple concise picture, based on data collection and stakeholder input, that:

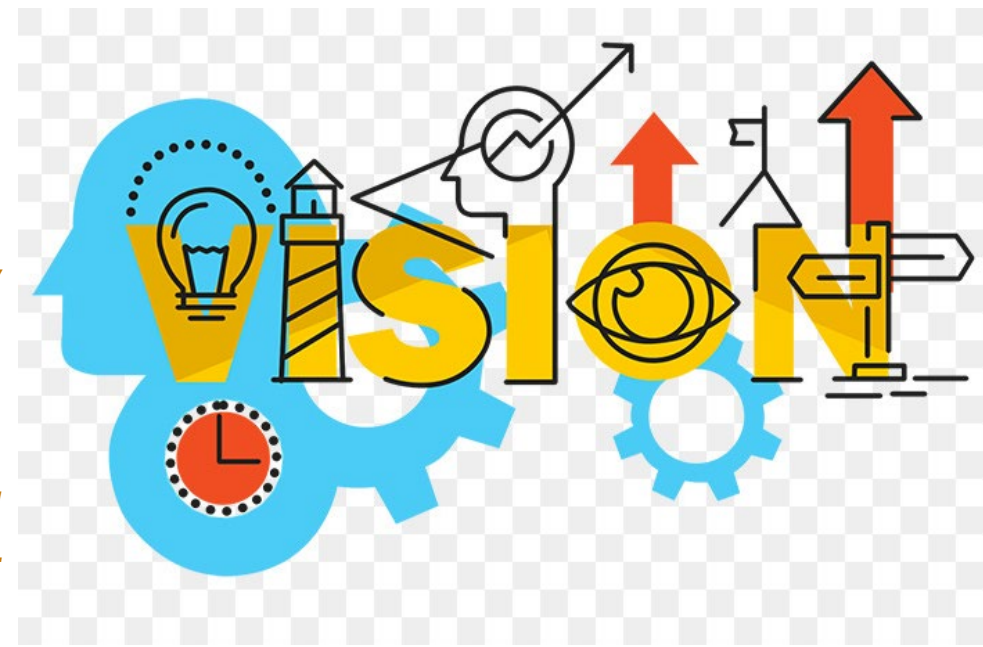
- organizes concepts and relationships
- presents challenges and opportunities
- illustrates project concepts and connections
- summarizes development potential for the study area's existing and emerging nodes, focal points and gateways



# Vision Statement

The vision statement is the framework for strategic planning – it succinctly summarizes the concepts shown on the vision map and embodies the guidance defined by both core planning principles and the community:

- *The vision for the E. Lake Mary Boulevard study area strategically guides transportation investments and land use policies to balance both regional and local interests; provides efficient mobility for residents, visitors, and commerce by balancing movement priorities; encourages new opportunities that promote a competitive economy and accommodate growth while maintaining a vibrant sustainable community; preserves and enhances natural features and ecological resources; and creates a robust multimodal network that reduces conflicts, improves safety, and expands connections for all users.*







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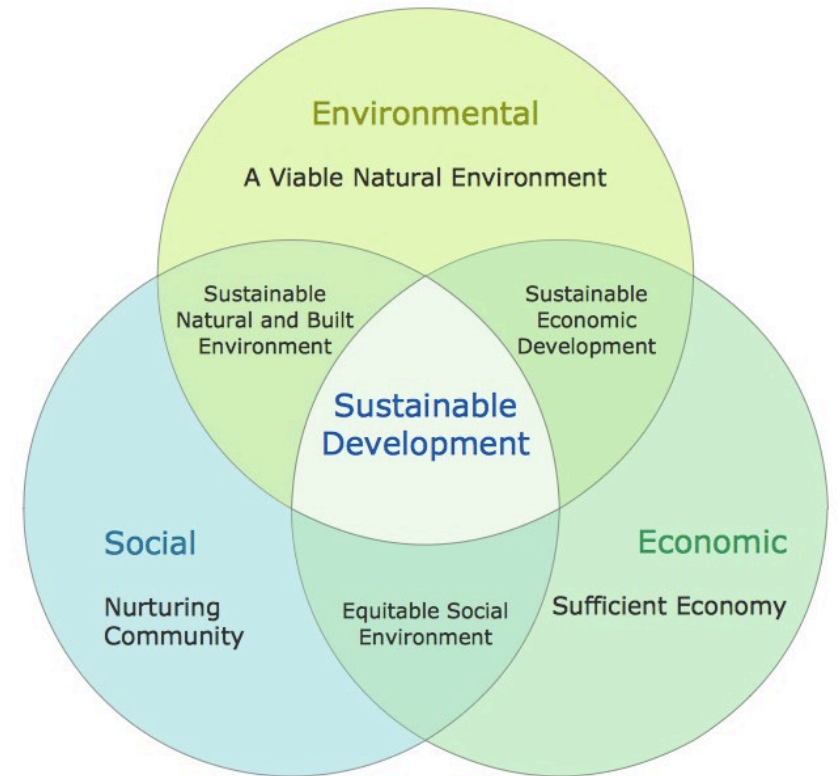
# RECOMMENDATIONS (draft)

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# Overview

A concept plan was developed that takes synergies and activity nodes established in the vision map and provides a more detailed look at development opportunities, using a framework that considers:

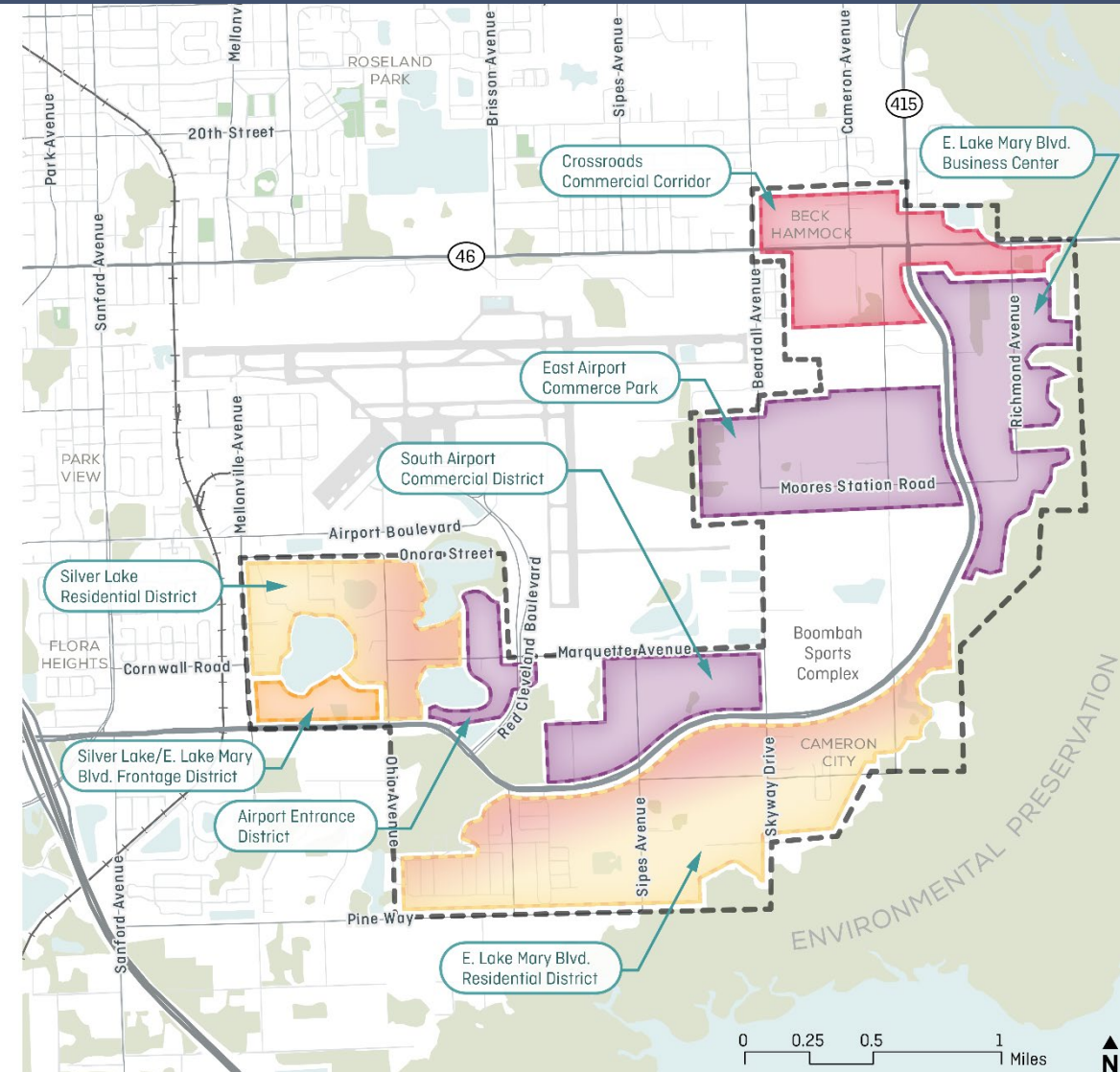
- Site and setting – recognizing and relating to the existing patterns of form and movement
- Context, scale and character – respecting existing relationships and drawing on them for guidance
- Sustainability – preserving resources and respecting the environment by relating to the site and adjacent areas and taking advantage of their qualities



# Concept Plan Map

The concept plan provides a basic organization for development, but it remains necessarily broad, as it will be tested against:

- time
- markets/private investment
- community
- resources
- budgets
- changing economic conditions
- competing needs



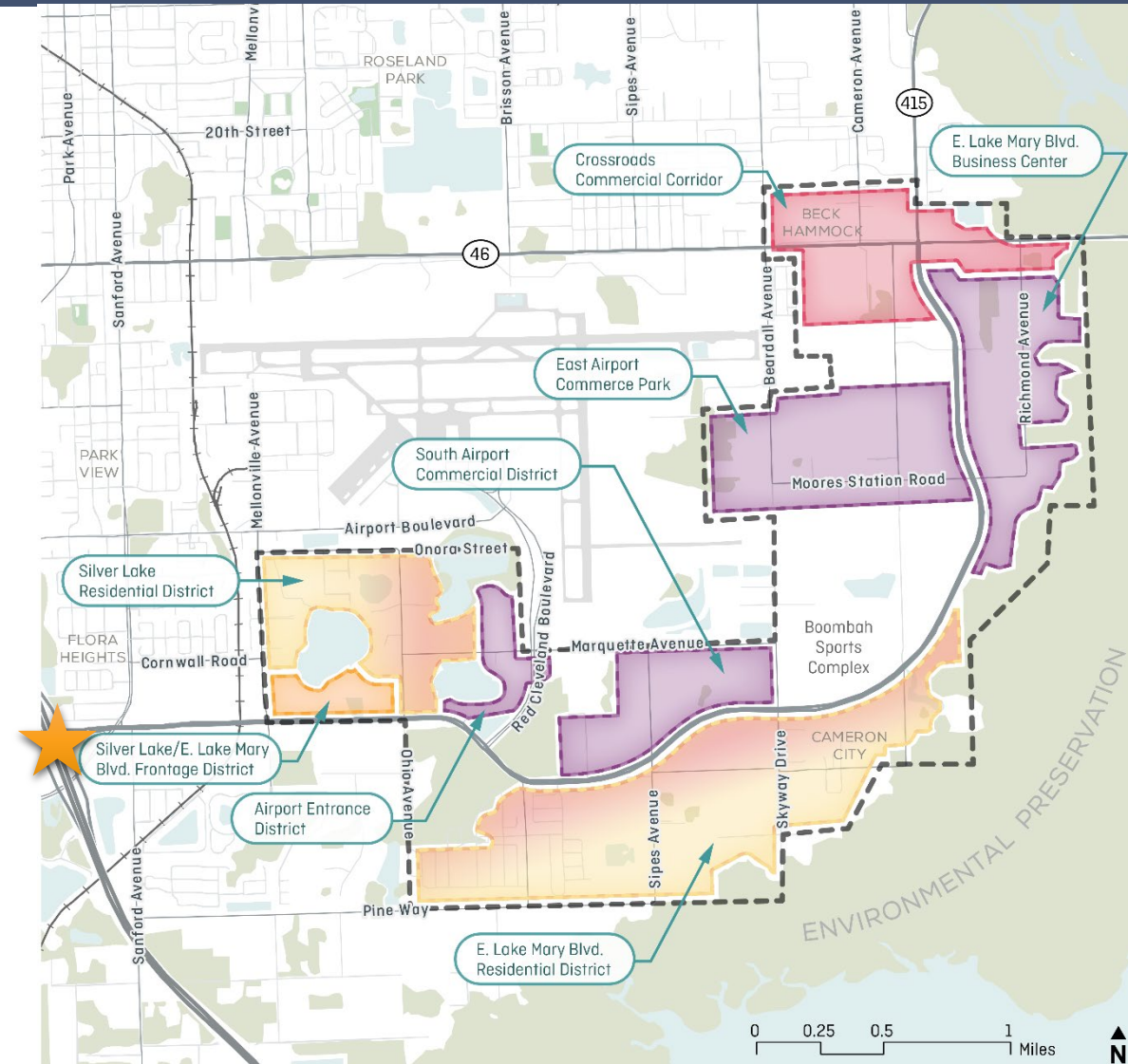


# Silver Lake/E. Lake Mary Blvd. Frontage District

This district covers the primarily undeveloped E. Lake Mary Boulevard northern frontage between Mellonville Avenue and Ohio Avenue that backs up to Silver Lake.

Existing FLU designations:

- Seminole County: none
- Sanford: Low Density Residential – Single Family (LDRSF), Medium Density Residential (MDR10)



# Silver Lake/E. Lake Mary Blvd. Frontage District

Priority land uses for this district include:

- Single-family (detached)
- Single-family (multiple units)
- Multi-family residential



# Silver Lake/E. Lake Mary Blvd. Frontage District

## Strategies:

- The Sanford/Seminole JPA recommends that no new medium density residential future land use be approved in the Silver Lake area. The heights of multi-family buildings on property with existing MDR10 must be compatible with single-family units in the area.
- Suggest single-family detached up to 3 du/ac. max.
- Suggest single-family attached up to 6 du/ac. max.
- MF residential not appropriate without transit service.
- Operational improvements at ELMB/Mellonville Avenue intersection.



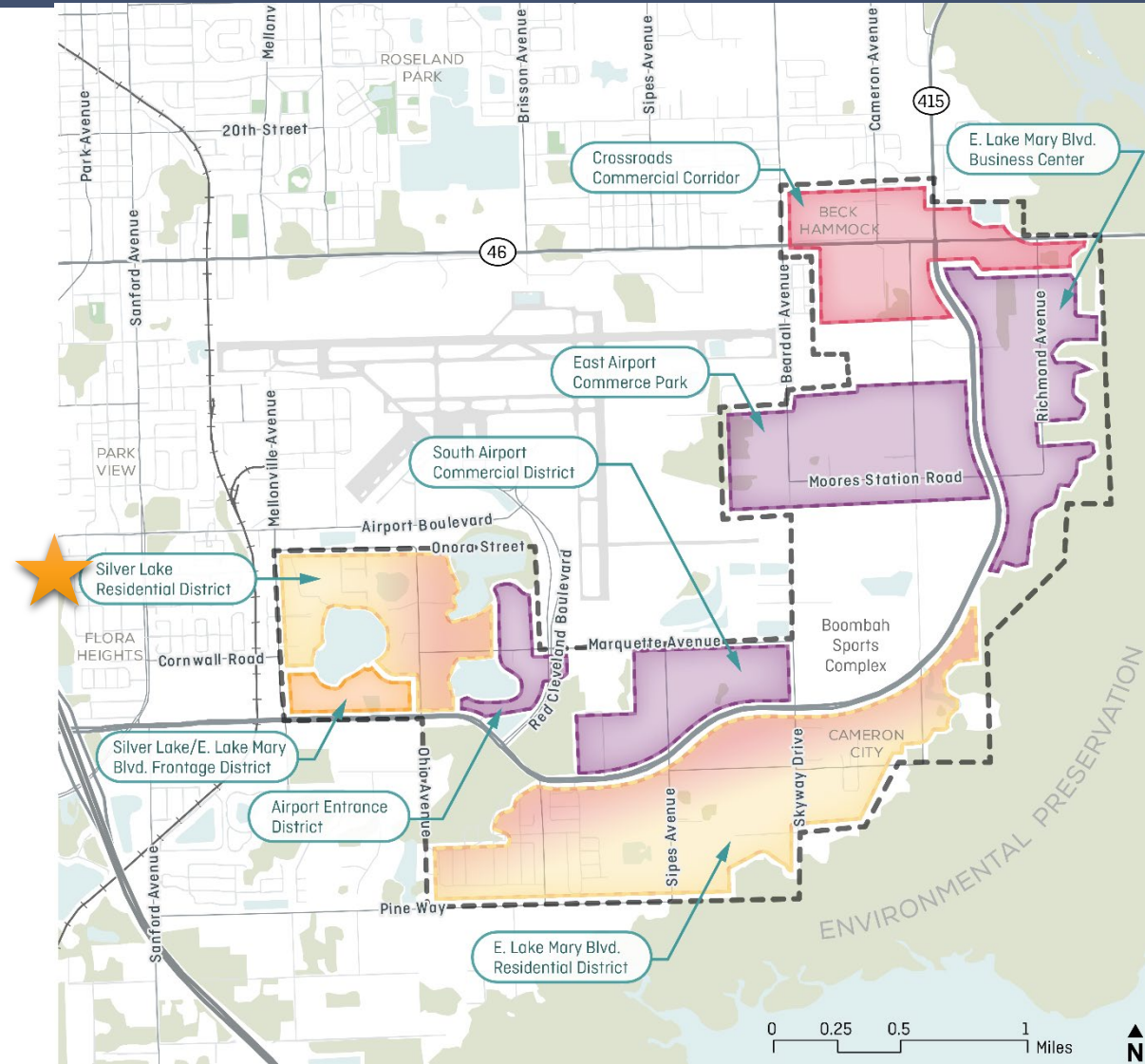


# Silver Lake Residential District

This district covers the established residential neighborhoods around Silver Lake, Lake Onora and Golden Lake, with Mellonville Avenue, Onora Street, Ohio Avenue and Marquette Avenue being the key roadways.

Existing FLU designations:

- Seminole County: Industrial (IND), Low Density Residential (LDR), Suburban Estates (SE)
- Sanford: Industrial (I), Low Density Residential – Single Family (LDRSF), Suburban Estates (SE)



# Silver Lake Residential District

Priority land uses for this district include:

- Single-family (detached)





# Silver Lake Residential District

## Strategies:

- New development should be compatible with the quality and character of the existing single-family neighborhoods.
- Suggest single-family detached up to 2 du/ac.
- Consider increased densities/intensities in the transitional area east of Ohio Avenue.
- Add a sidewalk on Marquette Avenue.



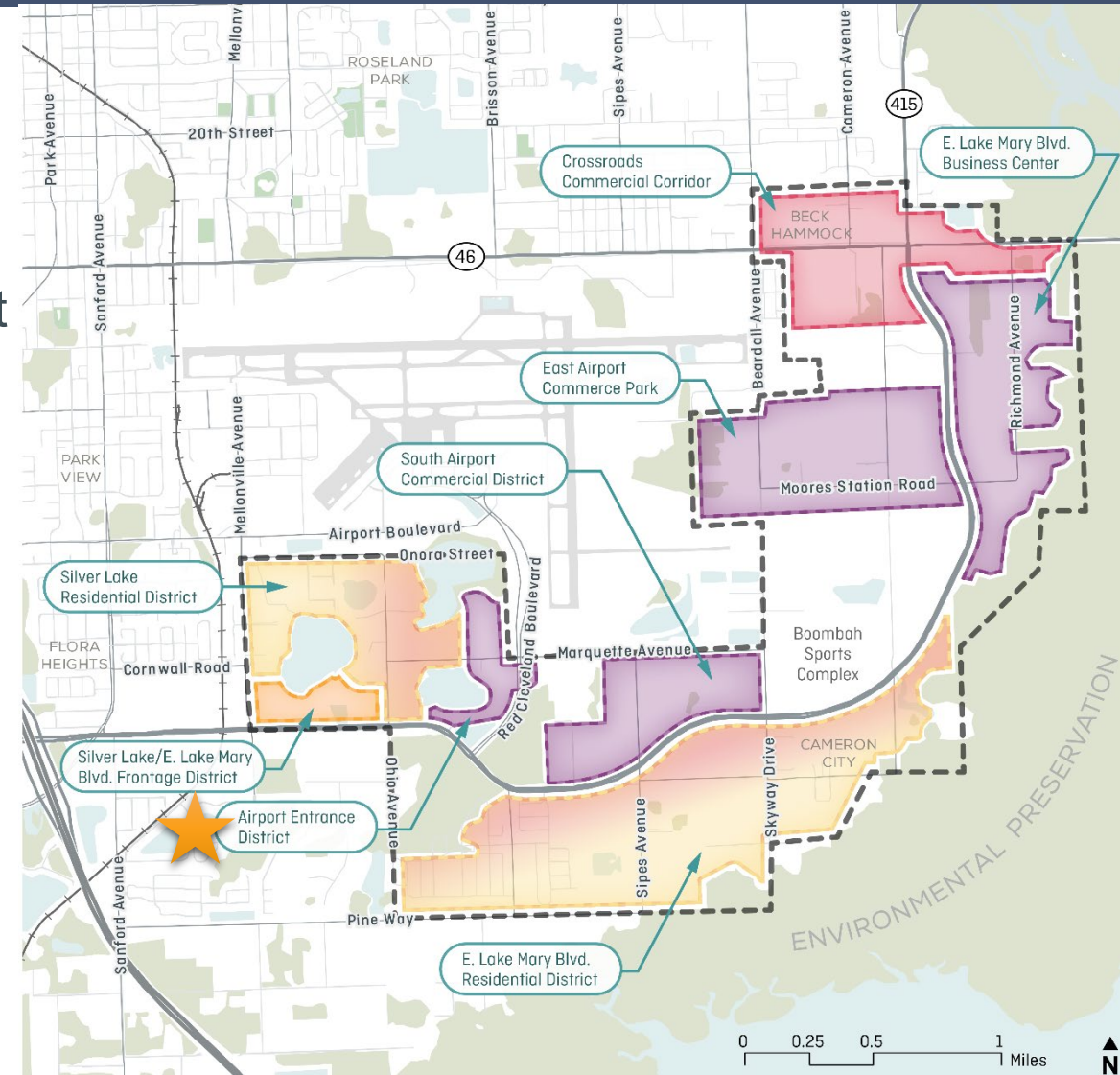


# Airport Entrance District

This district covers the Red Cleveland Boulevard/Marquette intersection and adjoining areas that are part of the Sanford Orlando International Airport entrance.

Existing FLU designations:

- Seminole County: Suburban Estates (SE)
- Sanford: Airport Industry and Commerce (AIC), Suburban Estates (SE)



# Airport Entrance District

Priority land uses for this district include:

- Specialty commercial (airport supportive)
- Office
- Hotel



# Airport Entrance District

## Strategies:

- Proposed development west of Red Cleveland Boulevard should provide visual screening, buffers and setbacks that create transitions with adjacent residential areas.
- Add a sidewalk on Marquette Avenue.
- Operational improvements are recommended at the Red Cleveland Boulevard/Marquette Avenue intersection.



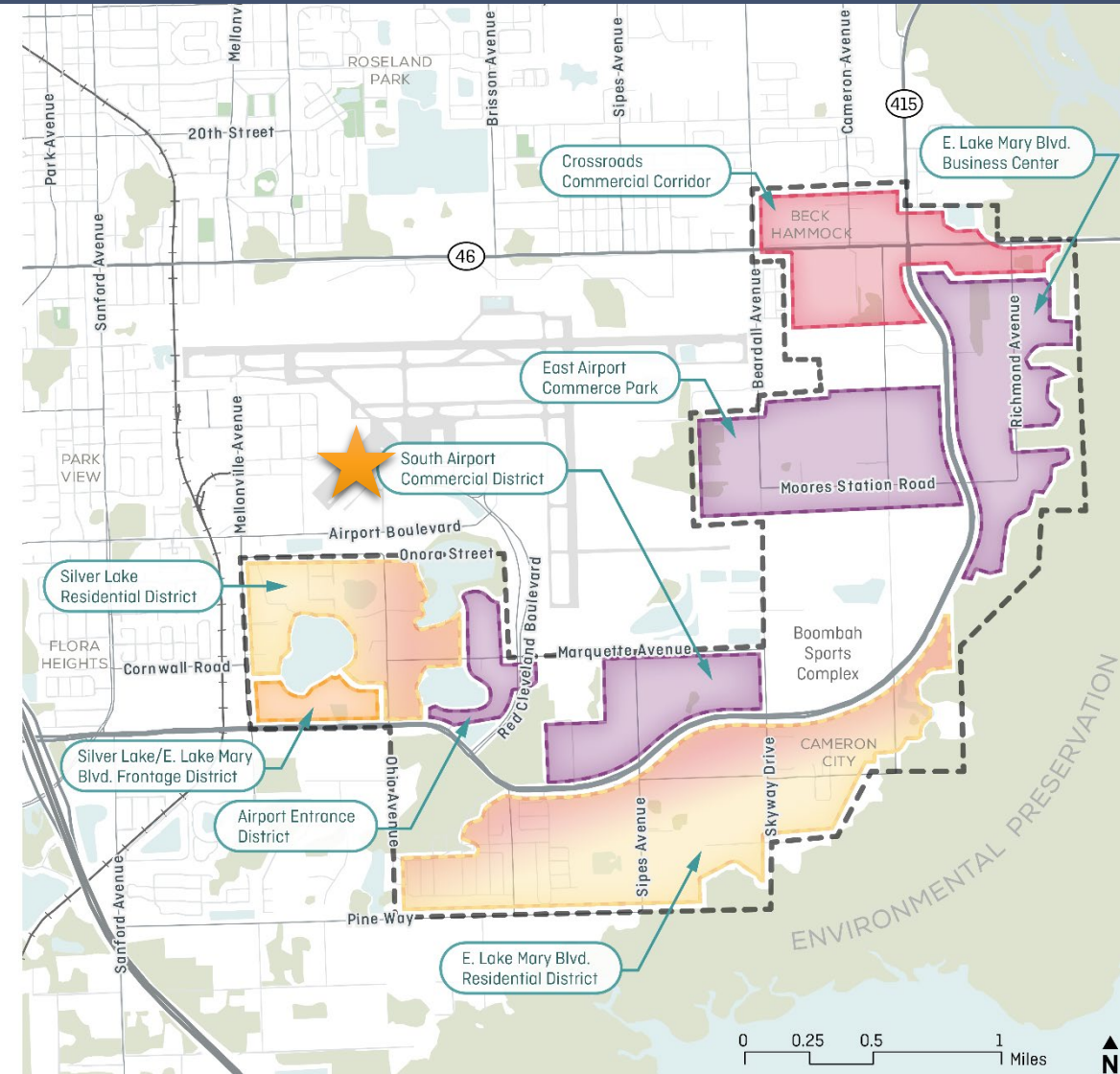


# Airport South Commercial District

This district is adjacent to the Airport and interior to the boundary created by Marquette Avenue to the north, E. Lake Mary Boulevard to the south, Skyway Drive to the east and Red Cleveland Boulevard to the west.

Existing FLU designations:

- Seminole County: Higher Intensity Planned Development Airport (HIPAP), Industrial (IND)
- Sanford: Airport Industry and Commerce (AIC), Resource Protection (RP)



# Airport South Commercial District

Priority land uses for this district include:

- Specialty commercial (airport supportive)
- General commercial
- Attendant retail
- Public services



# Airport South Commercial District

## Strategies:

- Land uses should respect provisions of the Airport Master Plan to ensure that their facilities will be adequate to meet both short- and long-term demand for aviation services.
- Development on the western portion of the district should be consistent with any FAA requirements for the Airport's runway protection zones.
- Add a sidewalk on Marquette Avenue.
- Operational improvements are recommended at the E. Lake Mary Boulevard/Skyway Drive intersection.



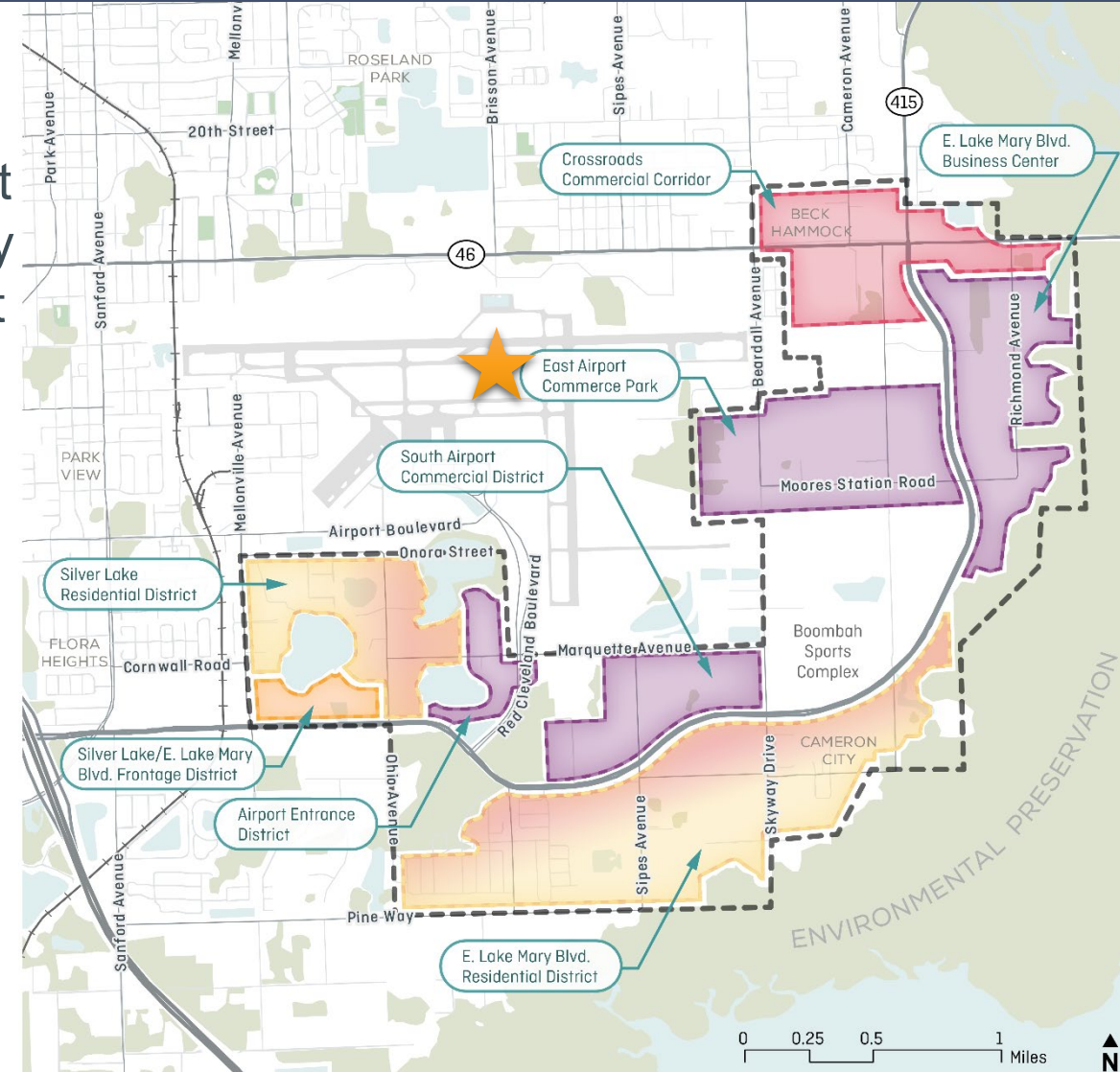


# East Airport Commerce Park

This district is located between the two Airport east/west runways and E. Lake Mary Boulevard and is the primary location for Airport expansion. It is shown on the Airport Master Plan as the largest and most intense development area and is intended to support a large-scale employment center.

Existing FLU designations:

- Seminole County: Higher Intensity Planned Development Airport (HIPAP), Industrial (IND)
- Sanford: Airport Industry and Commerce (AIC)



# East Airport Commerce Park

Priority land uses for this district include:

- Airport operations
- Specialty commercial (airport supportive)
- Business park/commerce park
- Industrial park (light industrial)
- Warehousing
- Office
- Mixed use (office over commercial)





# East Airport Commerce Park

## Strategies:

- Operational improvements are recommended at the E. Lake Mary Boulevard/Moores Station Road intersection.
- Access to some commercial supportive uses may be internal from Airport service areas.
- Potential multi-family uses should be severely limited, as reflected in the JPA and per guidelines issued by the FAA allowing residential between the 60 and 65 DNL noise contours.
- Add a sidewalk on Moores Station Road.



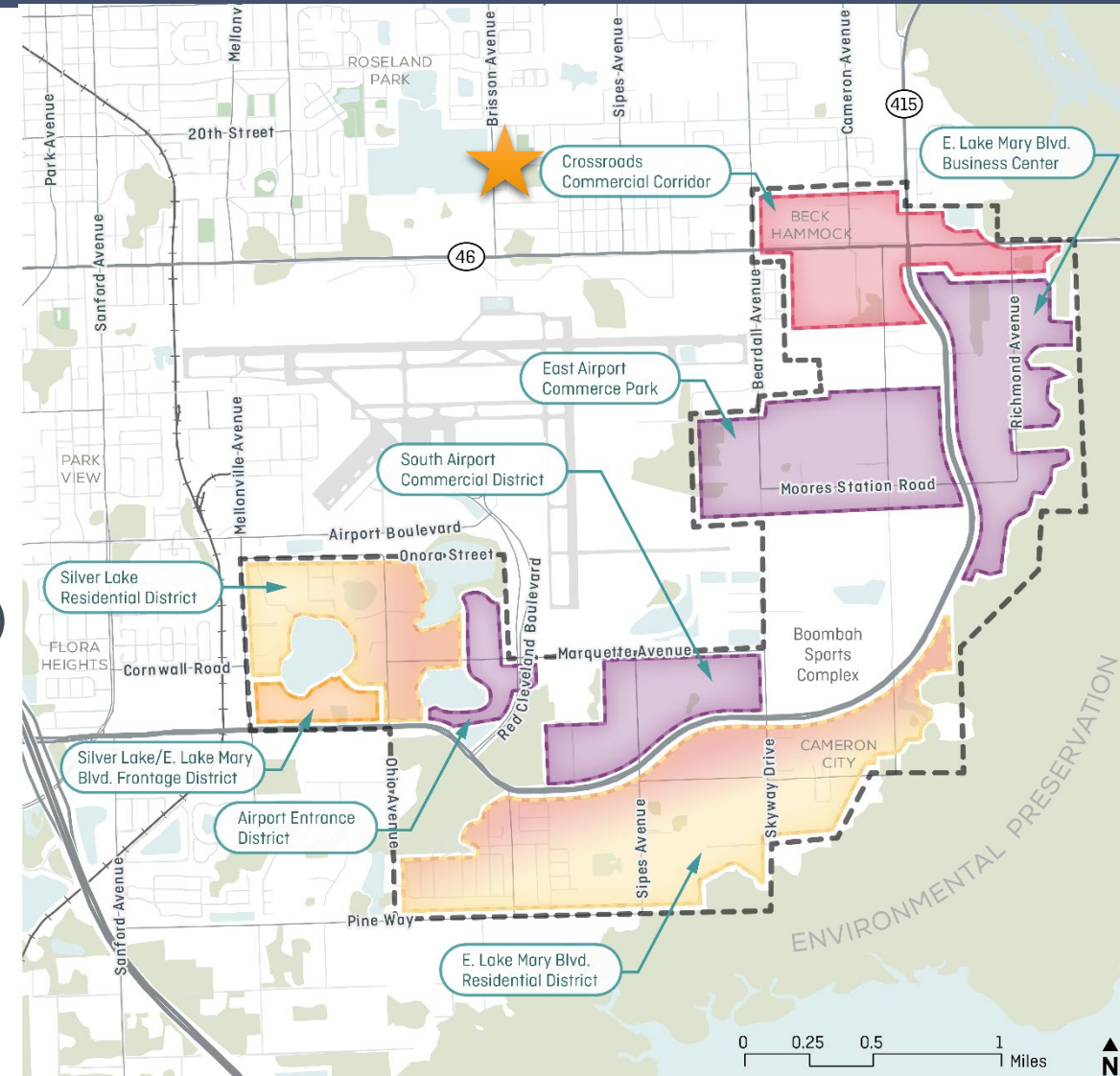


# Crossroads Commercial Corridor

This district covers the SR 46/E. Lake Mary Boulevard intersection and adjacent properties within the study area fronting on these two regional roadways.

Existing FLU designations:

- Seminole County: Commercial (COM), Higher Intensity Planned Development Airport (HIPAP), Industrial (IND), Preservation Managed Lands (PML)
- Sanford: Airport Industry and Commerce (AIC), General Commercial (GC), Industrial (I)



# Crossroads Commercial Corridor

Priority land uses for this district include:

- Arterial commercial
- Specialty commercial (airport supportive)
- General commercial
- Attendant retail
- Multi-family residential



# Crossroads Commercial Corridor

## Strategies:

- Backage roads or connected parking areas should be encouraged to reduce curb cuts and provide access options.
- Multi-family residential may be considered as a secondary use because of the location near schools; however, potential multi-family uses should be severely limited, as reflected in the JPA and per guidelines issued by the FAA allowing residential between the 60 and 65 DNL noise contours.
- Operational improvements are recommended at the SR 46/E. Lake Mary Boulevard intersection.







# E. Lake Mary Blvd. Business Center

Priority land uses in this district include:

- Specialty commercial (airport supportive)
- Business park/commerce park
- Industrial park (light industrial)
- Warehousing
- Office
- Public Services
- Open space/preserve





## E. Lake Mary Blvd. Business Center

### Strategies:

- Residential uses are not recommended in this district because of the noise contours associated with the direct flight path of the northernmost east/west runway.
- Operational improvements are recommended at the SR 46/Moores Station Road intersection.
- Add a sidewalk on SR 46 east of E. Lake Mary Blvd.
- Add a sidewalk on Moores Station Road.



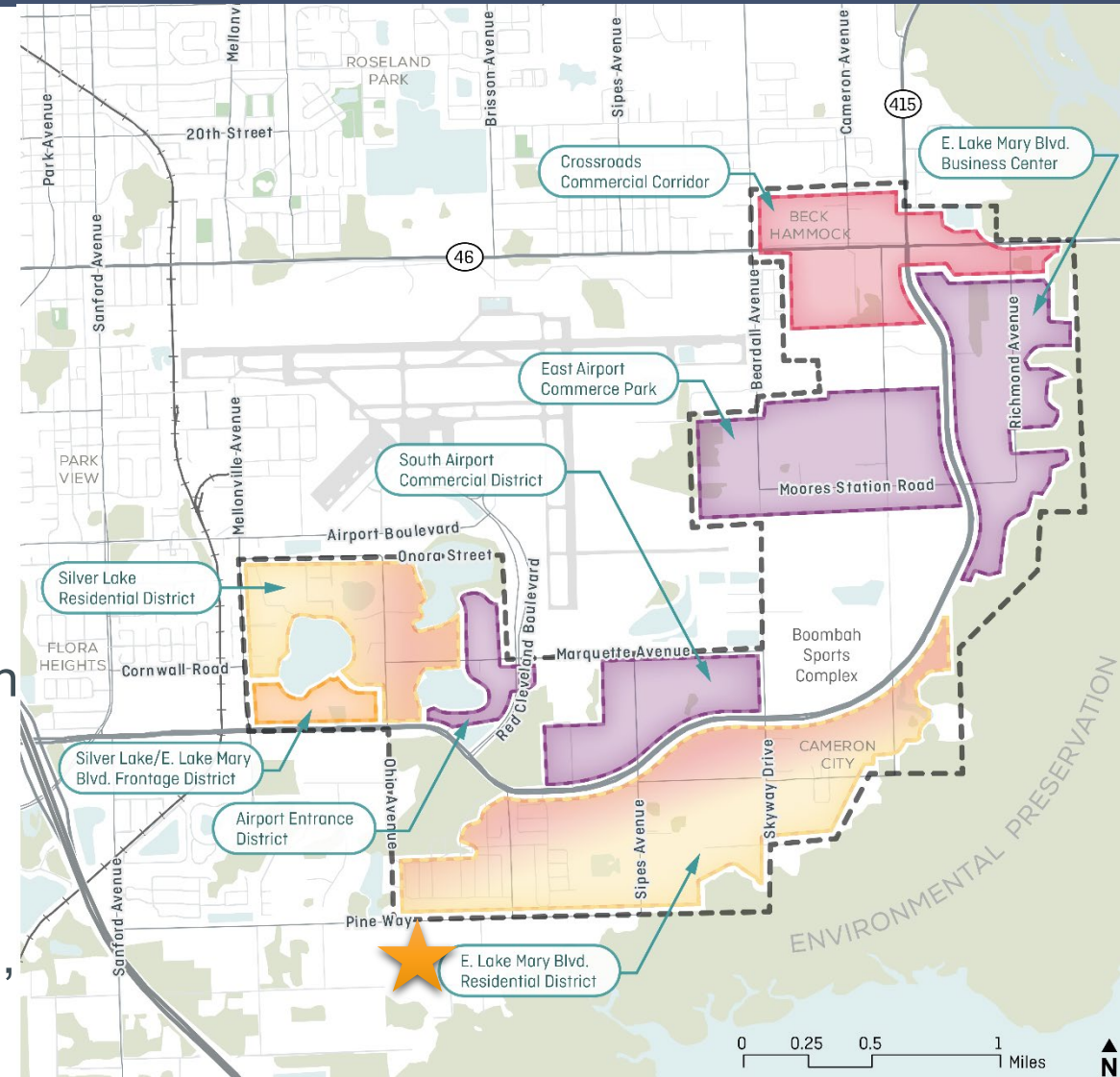


# E. Lake Mary Blvd. Residential District

This district covers land between E. Lake Mary Boulevard and Lake Jesup wetlands/floodplains, from Cameron Avenue to the wetland areas south of Red Cleveland Boulevard.

Existing FLU designations:

- Seminole County: Low Density Residential (LDR), Planned Development (PD), Preservation Managed Lands (PML), Public/Quasi-Public (PUBC), Suburban Estates (SE)
- Sanford: Airport Industry and Commerce (AIC), Low Density Residential – Single Family (LDRSF), Public/Semi-Public (PSP), Resource Protection (RP), Suburban Estates (SE)



# E. Lake Mary Blvd. Residential District

Priority land uses in this district include:

- Community commercial
- General commercial
- Parks
- Open space/preserve





# E. Lake Mary Blvd. Residential District

## Items to note:

- Non-residential land uses should be developed fronting E. Lake Mary Boulevard, for direct access, as a buffer to adjacent residential development, and to provide goods and services for the existing residential land uses.
- Parks are encouraged to provide for the recreational needs of residents, as well as create open spaces and buffers for wetland areas adjacent to Lake Jesup.
- Residential development is not a priority in this district.





# Other Recommendations

Other recommendations for the study area include:

- A gateway element at the SR 46/E. Lake Mary Boulevard intersection; theming and details of this feature can be incorporated into design elements throughout new development in the area.
- Although not a part of the study area, coordination with FDOT D5 on operational improvements at the E. Lake Mary Boulevard/Ronald Reagan Boulevard intersection.





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NEXT STEPS

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# Small Area Plan Document

The Small Area Plan documents outcomes of the visioning process, along with supporting recommendations to guide future development in the study area. The Plan includes specific action items, a timeline matrix indicating potential short- and long-term projects and means of measuring progress. The Plan will be presented to both Seminole County and City of Sanford Commissioners.







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For additional information, contact:

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# Contact Information

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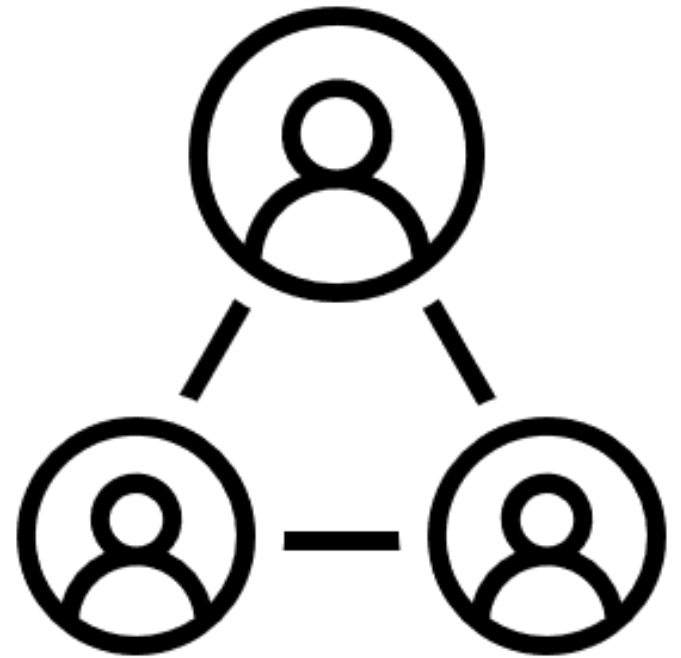
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# WORKSHOP EXERCISES

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# Participant Exercises

Exercises available for workshop participants:

- **Vision/Concept Plan Maps.** Participants are encouraged to leave comments on the large-format maps regarding the draft recommendations.
- **Survey.** Tell us your thoughts about the draft recommendations and how the study area can transition from its current form to a preferred future.
- Online survey participation can be found here:  
<https://www.surveymonkey.com/r/WMS39QN>



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