

INTRODUCTION

Purpose, History, and Definitions

PURPOSE OF THE INTRODUCTION ELEMENT

The Introduction Element is an optional element intended to explain to the reader the purpose of a Comprehensive Plan, provide a brief historical overview of comprehensive planning in Seminole County and to offer definitions of terms used in the Seminole County Comprehensive Plan.

PURPOSE OF THE COMPREHENSIVE PLAN

The purpose of a community comprehensive or 'long-range' plan can be explained in many ways. Two examples are provided.

To the authors of *The Latest Illustrated Book of Development Definitions* (Harvey S. Moskowitz and Carl G. Lindstrom, published in 2004 by The Center for Urban Policy Research), the document, known alternately as a 'Master Plan', has this purpose:

"A comprehensive, long-range plan intended to guide the growth and development of a community or region for a set period of time and which typically includes inventory and analytic sections leading to recommendations for the community's land use, future economic development, housing, recreation and open space, transportation, community facilities and community design, all related to the community's goals and objectives for these elements."

According to Section 163.3177, Florida Statutes:

"The comprehensive plan shall provide the principles, guidelines, standards, and strategies for the orderly and balanced future economic, social, physical, environmental, and fiscal development of the area that reflects community commitments to implement the plan and its elements. These principles and strategies shall guide future decisions in a consistent manner and shall contain programs and activities to ensure comprehensive plans are implemented. The sections of the comprehensive plan containing the principles and strategies, generally provided as goals, objectives and policies, shall describe how the local government's programs, activities and land development regulations will be initiated, modified, or continued to implement the comprehensive plan in a consistent manner."

Both definitions focus on one major role of a comprehensive plan: guidance. The comprehensive plan serves the community by providing a guidebook for decision makers to use in spending public funds and approving private development.

BRIEF HISTORY OF COMPREHENSIVE PLANNING IN SEMINOLE COUNTY

The Support Document for this chapter or 'element' of the Seminole County Plan contains the detailed history of long-range, comprehensive planning in Seminole County. The details reveal the changing projections and expectations for the County over a time period encompassing the 1970s through 2025, including changing population projections and economic trends, changing policy directions and the evolving view of the County's character.

Seminole County actually initiated its planning program in 1974 through the Seminole County Comprehensive Planning Act, one year before passage of the Local Government Comprehensive Planning Act of 1975, the state legislation mandating local planning statewide. The County's first Comprehensive Plan was adopted in 1977 and was extensively revised in 1987. The 1991 Plan Update was adopted to meet the requirements of the Growth Management Act (also known as

the Local Comprehensive Planning and Land Development Regulation Act). The 1991 plan Update, as amended, provided the policy framework for growth management in Seminole County for the ten years following its adoption.

Vision 2020 was the first major update to the County’s comprehensive growth management plans since the 1991 Plan Update was adopted. Vision 2020 addressed the findings of the 1999 Evaluation and Appraisal Report (EAR) and extended the planning horizon of the Plan from 2013 to 2020.

The 2008 County Plan was based on the findings of the 2006 EAR, the six regional growth principles of the Central Florida Regional Growth Vision, the US 17-92 CRA 2006 Corridor Strategy, the 2006 Rural Character Study and changes to State Law. Updates adopted in 2010 and 2012 were based on changes in State Law and local conditions. The County Plan currently provides direction and guidance for the County to maintain and enhance features that create the character of the County as a desirable place to live, work, learn and play. The County Plan features:

- Long Term Goals for future development, redevelopment and provision of services;
- Objectives or benchmarks to meet in attaining goals; and,
- Specific Activities (Policies) to be taken to meet the benchmarks.

The County Plan includes goals, objectives and policies for each of the State required elements, some of which contain level of service standards and require that development be managed to maintain the adopted standard (concurrency). The Plan contains this Introduction Element to meet an important local need for a more ‘user-friendly’ comprehensive plan. The Plan also contains an Implementation Element that establishes how and when the goals, objectives and policies are to be achieved, and who is responsible for the implementation.

Required Elements:

Optional Elements:

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| <ul style="list-style-type: none"> • Capital Improvements • Conservation • Drainage* • Future Land Use • Housing • Intergovernmental Coordination | <ul style="list-style-type: none"> • Recreation And Open Space* • Potable Water* • Public School Facilities* • Sanitary Sewer* • Solid Waste* • Transportation* (including: Mass Transit, Ports, Aviation and Related Facilities, Traffic Circulation) | <ul style="list-style-type: none"> • Implementation • Introduction |
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* Elements subject to concurrency policies and management system. Note: Transportation concurrency applies to that portion of unincorporated Seminole County that is not contained within the Dense Urban Land Area (DULA) Transportation Concurrency Exception Area (TCEA). (See *TRA Exhibit: Transportation Strategy Areas.*)

VISION 2020 – CREATING THE FRAMEWORK FOR THE COUNTY PLAN

Seminole County adopted its Vision 2020 Plan in two cycles during 2001. The vision that Seminole County described in its adopted Vision 2020 Comprehensive Plan created a solid foundation for future planning and included:

- A An adopted future land use map and facility strategy which limited urban sprawl;
- B A natural lands acquisition and management program designed to restore key ecosystems and protect wildlife and natural areas;
- C An economic incentives program to attract targeted industries and create new high paying jobs;
- D An urban design element and program to maintain community quality and create neighborhood compatibility; and
- E A secure and solid infrastructure support system.

The Vision 2020 Plan was the first major update to the County's Comprehensive Plan since adoption of the 1991 Comprehensive Plan Update. The Vision 2020 Plan addressed the findings of the County's 1999 Evaluation and Appraisal Report (EAR).

Vision 2020 provided policy guidance and direction toward ensuring a sustainable community for the residents of Seminole County:

- By protecting neighborhoods, and rural and conservation areas;
- By focusing growth in centers and development corridors; and
- By providing for facilities and services.

THE COUNTY COMPREHENSIVE PLAN (2008)

Vision 2020 did not significantly focus upon revitalization of older areas, or guiding infill development. The Seminole County Comprehensive Plan, containing 2006 Evaluation and Appraisal Report (EAR)-based amendments adopted in 2008, shifted to this approach. The EAR findings reflected the fact that Seminole County is maturing, and entering a period in which most changes will occur as renovation, revitalization, restoration and infill development. Population increases are still projected, but not of the magnitude experienced during initial "greenfield" growth, nor at the same rate. The updated population projections for the year-round (resident only) population was projected to reach a total of 492,260 for the entire county by 2025, and 255,075 for the unincorporated portion of the County. Employment was projected to generate a total of 328,020 jobs by 2025.

The focus of the County Plan shifted to provision of performance standards to guide redevelopment and infill development, to ensure compatibility with existing, high quality neighborhoods and to protect rural areas and environmental assets. Issues such as ensuring sound housing attainable by essential service personnel and those attracted to the jobs desired by Seminole County emerged as important. Ensuring greater coordination of land use and transportation planning – both to support the new commuter rail and to enable a greater range of mobility choices – led to a re-examination of the desired future land use pattern and increased consideration of mixed-use development. Consideration of mixed-use development was increasingly important within redeveloping areas and areas surrounding major transportation facilities. Other important issues that shaped the 2008 County Plan included: the six regional growth principles and four key themes of the Central Florida Regional Growth Vision ("How Shall We Grow?"); reinforcing Seminole County's emphases on protection of local and regional environmental assets (or "greenprint", per the Central Florida Regional Growth Vision) and protecting viable neighborhoods while revitalizing declining areas; the findings of the Seminole County Task Force on Workforce Housing; the US 17-92 CRA 2006 Corridor Strategy and the increased need to link land use planning with transportation planning in order to fully benefit from the regional commuter rail system.

THE COUNTY COMPREHENSIVE PLAN (2010)

The Seminole County Comprehensive Plan was amended in 2010 to more fully respond to House Bill 697, enacted in 2008, and to respond to Senate Bill 360, enacted in 2009. The House Bill required all local plans to identify “energy conservation areas” in need of redevelopment into more compact, energy-efficient land patterns, and to identify strategies to reduce greenhouse gases. Seminole County had responded to the requirement to identify strategies to reduce greenhouse gases in its 2008 text amendments, with the adoption of *Policy FLU 1.16 Protection of Air Quality from Greenhouse Gases*.

The Senate Bill identified “Dense Urban Land Areas” (DULAs), including the nonrural portion of unincorporated Seminole County. Senate Bill 360 of 2009 designated these DULAs as Transportation Concurrency Exception Areas (TCEAs) and also allowed them to be exempted from the use of the State’s Development of Regional Impact (DRI) review process for future large scale developments that affect more than one local government. Those local governments containing DULAs that were designated as TCEAs were directed to develop strategies to support and fund mobility within the exception area, including alternative modes of transportation.

During 2008 and 2009, the national economy experienced a recession that also affected Seminole County. The Bureau of Economic and Business Research (BEBR) at the University of Florida issued population estimates in 2008 for counties in Florida that showed the effect of the economic downturn. BEBR projections for Seminole County showed a slight population decline, followed by a slight gain in 2010 and consistent growth of approximately 23% through 2030. This gain is slightly more than the original redevelopment pace anticipated by Seminole County for its 2008 amendments; however, given the growth anticipated to result in areas surrounding the four SunRail commuter rail stations, and the adoption of strategies to encourage redevelopment and infill development in response to the presence of commuter rail, Seminole County is anticipated to attract a greater share of the regional population and jobs growth projected by the Central Florida Regional Growth Vision.

THE COUNTY COMPREHENSIVE PLAN (2014)

The Seminole County Comprehensive Plan was amended in 2014 to respond to the provisions of “The Community Planning Act” enacted by the State Legislature in 2011 (House Bill 7207, codified as Chapter 2011-139, Laws of Florida). The Community Planning Act revised Chapter 163, Part II of Florida Statutes significantly. Changes resulting from the Community Planning Act included, but are not limited to: Elimination of the requirement to create land development patterns that reduce greenhouse gases; revised requirements for the Future Land Use element (identification of the ‘long term end toward which land use programs and activities are ultimately directed’); a revised emphasis for the Transportation Element (which must now concentrate on multimodal strategies, where feasible); major changes to the way that a local government may amend and must evaluate and appraise its plan; and the option for local governments to rescind, or ‘opt out’ of formerly mandated concurrency requirements for parks, public schools and transportation through an amendment to the local government comprehensive plan.

The first series of text amendments adopted in 2014 included these major changes: identifying the required ‘long term end’ for the Future Land Use Element; revising policies that addressed greenhouse gases to instead focus on more efficient land use patterns; revising the Planned Development and High Intensity Planned Development Future Land Use designations to further support the Central Florida Regional Growth Vision; and clearly delineating the urban versus rural area of the County.

DEFINITIONS

The following section of this Element contains definitions that have been created for use with the Seminole County Comprehensive Plan and the Land Development Code of Seminole County, or definitions taken from identified government programs, laws or publications, or publicly funded planning efforts, such as the Central Florida Regional Growth Vision. All other terms are as defined in Chapter 163, Florida Statutes and shall also apply within the Land Development Code of Seminole County.

ACCESSORY USE

A use of land or of a building or portion thereof; customarily incidental and subordinate to the principal use of the land or building and located on the same lot as the principal use. Examples include features such as sheds located in the rear yard of a single family home and recreational uses included in condominium or apartment complexes to serve the residents.

ADAPTIVE REUSE

The installation of a new use within an older building, or within a building originally designed for a special or specific purpose, while retaining historic features, if any, of the original building.

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.

AFFORDABLE HOUSING

A dwelling unit for which monthly rents or monthly mortgage payments, including taxes, insurance and utilities, do not exceed 30 percent of that amount which represents the percentage of the median adjusted gross annual income for households or persons indicated in Section 420.0004, Florida Statutes (i.e., Low income, moderate income and very low income households or persons as defined herein). Affordable housing definitions that are prescribed by housing programs administered by the US Department of Housing and Urban Development or the State of Florida may also be used by Seminole County when implementing such programs.

AGRICULTURAL USES

Uses of land or water for the following purposes: crop cultivation (including crops for biomass purposes), plant nurseries and greenhouses; poultry and livestock production; grazing and pasturing of animals, including horses; veterinary services for livestock and horses; fish hatcheries; dairies; apiculture; silviculture; structures such as stables, barns, sheds, silos, granaries, windmills and related agricultural structures and supportive appurtenances, such as machinery for harvesting and processing of crops and the sale of such machinery; and farm worker and farm owner housing directly associated with land and water in bona fide agricultural use.

ANCILLARY USES

Uses that are supportive of and subordinate to the principal use or uses of a property or structure; such uses may not be customarily located with the principal use.

ANTIQUATED PLAT

A subdivision of land that does not comply with current zoning district and/or subdivision requirements, or that has limited development potential due to inadequate public facilities, services or environmental constraints. These generally include lands platted prior to modern land development regulations adopted in 1970. Examples include plats with substandard designs for lot size, configuration, roads or drainage facilities.

ANTIQUATED SUBDIVISION

A subdivision of land that was created prior to modern land development regulations adopted in 1970 and does not comply with current zoning and/or subdivision standards, typically in terms of lot size, road access, stormwater management or utility service.

AQUIFER

A subsurface rock layer that contains water and releases it in appreciable amounts. Aquifers are important reservoirs storing large amounts of water relatively free from evaporation loss or pollution. An aquifer may be porous rock, unconsolidated gravel, fractured rock or cavernous limestone.

AREAS OF SPECIAL FLOOD HAZARD (ALSO KNOWN AS SPECIAL FLOOD HAZARD AREAS)

Land in the floodplain of a community subject to a one percent or greater chance of flooding in any given year."

AREA MEDIAN INCOME

Median income is that income which divides the income distribution into two equal parts, with one-half of the cases falling below the median income and one-half falling above. HUD uses the median income for families in metropolitan and non-metropolitan areas to calculate income limits for eligibility in a variety of housing programs, and adjusts the median for different family sizes so that family income is expressed as a percentage of the area median income.

BACKLOGGED FACILITY

Road on the State Highway System operating at a level of service below the minimum level of service standards, which is not a constrained facility, and which is not programmed for construction adequate to bring it up to the applicable minimum level of service standard in the first three years of the Department's adopted work program or in a local government's capital improvements element.

BIOMASS

Organic matter produced by plants. The solar energy contained within the plants can be converted to electricity or fuel.

BONA FIDE AGRICULTURAL USE

Land or water areas currently in active use for one or more of the agricultural uses specified herein and eligible for federal, State and local recognition as such for tax purposes.

BUFFER, OPEN SPACE

A specified setback between land uses that contains no buildings or signage; a physical dimension intended to reduce the impact of a more intense use on a less intense use.

BUFFER, VEGETATIVE

A permanent strip of perennial native vegetation (or vegetation with low water demands) of a specified width, established and maintained in accordance with an approved landscape plan to minimize the risk of pollutants reaching surface waters, to treat stormwater, and/or to provide a protective transition between land uses and reduce the impact of a more intense use on a less intense use.

BUILD-TO LINE

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

CENTRAL FLORIDA REGIONAL GROWTH VISION

A community-generated guide for the future development of the seven-county Central Florida region that includes Seminole County and contains six regional growth principles to be used by participating governments when making future public and civic investment decisions. (Also known as “How Shall We Grow?”)

CENTRAL TREATMENT FACILITY/PLANT

A large water or sewage treatment facility providing service to a number of customers over a broad area.

CLOSED LOOP SIGNAL SYSTEM

A series of coordinated traffic signals that contains a high level of communication intelligence capable of being truly traffic responsive and user friendly. The system is a relatively inexpensive tool to maintain road-way capacity.

CLUSTER DEVELOPMENT

A development in which structures and infrastructure are grouped together, lot sizes are reduced and the overall density or intensity is not increased; grouping together of structures creates common open space areas which are permanently restricted from development through recorded binding legal instruments. Clustering may be used to preserve rural character of an area, or to preserve a valued land or water resource.

COMMUNITY COMMERCIAL CENTER

This type of commercial center is designed to serve the general retail and service needs of a populated area lying 3 to 5 miles from the facility. Allowable uses include grocery stores, department stores, personal services, offices, restaurants and entertainment establishments. The intensity of a community commercial center generally ranges from 75,000 square feet to 400,000 square feet, with 150,000 square feet representing a typical facility. Because community centers are supported by a large population base of 40,000 to 150,000 people and draw both local and passerby traffic, they are most appropriately located at the intersection of collector and arterial roadways.

COMMUNITY PARK

A community park typically ranges in size between 10 to 20 acres. The core experience features a mixture of uses, including team and league sports. The facility is intended to provide “something

for everyone” and to be located not far from home. A community park may be located in urban, suburban or rural areas. Access may be by walking, biking, driving or transit. Common facilities may include: sports courts, ballfields, paths and trails, open spaces, playgrounds, restrooms, dog parks and vehicular and bicycle parking. The service area for urban and suburban development is 5 miles; for rural development, the service area is 10 miles.

COMMUNITY RESIDENTIAL HOME

The term "community residential home" shall be defined as set forth in Section 419.001, Florida Statutes, or its successor provisions.

COMPACT DEVELOPMENT

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

COMPATIBILITY

A condition in which land uses can coexist in relative proximity to each other in a stable fashion over time such that no use is unduly negatively impacted directly or indirectly by another use.

COMPLETE STREET

Streets that are planned and designed in a context sensitive manner, operated and maintained to safely accommodate people of all ages and abilities, including pedestrians, cyclists, transit users, motorists and freight and service operators. Depending upon context, urban complete streets may include sidewalks, marked and signalized crosswalks, pedestrian islands or medians, bicycle facilities and transit lanes; rural complete streets may include widened, paved or stabilized shoulders, trails and riding paths. A complete streets program recognizes that streets may serve multiple uses, including through travel, local access, recreational activities, social, and retail needs. While there is no singular design for a complete street, the intent of a complete street is to improve safety for all users while increasing mobility options.

CONCURRENCY

A requirement of Florida Statutes mandating that certain public services and facilities meet or exceed the level of service standards established in the Capital Improvements Element required by Section 163.3177, Florida Statutes, and are available for a development in accordance with the requirements of Florida Statutes, or that development orders and permits are conditioned on the availability of these public facilities and services necessary to serve the proposed development without reduction in Level of Service. The Concurrency requirement does not apply to public transit facilities, defined by state law to include: transit stations and terminals, transit station parking, park-and-ride lots, intermodal public transit connection or transfer facilities and fixed bus, guideway and rail stations.

CONSERVATION AND RECREATIONAL LANDS PROGRAM

Created by the Florida Legislature (Section 253.023, Florida Statutes). and implemented by the Department of Natural Resources, this program was originally dedicated to acquiring and managing environmentally sensitive lands and other lands for recreation, water management and preservation of significant archaeological and historical sites. The areas to be purchased were selected by the Land Acquisition Selection Committee which annually ranks proposed projects according to criteria in Chapter 18.8, Florida Administrative Code. The Governor and Cabinet make final selection for acquisition based on recommendations made by the Committee. The program was replaced first by the Preservation 2000 Act, and then by the Florida Forever Act.

CONSTRAINED FACILITY

Road on the State Highway System operating at a level of service below the minimum level of service standards and on which it is not feasible to add two or more through-lanes to meet current or future traffic needs because of physical, environmental or policy constraints. Physical constraints primarily occur when intensive land use development is immediately adjacent to roads making expansion costs prohibitive. Environmental or policy constraints primarily occur when decisions are made not to expand a road based on environmental considerations, operational considerations or documented policy. (*Source: FDOT definition.*)

CONSUMPTIVE USE PERMIT

A permit issued by a Florida Water Management District (such as the St. Johns Water Management District) that specifies the maximum amount of water that can be withdrawn from a regulated water resource by the permit holder.

CONTEXT SENSITIVE SOLUTIONS

A collaborative, interdisciplinary planning approach that involves all stakeholders in developing a transportation facility that complements its physical setting and preserves scenic, aesthetic, historic and environmental resources while maintaining safety and mobility. (Federal Highway Administration definition).

CONTEXT SENSITIVE DESIGN

An engineering design process that emphasizes features that help a transportation project fit harmoniously into a community, such as inclusion of brick paver or contrasting color crosswalks, curbing detail, form liners for bridges and similar aesthetic features. (Federal Highway Administration definition.)

CORRIDOR OPEN SPACE

Corridor open spaces are areas through which wildlife and/or people may travel and which may connect residential or recreational areas. They may also be designed to provide leisure activities and for aesthetics. Typical corridors include rivers, creeks, utility easements, thoroughfares, scenic roads and recreation trails. Wetland and floodplain areas are often associated with water-based corridors.

COUNTRYSIDE

Land areas which historically contained agricultural uses and may continue to do so, but which are generally characterized by a relationship to natural and environmental systems, either in private or public ownership. Human habitation is found in one of the following forms: large tracts of land that may allow agricultural uses and roadside produce stands; estate subdivisions

developed in harmony with natural systems and not visible from transportation corridors; rural settlements (pockets of development that have historic significance and include residential densities greater than one dwelling unit per net acre) and rural commercial 'crossroad' centers providing services to residents of the countryside. Unlike Urban Centers, the Countryside is characterized by open lands that are not landscaped. The cross sections of transportation corridors that serve the Countryside do not contain urban features such as streetlights, sidewalks, curb and gutter drainage systems. Residential structures (other than farmhouses) are not visible from the roadways. (Definition from Central Florida Regional Growth Vision)

COUNTY ROAD SYSTEM

All collector roads in the unincorporated areas of a county and all extensions of such collector roads into and through any incorporated areas; all local roads in the unincorporated areas and all urban minor arterial roads not in the State Highway System.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

A multi-disciplinary approach to deterring criminal behavior through the use of strategies that rely on the ability to influence a potential offender's decisions that precede criminal acts. these design strategies emphasize the use of 'defensible space' design features, such as natural surveillance and natural access control, that enhance the perceived risk of detection, thus deterring criminal action.

DENSE URBAN LAND AREA

A county, including the municipalities located therein, which has an average of at least 1,000 people per square mile of land area. The Office of Economic and Demographic Research (Office) within the Legislature shall annually calculate the population and density criteria needed to determine which jurisdictions qualify as dense urban land areas by using the most recent land area data from the decennial census conducted by the Bureau of the Census of the United States Department of Commerce and latest available population estimates determined pursuant to section 186.901, Florida Statutes. If any local government has had an annexation, contraction or new incorporation, the Office shall determine the population density using the new jurisdictional boundaries as recorded in accordance with section 171.091, Florida Statutes.

DENSITY

An objective measurement of the number of people or residential units allowed per net unit of developable land. (Source: Section 163.3164, Florida Statutes)

DEVELOPMENT

The carrying out of any building activity or mining operation, the making of any material change in the use or appearance of any structure or land, or the dividing of land into three or more parcels. This term does not include the use of land for the purpose of growing plants, crops, trees, and other agricultural or forestry products, or the raising of livestock; or for other agricultural purposes. [Sources: Section 380.04(1) and 380.04(3)(f), Florida Statutes (Florida Statutes.)]

DEVELOPMENT ORDER

An order granting, denying or granting with conditions an application for a development permit. (Source: Section 163.3164, FS)

DEVELOPMENT PERMIT

A building permit, zoning permit, subdivision approval, rezoning, certification, special exception, variance, conditional use or any other official action of local government having the effect of permitting the development of land. (Source: Section 163.3164, FS)

DWELLING UNIT, ACCESSORY (ADU)

A dwelling unit, subordinate in size to the principal dwelling unit, which is attached to a principal unit, or located on the same lot, and having an independent means of entry. There shall be a maximum of one (1) accessory dwelling unit per single family lot or parcel.

DWELLING UNIT, PRINCIPAL

The larger of the two dwelling units on a lot or parcel wherein an accessory dwelling unit (ADU) is located. Where an ADU is proposed as new construction, the principal dwelling unit shall be constructed prior to or concurrently with an accessory unit.

ECOLOGICAL FOOTPRINT

A tool for determining the sustainability of a way of life; the 'footprint' is the total amount of productive land required to produce the food, housing, transportation, consumer goods and services needed to sustain the way of life.

ENVIRONMENTALLY SENSITIVE LANDS OVERLAY

Seminole County defines the "Environmentally Sensitive Lands Overlay" to mean areas inundated during the 100-year flood event or identified by the National Flood Insurance Program as an A Zone or V Zone on Flood Insurance Rate Maps or Flood Hazard Boundary Maps, and lands identified as Wetlands contained within Seminole County on the maps of the St. Johns Water Management District. Nothing in this definition shall be construed to prohibit silviculture operations which employ the Florida Department of Agriculture and Consumer Affairs Best Management Practices as revised in 1993. The *FLU Exhibit: FLU Series - Environmentally Sensitive Lands Overlay* shall be updated and adopted as an amendment to the Seminole County Comprehensive Plan each time the National Flood Insurance Rate Maps and/or District Wetlands maps are updated. The Environmentally Sensitive Lands Overlay shall apply to unincorporated Seminole County.

EFFLUENT TAKEBACK PROGRAM

Program allowing or requiring the piping of reuse water back to a development for use in commercial activities or landscape irrigation. This water cannot be used for any purpose that may involve human consumption (fruit eaten raw, showers, etc.).

ENERGY-EFFICIENT LAND USE PATTERNS

An arrangement of land uses that will reduce energy use by the transportation sector and increase energy efficiency by electric power generation and transmission systems, as well as enable use of multiple forms of sustainable energy.

ESSENTIAL SERVICES PERSONNEL

Households in which one or more of the wage-earners, employed by either the private or the public sector, are compensated for provision of services essential to Seminole County, including but not limited to: teachers and educators, police and fire personnel, government employees, healthcare personnel, and skilled building trades personnel.

EXCLUSIVE TRANSIT FACILITY (TRANSIT WAY, FIXED GUIDEWAY)

A physically separated rail or road lane reserved for multi-passenger use by rail cars, busses, or van pools. Exclusive transit facilities or transit ways do not include high occupancy vehicle lanes.

EXISTING URBANIZED AREA

Area consisting of an incorporated place and adjacent densely settled area that together have a population of 50,000 or more and generally an overall population density of at least 1,000 people per square mile.

EXTREMELY LOW INCOME HOUSEHOLDS (FORMERLY KNOWN AS POVERTY LEVEL HOUSEHOLDS)

One or more persons or a family, the total annual adjusted gross income of which does not exceed 30 percent of the median annual adjusted gross income for households within the metropolitan statistical area (MSA), or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

FIVE ACRE RESOLUTION OR FIVE ACRE SUBDIVISION

A division of land permitted prior to March 30, 1992 (Ord. 92-5), and which was not subject to the normal requirements of the subdivision regulations. This provision allowed a subdivision with lots of 5 acres or more, and no new roads or easements were required to be created. After the date of March 30, 1992, no additional subdivisions of this nature were permitted, but those created prior to this date are legal conforming uses.

FLOODPRONE AREAS

Areas inundated during a 100-year flood event or areas identified by the National Flood Insurance Program as an A Zone on flood insurance rate maps or flood hazard boundary maps.

FLOODWAY

The channel of a river and the portion of the overbank floodplain that carries most of the flood.

FLOOR AREA RATIO

The square feet of building divided by the net buildable acres within a development site, used as a measure of the intensity of nonresidential development.

FLORIDA FOREVER PROGRAM

Created by the Florida Legislature (Section 259.105, Florida Statutes) and implemented by the Division of State Lands in the Department of Environmental Protection through Rules 9K-7 and 9K-8, Florida Administrative Code, this program provides a means of preserving and managing unique natural resources, archaeological and historic sites through acquisition. The program is a successor to the Preservation 2000 Program (which was, in turn, a replacement for the Conservation and Recreational Lands or 'CARL' Program). Projects may be nominated for consideration for the Florida Forever Program by any federal, State or local agency, or a private citizen or conservation group, but property owners must be notified. The program provides greater focus on urban and community parks; emphasis on purchasing water resources and water supply and a new emphasis on purchasing conservation easements that do not have to be held in fee title by the state. Funds are also allowed to be used for facilities development, ecological restoration and invasive species removal, and for conducting species inventories and land management planning. Acquisition recommendations are considered by the Acquisition and



Restoration Council (nine members representing state agencies and four additional members with scientific backgrounds nominated by the Governor). The overall Florida Forever list is submitted to the Governor and Cabinet for approval.

FLORIDA-FRIENDLY LANDSCAPING

Landscaping practices designed to preserve Florida's natural resources and protect the environment.

FLORIDA INTRASTATE HIGHWAY SYSTEM

A system of limited access and controlled access facilities on the State Highway System which has the capacity to provide high-speed and high-volume traffic movements.

FOSTER CARE FACILITY

The term "foster care facility" shall be defined as set forth in Section 393.063, Florida Statutes, or its successor provisions.

FREEWAYS

Multilane divided highways having a minimum of two lanes for exclusive use of traffic in each direction and full control of ingress and egress. This includes all fully controlled limited access principal arterials, excepting Toll Roads.

FUNCTIONAL CLASSIFICATION

Assignment of roads into systems according to the character of service they provide in relation to the total road network. Basic functional categories include arterial roads, collector roads and local roads.

GEOGRAPHIC SERVICE AREA

For recreational facilities, a geographic service area identifies the time or distance which a resident is willing to travel to use a given park or facility.

GOAL

The long-term end toward which programs or activities are ultimately directed. (Source: Section 163.3164, Florida Statutes).

GREEN BUILDING PRACTICES

Green building design and construction practices address: sustainable site planning; safeguarding water; energy efficiency; conservation of materials and resources and indoor environmental quality. (Website of US Green Building Council, Atlanta Chapter.)

GREENFIELD DEVELOPMENT

Development on lands that have been used for agricultural, forestry or other private open space uses, and have not previously contained residential, commercial or industrial uses.

GREEN INFRASTRUCTURE, REGIONAL SCALE

A strategically planned and managed network of natural areas, parks, greenways, working landscapes (such as agricultural areas with conservation values and floodways) and other open spaces that supports native plant and animal species, ensures clean water; conserves

ecosystem values and functions; protects, restores or mirrors the natural water cycle; and provides a wide array of benefits to people and wildlife.

GREEN INFRASTRUCTURE, NEIGHBORHOOD OR SITE SCALE

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

GREENPRINT

The network of Central Florida's critical lands and waters, other open space and recreational areas that are exceptional natural resources to be preserved either through the use of public funds or private incentives. (Concept identified by Central Florida Regional Growth Vision – "How Shall We Grow?")

GREEN ROOFS

Ecological roof gardens that improve a building's thermal insulation, absorb less heat, produce oxygen, absorb carbon dioxide, filter air pollution and absorb and/or manage a portion of rainwater falling onto it, thus slowing stormwater runoff.

GROUP HOME FACILITY

The term "group home facility" shall be defined as set forth at Section 393.063, Florida Statutes, or its successor provisions.

HEADWAY

Time interval between vehicles moving in the same direction on a particular route.

HOME OCCUPATION

Any occupation or activity carried on by a member of the family residing on the premises, provided no article is sold or offered for sale, except such as may be produced by members of the immediate family residing on the premises, and no sign is used other than a name plate not more than one (1) square foot in area, attached to, and not projecting from, the building or no display that will indicate from the exterior that the building is being utilized in part for any purpose other than that of a dwelling. Home occupation shall include the use of premises by a physician, surgeon, dentist, lawyer, clergyman, or other professional persons for consultation or emergency treatment, but not for the general practice of his profession. Any home occupation that creates objectionable noise, fumes, odor, dust, or electrical interference shall be prohibited. Floor area utilized for home occupations shall not exceed twenty-five (25) percent of the total floor area of the dwelling structure.

INTENSITY

An objective measurement of the extent to which land may be developed for nonresidential purposes. (An example is 'Floor Area Ratio', defined above.)

JOINT PLANNING AGREEMENT

An interlocal agreement enabled by Chapter 163.3171 and adopted through appropriate official action that provides for joint policies and programs on annexation, future land use designations, provision of services and conflict resolution.

LAND DEVELOPMENT CODE

The Land Development Code of Seminole County is a set of ordinances enacted by the Board of County Commissioners to regulate the development of private property in unincorporated Seminole County in accordance with the zoning districts within the Code, including such aspects of development as allowable uses, required yards, maximum building heights, parking and signage. The Land Development Code implements the policies of the Seminole County Comprehensive Plan.

LAND USE DESIGNATION

Classification of land use that explains the allowed range of densities (numbers of housing units per acre or other similar measure) and/or intensities (number of square feet of nonresidential building or similar measure), general types of uses allowed, and zoning district or districts allowable within that land use classification. Land use designations represent the long-range desired use of a property. A land use designation is not a development order or development permit; it does not grant permission to begin construction, and does not automatically assure rezoning to a particular zoning district. The uses identified in the definitions for land use designations are intended to identify the range of uses allowable within each designation. All uses noted as examples are not permitted within each zoning classification permitted within the designation. The Land Development Code identifies the particular uses permitted within particular zoning classifications.

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.

LEACHATE COLLECTION SYSTEM

A pipe system buried in the landfill designed to remove water and other liquids which soak through the landfill mass. The leachate is then transported to a sewage disposal plant or sprayed back over the landfill to reduce the water content.

LEED

Leaders in Energy and Environmental Design, a building environmental certification program developed and operated by the United States Green Building Council.

LEVEL OF SERVICE (PARKS)

An indicator of the extent or degree of service provided, based on the operational characteristics of a facility both from a programming and maintenance standard.

LEVEL OF SERVICE (TRAFFIC)

For highways is a qualitative measure describing operating conditions within a traffic stream and driver perception of the quality of traffic flow. Levels range from A to F with level of service A representing the best operating conditions and level of service F representing the worst operating conditions as defined by the Transportation Research Board "Special Report 209 Highway Capacity Manual".

LEVEL OF SERVICE

An indicator of the extent or degree of service provided by, or proposed to be provided by a facility based on the operational characteristics of the facility. Level of service indicates the capacity per unit of demand for each facility, providing a measure indicating the planned operating condition or capacity of a service according to a measurable unit, as in 'gallons per capita' for water or wastewater service.

LIMITED ACCESS FACILITY

A street or highway especially designed for through traffic, and over, from or to which owners or occupants of abutting land or other persons have no right or easement of access, light, air or view by reason of the fact that their property abuts upon such limited access facility or any other reason. Such highways or streets may be facilities from which trucks, buses and other commercial vehicles may be excluded or they may be facilities open to use by all customary forms of traffic.

LOCAL ROAD

A route providing service which is of relatively low average traffic volume, short average trip length or minimal through-traffic movements, and high land access for abutting property.

LOT

A lot is the least fractional part of subdivided lands with limited fixed boundaries, and an assigned number, letter, or other name through which it may be identified.

LOW IMPACT DEVELOPMENT

An approach to stormwater management that incorporates land planning and design practices to reduce impact to water quality from urban development. The practices encourage preservation of natural resources; allow development in a manner that mitigates potential environmental impacts; reduces costs of stormwater management systems; uses integrated management practices to reduce runoff and reduces discharge of pollutants into the environment.

LOW INCOME PERSONS, LOW INCOME HOUSEHOLD

One or more persons or a family, the total annual adjusted gross income of which does not exceed 80 percent of the median annual adjusted gross income for households within the

metropolitan statistical area (MSA), or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

MAJOR PRIMARY STRUCTURES (DRAINAGE)

These are defined as drainage structures that have an equivalent opening equal to or larger than a single 48 inch diameter circular conduit.

MANUFACTURED HOUSING

The term "manufactured housing" shall be defined consistent with the provisions of Section 320.01(2)(b), Florida Statutes, which state that this term applies to a mobile home fabricated on or after June 15, 1976, in an off-site manufacturing facility for installation or assembly at the building site, with each section bearing a seal certifying that it is built in compliance with the Federal Manufactured Home Construction and Safety Standard Act. See "Mobile Home" definition below.

MATERIALS RECOVERY FACILITY

A facility that receives, processes and markets mixed recyclable materials that are source separated from municipal water streams.

MINOR PRIMARY STRUCTURES (DRAINAGE)

Drainage structures which have equivalent clear openings equal to or larger than a single 30 inch circular conduit but no larger than a single 48 inch diameter circular conduit.

MITIGATION, WETLANDS

Restoration of existing degraded wetlands or creation of man-made wetlands in areas adjacent or contiguous to the impacted wetland. If on-site mitigation is not practical, off-site mitigation should be undertaken in close proximity and, to the extent possible, within the same watershed. In compliance with *Policy FLU 2.9 Determination of Compatibility in the Planned Development Zoning Classification*, development activities that may impact wetlands, and mitigation of such development activities, are prohibited within the Wekiva River Protection Area.

MOBILE HOME

The term "mobile home" is defined in Section 320.01(2)(a), Florida Statutes, or its successor provisions as follows: a structure, transportable in one or more sections, which is 8 feet or more in width and which is built on an integral chassis and designed to be used as a dwelling when connected to the required utilities and includes the plumbing, heating, air-conditioning, and electrical systems contained therein.

MODERATE INCOME PERSONS, MODERATE INCOME HOUSEHOLDS

One or more persons or a family, the total annual adjusted gross income of which is less than 120 percent of the median annual adjusted gross income for households within the metropolitan statistical area (MSA), or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

MODULAR HOME

A modular home is a home that is built in sections (modules) at a factory and assembled on site. It may also require finishing work (such as carpet, paint, installation of appliances) on site, and it may have multiple stories. A modular home must be designed, permitted, built and inspected

in accordance with the Florida Building Code and installed on a permanent foundation built specifically for that particular home. To be acceptable in Florida, a modular home must bear the insignia of the Florida Department of Business and Professional Regulation on the inside of the cover of the home's electrical panel and be installed by a contractor licensed by the Construction Industry Licensing Board to build site built homes.

MULTIMODAL TRANSPORTATION SYSTEM

A transportation system that provides for the safe and efficient use of multiple modes of transportation for people and goods, and the seamless transfer of people and goods from one mode to another.

NATURAL CREEK, STREAM OR RIVER

A natural stream of water flowing in a channel that is not manmade, but may be maintained to reduce flood hazards and insure stormwater conveyance.

NATURAL LAKE

A naturally occurring, non-manmade body of water (e.g., not a man-made retention pond) with at least two acres of open water.

NATURAL WATERBODY

A naturally occurring, non-manmade waterbody, including a natural lake, a natural creek, stream or river.

NEIGHBORHOOD COMMERCIAL CENTER

The neighborhood commercial center is the smallest of three types of commercial centers (neighborhood, community and regional) and is intended to serve the daily retail and service needs of the immediate residential area. Retail space needed to serve a neighborhood area generally ranges from 2,500 square feet to 30,000 square feet, but should not exceed 75,000 square feet of gross leasable area. Excluded uses are those that serve the larger community market such as merchandise stores, department stores, and specialty retail.

NEIGHBORHOOD PARK

The Neighborhood Park is walkable, close-to-home recreation of approximately 5 acres or less. Typical amenities include benches, pavilions, picnic areas, bicycle paths, basketball or sports courts, playgrounds, walking and jogging trails, and unprogrammed open space.

NEIGHBORHOOD SCALE BUSINESS

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

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



NET BUILDABLE ACRES

Net Buildable Acres is defined as:

1. 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.
2. 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:

1. 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
2. For properties in all zoning districts other than PD (Planned Development) – all property included within the final subdivision plat or site plan.

Developments approved before December 31, 2014, in which the *Net Buildable Acres* were calculated based on a prior definition of such term, may not subsequently apply the above definition of *Net Buildable Acres* if one or more residential lots or structures were conveyed, with the intention of owner occupation, before December 31, 2014.

NET RESIDENTIAL DENSITY

The number of dwelling units per net buildable acre.

NOISE CONTOUR

The line encompassing an area exposed to the same noise level as measured by average day-night noise level (DNL). The 65 DNL noise contour, for example, encompasses the airport and surrounding area exposed a noise level of 65 DNL or higher. Noise contours for both existing and future airport conditions are depicted on the Orlando Sanford International Airport Master Plan.

OBJECTIVE

A specific, measurable, intermediate end that is achievable and marks progress toward a goal. (Source: Section 163.3164, Florida Statutes).

OPERATING CONDITIONS

Means the situation under which a road is performing. Operating conditions are determined by the traffic, roadway, and signalization characteristics of a road; and can be described by such factors as speed and travel time, freedom to maneuver, traffic interruption, comfort and convenience, and safety.

ORDINARY HIGH WATER MARK

Generally, that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding area, as determined by the applicable governing authority.

OVERRIDING PUBLIC INTEREST

A situation where an action is taken by Government after a finding that the public's health, safety and welfare clearly overrides the goals, objectives, policies, or provisions of the Comprehensive Plan.



PARCEL OF LAND

Any quantity of land capable of being described with such definiteness that its location and boundaries may be established, which is designated by its owner or developer as land to be used, or developed as a unit, or which has been used or developed as a unit.

PATIO HOME

A dwelling on a separate lot with open space setbacks on three sides. Such a dwelling may also be called a zero lot line dwelling; however, a zero lot line dwelling may have more than one side resting on a lot line.

PEDESTRIAN AND BICYCLE FRIENDLY

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

PERMANENT OPEN SPACE

Currently undeveloped rural lands such as forests, wetlands and open pastures which are prohibited from future development either through public ownership or legally binding use restrictions.

PLANNING HORIZON

The time period encompassed by a comprehensive plan.

PLAT

A map or delineated representation of the subdivision of lands, being a complete, exact representation of the subdivision and other information in compliance with the requirement of all applicable statutes and of local ordinances, and may include the terms "replat".

POLICY

A principle or rule to guide decisions; the way in which programs and activities are conducted to achieve an identified goal. (Source: Section 163.3164, Florida Statutes)

POTABLE WATER

Water suitable for drinking purposes that conforms to the drinking water standards of federal, State and local authorities for human consumption.

PRESERVATION 2000

A 10-year program established by the State of Florida that raised \$300 million a year for, for a total of \$3 billion, for the purpose of acquiring and preserving almost two million acres of land for conservation and resource-based recreation. The program was replaced by the Florida Forever Program.

PRIMARY STRUCTURES (DRAINAGE)

Drainage structures that have a clear opening equivalent to or larger than a single 30 inch diameter circular conduit.

PROPORTIONAL CAPACITY

The percentage of permitted capacity of shared water or sewer treatment facilities, which is dedicated to serving customers in other jurisdictions.

PUBLIC FACILITY

Capital improvements and systems of each of the following: arterial, collector and local roads; mass transit; stormwater management; potable water; sanitary sewer; solid waste; parks and recreation; library service; fire-rescue service; and other county, city, state or federal facilities.

PUBLIC HEARING

A meeting held in conformance with all required public notice requirements where the public is invited to provide oral and/or written input, and at which time a decision by the body holding the hearing is usually rendered.

PUBLIC MEETING

A meeting held in conformance with all required public notice requirements, if any, at which time the proposed material is generally discussed.

PROPORTIONATE SHARE, PUBLIC EDUCATIONAL FACILITIES

A program established in accordance with Section 163.3180(13)(e), Florida Statutes that allows the school district and local government to enter into a legally binding agreement with a developer to provide mitigation proportionate to the demand for public school facilities to be created by actual development of a property.

PROPORTIONATE SHARE, TRANSPORTATION

A program established in accordance with Subsection 163.3180(16), Florida Statutes (FS), that shall apply to all developments in the County that impact a road segment in the County Concurrency Management System for which the developer has been notified of a failure to achieve transportation concurrency on a roadway segment or segments. This program shall not apply to Developments of Regional Impact (DRIs) using proportionate share under Subsection 163.3180(12), FS, developments meeting the de minimis standards under Subsection 163.3180(6), FS, or to developments exempted from concurrency as provided in the Seminole County Land Development Code. An eligible applicant may choose to satisfy the transportation concurrency requirements of the County by making a proportionate share contribution if the proposed development is otherwise consistent with the Comprehensive Plan of Seminole County and applicable land development codes, and if the County's five-year capital improvement program (CIP) and the Capital Improvements Element (CIE) of the County's Comprehensive Plan includes a transportation improvement or improvements that, upon completion, will accommodate the additional trips generated by the proposed development. The County may choose to allow an applicant to satisfy transportation concurrency through the Proportionate Share program by contributing to an improvement that, upon completion, will accommodate the additional trips generated by the proposed development.

QUALITY/LEVEL OF SERVICE (Q/LOS)

For bicycle and pedestrian transportation, the Q/LOS is a measure of the user's perception of the quality of a transportation service and the traveler's satisfaction with that service. For bicycle Q/LOS, the measure is based on the bicyclist's perception of these variables: presence

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

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

RARE UPLAND HABITAT

The term "rare upland habitats" means those vegetative communities identified by the County as scrub, longleaf pine - xeric oak, sand pine scrub, and live oak hammock. The vegetative communities referred to above are defined in the Florida Land Use Cover and Forms Classification System which is published by the Florida Department of Transportation which is incorporated herein by this reference thereto as if fully set forth herein verbatim.

RECLAIMED WATER

Water resulting from treatment of domestic, municipal or industrial wastewater and sewage that is suitable for reuse for purposes such as irrigation of landscaping.

RECREATIONAL FACILITY

A place designed and equipped for the conduct of sports and leisure-time activities.

RECREATIONAL FACILITY, PRIVATE

A recreational facility operated by a private organization and open only to bona fide members and their guests.

RECREATIONAL FACILITY, PUBLIC

A recreational facility open to the general public; ownership need not be a governmental agency.

RECREATIONAL FACILITY, RURAL

A recreational facility designed and equipped for the conduct of sports and leisure-time activities that support and are compatible with rural areas, including active agricultural uses. Such facilities do not use lighting visible from adjacent properties at night and noise levels are regulated. Examples include but are not limited to: canoeing and kayaking clubs; fishing clubs; hiking clubs; horse boarding stables with riding rinks, trails and/or classes; hunting clubs; rodeos; trails and trailheads.

RECYCLING

The removal of such items as glass, metal and newspaper from the waste stream going to the landfill for permanent disposal. These materials are redirected to recycling centers for reuse.

REGIONAL COMMERCIAL CENTER

This is the largest type of commercial center and is designed to serve the full range of a region's merchandise needs. Generally, regional centers require a minimum trade area population of

150,000, and in urbanizing areas are located so that traveling time and distance are a maximum of 20 minutes and 8 miles. The gross leasable area of regional commercial centers ranges from 400,000 square feet to 1,000,000 square feet or larger.

REGIONAL PARK

Regional parks are typically 20 or more acres in size. The core experience for the user of a regional park is a day-long excursion with multiple things to do. Facilities common to regional parks include bandshells, ballfields, community centers, trails, passive recreational opportunities (such as camp grounds), skate parks, dog parks, vehicular and bicycle parking and restrooms.

REGIONAL WATER SUPPLY PLAN

Adopted by the Governing Board of a Water Management District pursuant to Section 373.0361, Florida Statutes, for each water supply planning region within the District where it has been determined that the existing sources of water are not adequate to supply water for all existing and future reasonable-beneficial uses, and to sustain the water resources and related natural systems for the planning period. Each regional water supply plan shall be based on a 20-year planning period and include, but not be limited to: a water supply development component for each water supply planning region that includes a quantification of water supply needs for existing the future reasonable-beneficial uses within the planning horizon, based on best available data, and a list of water supply development project options from which local government, government-owned, privately owned utilities and other water suppliers may choose for water supply development. Water conservation and other demand management measures, as well as water resources constraints, must be taken into account in developing the plan.

REUSE WATER

Any mix of non-potable water sources, including reclaimed waters that are made available for irrigation.

REVITALIZATION

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

RURAL AREA (EAST RURAL AREA)

That portion of the County characterized by agricultural uses, natural vegetation, and large lot low density (5 acres or greater) residential uses served primarily by on-site water wells and septic tanks; rural roads (most two-laned, some roads unpaved or graveled, rather than paved), without sidewalks and street lights, limited commercial encroachments, ample views of wooded areas and open spaces and occasional rural villages that provide the commercial and community support services required by the residents and rural businesses.

RURAL CHARACTER

Within the Wekiva River Protection Area, the term “rural character” means those characteristics which convey a sense of rural lifestyle including agricultural uses, limited residential density at one unit per net buildable acre or less, large lots, ample views of wooded areas and open space, preservation of greenway and wildlife corridors, narrow pavement widths, rural roadway corridors, public and private roads predominantly no more than two lanes in width,

development of commercial land uses set forth on the Future Land Use Map in effect on December 15, 1999, and a preference for rural vernacular architecture. Such characteristics preclude any further commercial development on lands not designated for commercial land uses on the Future Land Use Map in effect on December 15, 1999. For the purpose of ensuring consistency with the Wekiva River Protection Act, rural character within the Wekiva River Protection Area within Seminole County is maintained through a pattern of land use designations consisting of predominantly Suburban Estates, Conservation, and Recreation (for the purpose of protecting natural resources). It is the express intent of this definition to ensure that, within the Wekiva River Protection Area but outside of the East Lake Sylvan Transitional Area, each development order approved by the County limits the density of the residential development subject to that development order to (a) the current adopted density of the subject development existing at the time of the enactment of this definition or (b) a density no greater than one dwelling unit per net buildable acre.

RURAL ROADWAY CORRIDOR

Designated roadways which are regulated to preserve or enhance the aesthetic character of a Rural Area; land clearing restrictions, extraordinary building setbacks, supplemental tree planting programs, control of driveway cuts and control of signs are typical components used in establishing such corridors.

RURAL SUBDIVISION

A subdivision which creates lots of five acres or more subject to standards designed for rural, large lot development rather than those for urban subdivisions; narrower pavement widths, optional sidewalks, reduced drainage areas and the use of only rustic materials for fences are examples of rural standards.

SECONDARY STRUCTURES (DRAINAGE)

Drainage structures that have equivalent clear opening smaller than a 30 inch diameter circular conduit.

SPECIAL FACILITIES

These facilities include boat ramps, canoe trails, roadway rest-stops and other recreational areas that are used for specific purposes.

SPECIAL ACT AREA

An area designated for special environmental protection by Florida Statute, typically providing for procedures for review of local comprehensive plans land development regulations and certain development permits applicable to a protection area delineated by the Act; and other duties and requirements of County, regional and State agencies. The Wekiva Protection Act (Part II of Chapter 369, FS), was the State's first such Special Act Area within Seminole County.

STANDARD HOUSING

Housing units being in good and inhabitable condition, not lacking complete plumbing facilities or heating facilities, or being overcrowded with more than 1.01 persons per room.

STATE HIGHWAY SYSTEM

A roadway system to which access is regulated and which includes the interstate system; all rural arterial routes and their extensions through urban areas; all urban principal arterial



routes; and urban minor arterial mileage on the existing State Highway System as of July 1, 1987.

STATE LAND PLANNING AGENCY

Florida Department of Economic Opportunity.

STEPPING DOWN, STEPPING BACK

When applied to land uses, stepping down is a method by which the assignment of different land use designations is used to create a decrease of residential density in an incremental fashion, or to create an intensity or density gradation between differing urban land use designations. When applied to development design, stepping down or stepping back involves designing a structure in a manner that sets higher stories back from the build-to line established for the first story of a structure, in a 'wedding cake' fashion, so as to reduce shadows cast by upper elevations on adjacent property, and to provide greater distance between upper elevation windows and adjacent properties.

STREET TREES

Trees located in the public space between curb and sidewalk along urban streets, generally placed each 15 to 20 feet. Street trees are used to provide shade for pedestrians and to clarify the location of the edge of the street for the motorist; such trees also serve to reduce urban air temperatures resulting from asphalt and concrete paving, improve air quality by absorbing pollutants, and function as a part of the drainage system by absorbing a portion of rainwater.

STRIP COMMERCIAL

Strip commercial development is shallow-depth, free standing commercial development with front yard parking lots located along a road and multiple vehicular access points across potential pedestrian pathways, as opposed to commercial development that enables safe and easy pedestrian access; or commercial development concentrated in an urban center, such as the downtown of a city, a village or a center concentrated around a major intersection; or within a planned development that allows access by multiple modes of transportation; or a mixed-use development. Strip commercial is characterized by:

- Relatively small and narrow parcels (lot depths of approximately 300 feet or less), often resulting in parking that may be inadequate; or,
- Frequent curb cuts, lack of coordinated access such as cross access drives or joint use driveways, causing safety hazards to passing traffic and pedestrians; or
- Lack of coordinated parking between commercial uses.

SUBSTANDARD HOUSING

Housing units being in a dilapidated condition lacking complete plumbing facilities, lacking heating facilities, and/or being overcrowded with more than 1.01 persons per room. For purposes of this Plan, substandard housing requiring "substantial rehabilitation," as defined by 24 CFR Part 92.2, in order to meet U S Department of Housing and Urban Development Minimum Housing Quality Standards, shall be considered dilapidated and shall be considered for demolition.

SUSTAINABLE, SUSTAINABILITY

A community is 'sustainable' if it meets the needs of the present without compromising the ability of future needs to be met.



TOTAL MAXIMUM DAILY LOAD

A calculation of the maximum amount of a pollutant that a water body can receive and still meet water quality standards, and an allocation of that amount to the pollutant's sources.

TRANSIT-ORIENTED DEVELOPMENT

Higher density mixed-use development within walking distance, or one half mile, of a transit station or stop, designed to: facilitate "location efficiency" (ability to walk, bicycle and ride transit to a destination); boost transit ridership and minimize car traffic; provide a mix of housing, shopping and transportation choices; generate revenue for the public and private sectors, and create a 'sense of place' for new and existing residents.

TRANSIT, PUBLIC

A system of transportation facilities including, but not limited to, local (shuttle) buses, dial-a-ride (advance registration) vehicles, express buses, commuter trains, light rail and high speed rail that is open to the public for a fee, serves local and/or regional customers and may be publicly or privately owned.

TRANSIT SUPPORTIVE USE

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

TRANSPORTATION CONCURRENCY EXCEPTION AREA

A specified geographic area delineated in a local comprehensive plan within which, under limited circumstances, exceptions to the transportation concurrency requirement are allowed to reduce the adverse impact transportation concurrency may have on urban infill development and redevelopment, and the achievement of other goals and policies of the state comprehensive plan, such as promoting public transportation. The exceptions apply to all land uses within the designated areas. When a local government designates a TCEA, data and analysis must support the designation, and guidelines and/or objectives and policies within the plan must specify how transportation needs will be met. Programs may include improvements to public transportation, transportation demand management programs, transportation system management programs and creative financing tools for public transportation. A TCEA may transcend jurisdictional boundaries when appropriate, and must be designated in each applicable comprehensive plan.

TRANSPORTATION DEMAND MANAGEMENT

A program that improves the operation of a transportation system by reducing demand on that system, through the use of low cost alternatives as telecommuting, ridesharing, transit system improvements, staggered work hours, improved bicycle transport, flex time and parking



management. TDM measures improve the efficiency of existing transportation facilities by changing demand patterns, rather than by capital improvements.

TRANSPORTATION STRATEGY AREA

A portion of the Dense Urban Land Area (DULA)/Transportation Concurrency Exception Area (TCEA) located within the nonrural portion of Seminole County for which a mobility strategy pursuant to Senate Bill 360 of 2009 has been created.

TRANSPORTATION SYSTEM MANAGEMENT

A program that improves transportation system capacity without the construction of new roadway capacity through the use of such approaches as computerized Intelligent Transportation Systems (ITS) to manage congestion through timing of traffic signals; lane management techniques, such as High Occupancy Vehicle (HOV) lanes; or time-of-day pricing on toll lanes that increases tolls during peak periods.

URBAN CENTER

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

URBAN CENTERS AND CORRIDORS OVERLAY

An overlay located on urban centers and corridors within urban unincorporated Seminole County that have been identified as in need of redevelopment. The redevelopment is needed to encourage future development patterns that can be served by a multi-modal transportation system.

URBAN INFILL DEVELOPMENT AREA

Urban infill development areas are developable vacant lands located in otherwise built up urban areas where public facilities such as sewer systems, roads, schools and recreation areas are already in place or are in close proximity and the average residential density is at least five dwelling units per net acre. Urban infill development areas may be located within residential, nonresidential or mixed-use urban areas.

URBAN REDEVELOPMENT

Demolition, reconstruction or substantial renovation of existing buildings and infrastructure within urban infill or existing urban service areas.

URBAN SUBDIVISION

A subdivision which creates lots under 5 acres in size and complies with the requirements of the urban subdivision regulations.

URBAN OPEN SPACE

Defined in two ways:



- A Functional open space areas located within urban developments that are connected and not isolated; that contain features to support pedestrian use of a development, (such as shade trees, shaded pedestrian and bicycle paths, decorative paving on pedestrian ways that are grade-separated from roadways, sculpture gardens, plazas with seating and interactive fountains); and that serve to connect structures within the mixed-use development to each other and to outside pedestrian features such as sidewalks and transit facilities. Urban open space also includes: natural preserve areas intended primarily to preserve environmental features that can be observed via elevated walkways but are not intended for recreational use; and open green areas containing native vegetation and serving as part of on-site stormwater retention facilities.
- B Open space areas that serve a portion of a mixed-use or high density/high intensity development, and are intended as amenities primarily for that portion of the development. Examples include features such as green roofs/rooftop gardens; rooftop swimming pools and spas; green areas within the interior of a building (such as a plant conservatory) and passive recreational areas, outdoor seating areas and outdoor exercise areas reserved for residents and/or employees of a particular building or portion of a development.

URBAN SERVICE AREA

A built up area where public facilities and services, including, but not limited to, central water and sewer, roads with curb and gutter, schools, and recreational areas are already in place, are planned to be in place within the time horizon of a local comprehensive plan, or are allowable uses when installed by providers other than the local government, in support of allowable urban land uses. In Seminole County, this shall include all areas not within the Charter Rural Area.

URBAN SPRAWL

Urban sprawl means a development pattern characterized by low density, automobile dependent development with either a single use or multiple uses that are not functionally related, requiring extension of public facilities and services in an inefficient manner and failing to provide a clear separation between urban and rural uses. The future land use element and any amendment to the future land use element shall discourage the proliferation of urban sprawl. The primary indicators that a plan or plan amendment does not discourage the proliferation of urban sprawl are:

- (I) Promotes, allows, or designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses.
- (II) Promotes, allows, or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while not using undeveloped lands that are available and suitable for development.
- (III) Promotes, allows, or designates urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban developments.
- (IV) Fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.
- (V) Fails to adequately protect adjacent agricultural areas and activities, including silviculture, active agricultural and silvicultural activities, passive agricultural activities, and dormant, unique, and prime farmlands and soils.

- (VI) Fails to maximize use of existing public facilities and services.
 - (VII) Fails to maximize use of future public facilities and services.
 - (VIII) Allows for land use patterns or timing which disproportionately increase the cost in time, money, and energy of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.
 - (IX) Fails to provide a clear separation between rural and urban uses.
 - (X) Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.
 - (XI) Fails to encourage a functional mix of uses.
 - (XII) Results in poor accessibility among linked or related land uses.
 - (XIII) Results in the loss of significant amounts of functional open space.
- (Sources: Section 163.3164 (51) and Section 163.3177 (6)(a).9.a., Florida Statutes)

VERY LOW INCOME HOUSEHOLDS

One or more persons or a family, the total annual adjusted gross income of which does not exceed 50 percent of the median annual adjusted gross income for households within the metropolitan statistical area (MSA), or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

WALKABLE DEVELOPMENT; WALKABILITY OF DEVELOPMENT

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

WATERSHED

A geographic area in which water, sediments, and dissolved materials drain from higher elevations to a common, low-lying outlet or basin, a point on a larger stream, lake, underlying aquifer or estuary (US Environmental Protection Agency).

WETLANDS

Those areas that are inundated or saturated by surface or ground water at a frequency and a duration sufficient to support, and under normal circumstances do support, a prevalence of

vegetation typically adapted for life in saturated soils. Soils present in wetlands generally are classified as hydric or alluvial, or possess characteristics that are associated with reducing soil conditions. The prevalent vegetation in wetlands generally consists of facultative or obligate hydrophytic macrophytes that are typically adapted to areas having soil conditions described above. These species, due to morphological, physiological, or reproductive adaptations, have the ability to grow, reproduce, or persist in aquatic environments or anaerobic soil conditions. Florida wetlands generally include swamps, marshes, bayheads, bogs, cypress domes and strands, sloughs, wet prairies, riverine swamps and marshes, hydric seepage slopes, tidal marshes, mangrove swamps and other similar areas. Florida wetlands generally do not include longleaf or slash pine flatwoods with an understory dominated by saw palmetto. (Subsection 373.019(17), Florida Statutes. The landward extent of wetlands is delineated pursuant to sections 62-340.100 through 62-340.550, Florida Administrative Code, as ratified by Section 373.4211, Florida Statutes, (Subsection 40C-4.021(30), Florida Administrative Code

WORKFORCE HOUSING

Housing affordable to Seminole County working households that earn up to 140 percent of Area Median Income (AMI). Seminole County further defines Workforce Housing to include households in which one or more of the wage-earners, employed by either the private or the public sector, are compensated for provision of services essential to Seminole County, including but not limited to: teachers and educators, police and fire personnel, government employees, healthcare personnel, and skilled building trades personnel.

WORKFORCE HOUSING DEVELOPMENT

Owner or renter occupied developments consisting of single family or multi-family units in which a minimum of 20 percent of the total units are attainable by households at or below 140 percent of Area Median Income (AMI).

WORKSHOP

A meeting that usually involves staff level review of the subject material and may or may not necessarily involve the general public. Workshops are informal meetings that do not replace public hearings, but can be used to discuss draft material with the public and policy makers, and collect public input. Workshops are also used to revise proposed material pursuant to, or in preparation for public hearings/meetings.

ZERO LOT LINE DEVELOPMENT

A residential development in which the structures are permitted at or very near the property line, or a boundary wall between structures is built on the property line.

ZONING DISTRICT

A specifically delineated area shown on a 'Zoning Map' within which regulations govern the use, placement, spacing and size of buildings, lots and yards.



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